



Low carbon transport – lost on the political agenda?

Michael Cramer, MEP

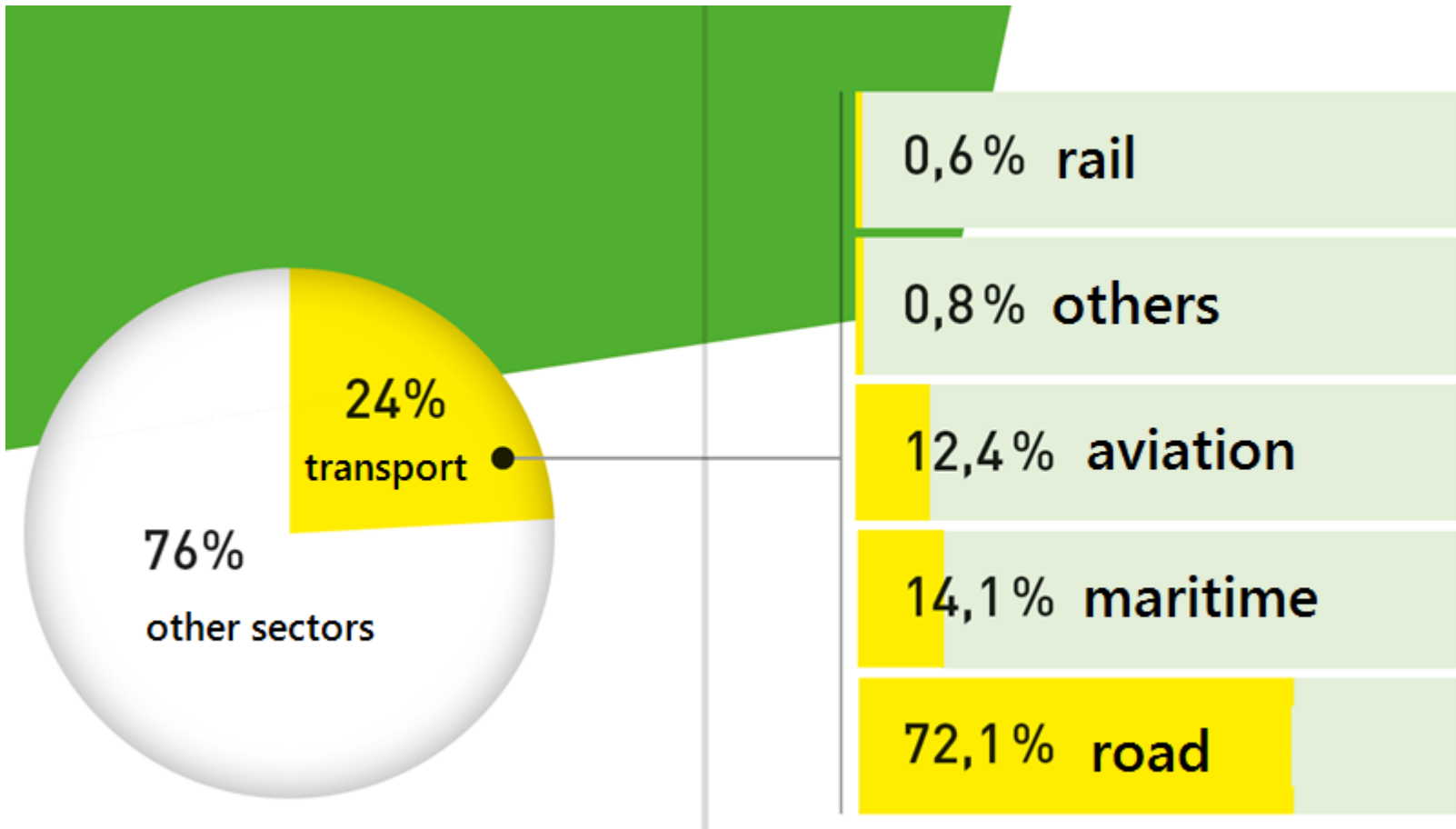
Brussels, 12 February 2014



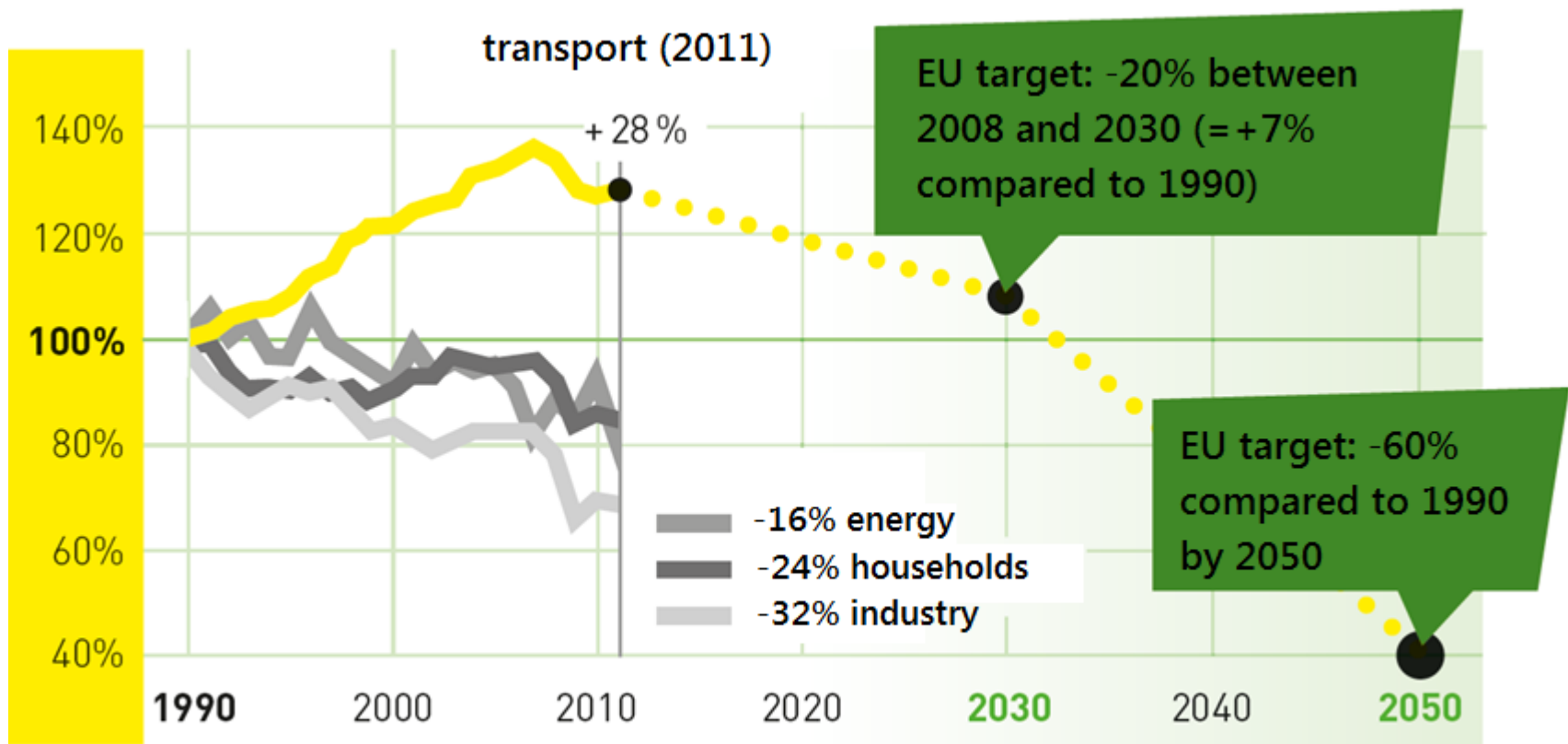
Where we want to go: the EU targets for 2020

- **20%** reduction of **greenhouse gas emissions**
- **20%** of EU's energy from **renewable resources**
- **20%** improvement of **energy efficiency**

CO2 emissions by sector (2011)



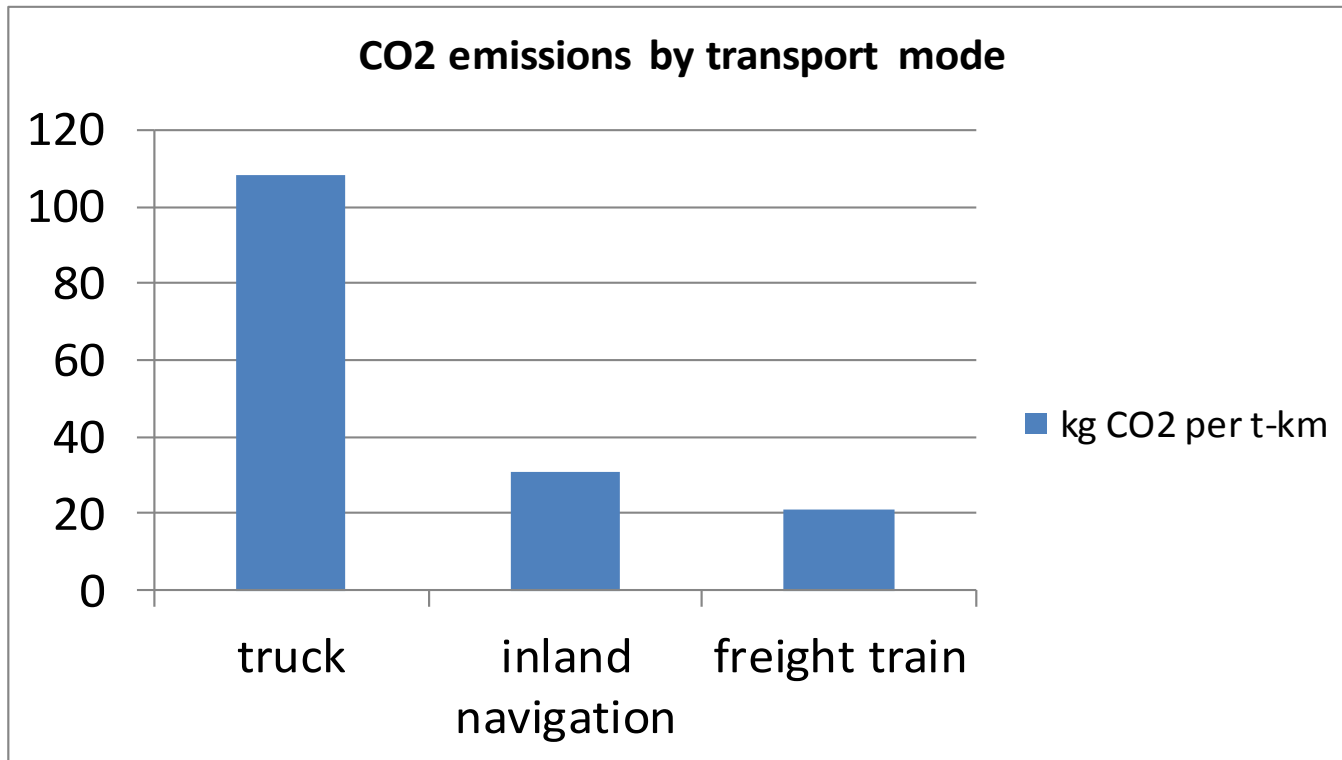
Evolution of EU GHG emissions and EU targets



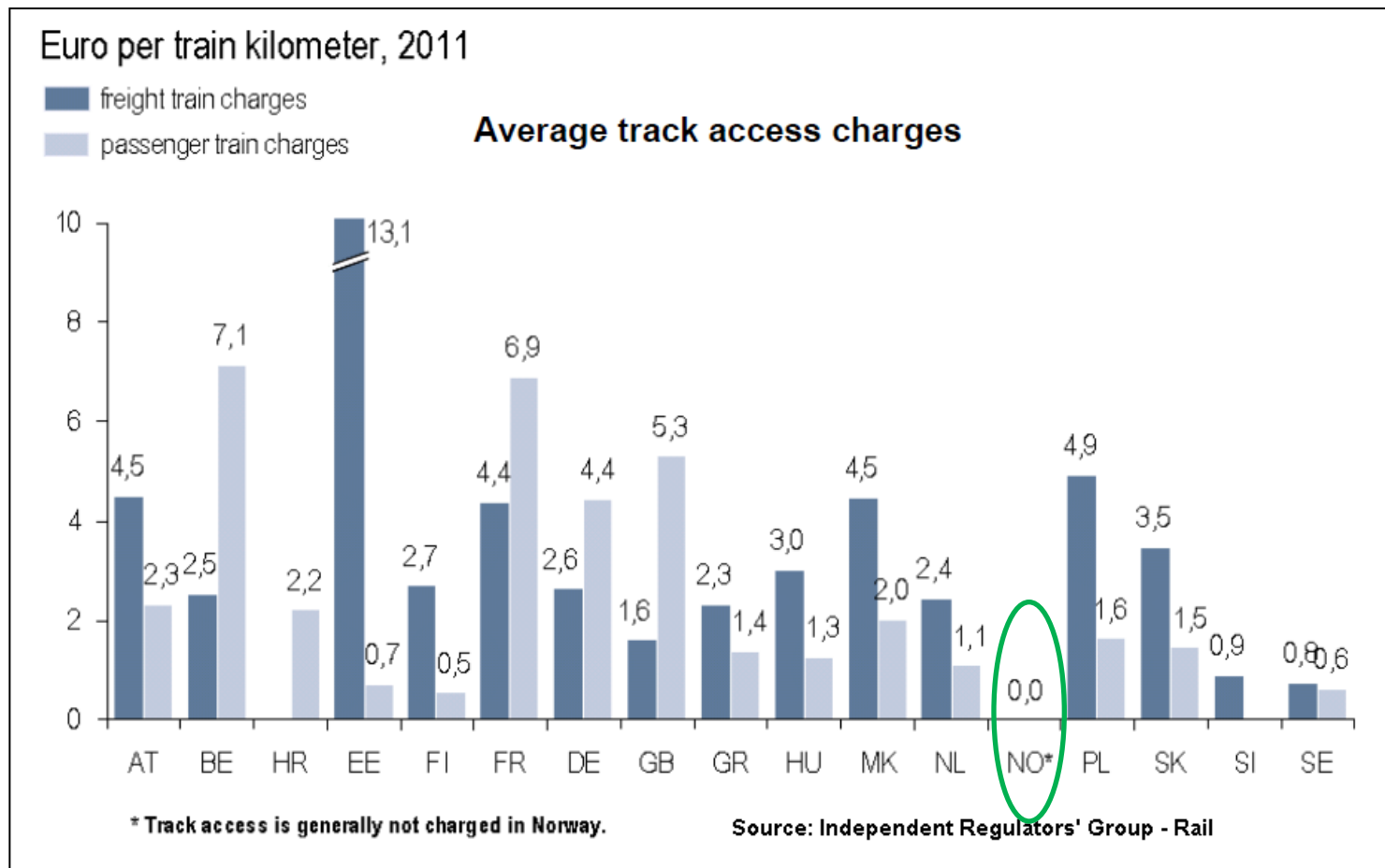
Where we stand

- European Parliament: - **20%** by **2020** compared to 1990 levels
- **almost no concrete measures** since the adoption of the White Paper

The environmental benefit of rail

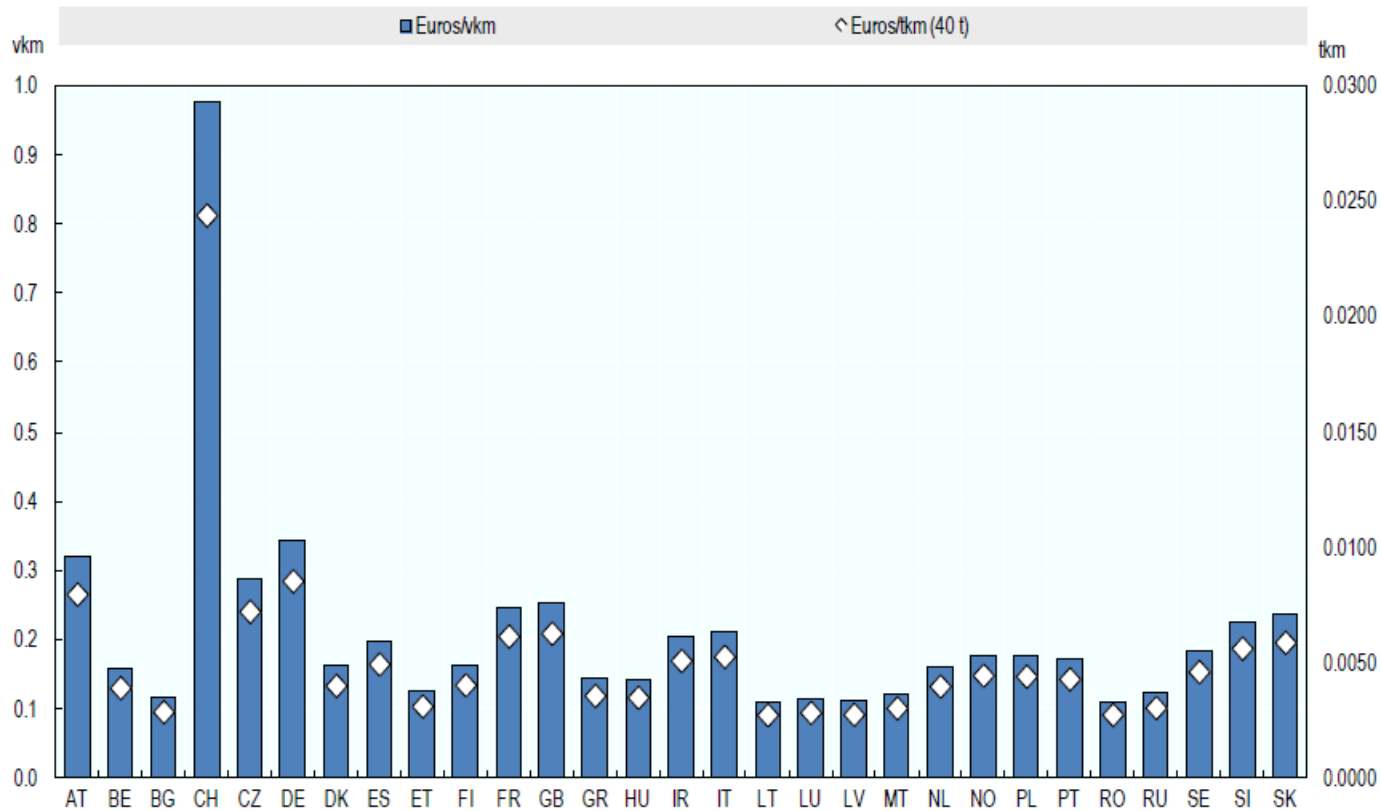


Mandatory rail charge in Europe



Track access charges vary broadly across the EU.

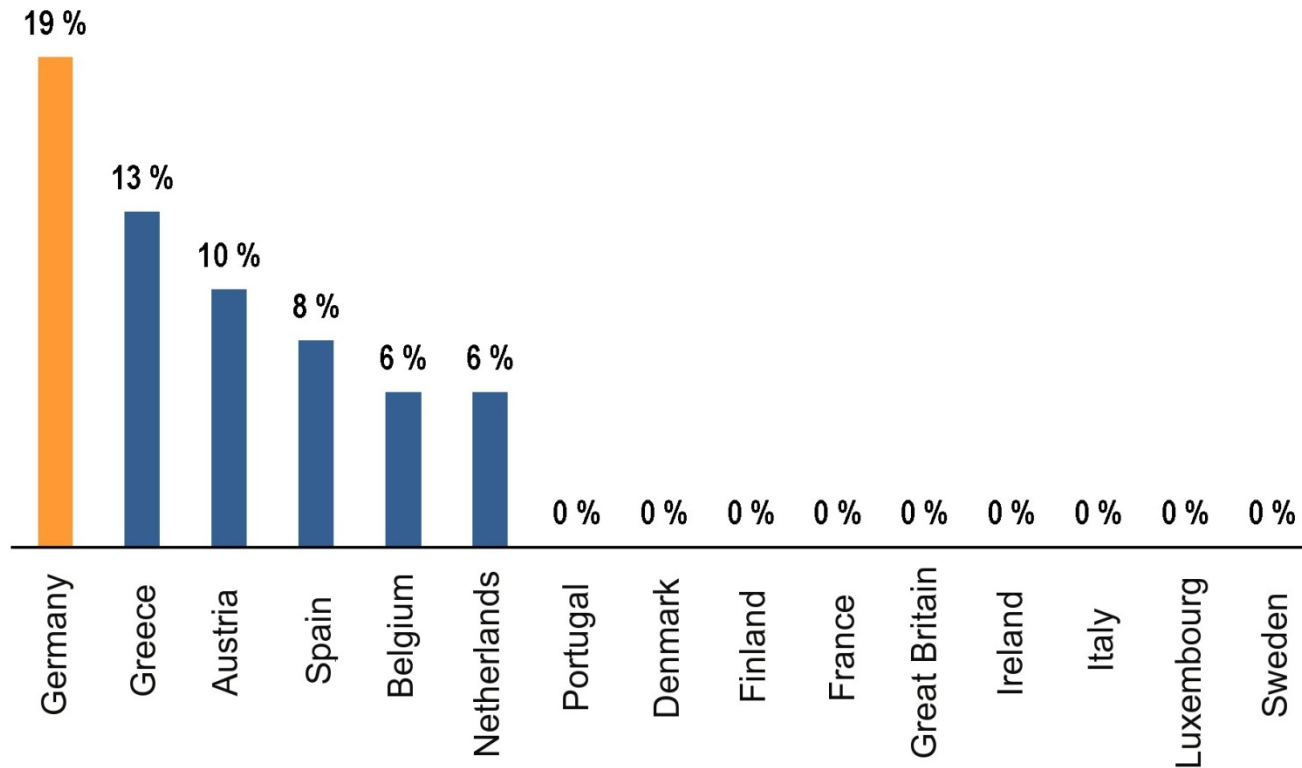
Non-mandatory road charge for lorries



Source: International Transport Forum (2012)

Taxation of rail services

EU comparison: VAT rates on transborder rail connections (long-distance traffic)



Source: "Allianz pro Schiene" on the basis of data provided by the European Commission (2011), all other EU Member States not shown here apply a rate of 0%

Privileges for aviation



- No kerosene tax (14 bn. EUR subsidies per year)
- No Value Added Tax on international flights (16 bn. EUR/year)
- Weak integration in EU Emissions Trading Scheme (85% for free)
- No charges on air corridors (with the exception of Siberia)

Privileges for Waterborne Transport



Inland navigation

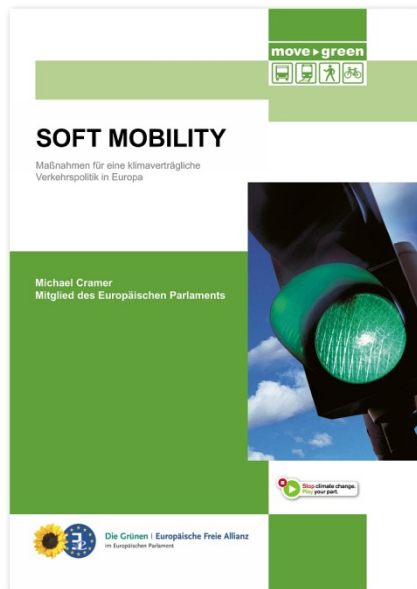
- No fuel taxation
- No charges on most of the waterways

Maritime transport

- Using heavy oil (hazardous waste incinerators without filters)
- Not integrated into emission trading system



Thank you very much for your attention!



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