

move ► green

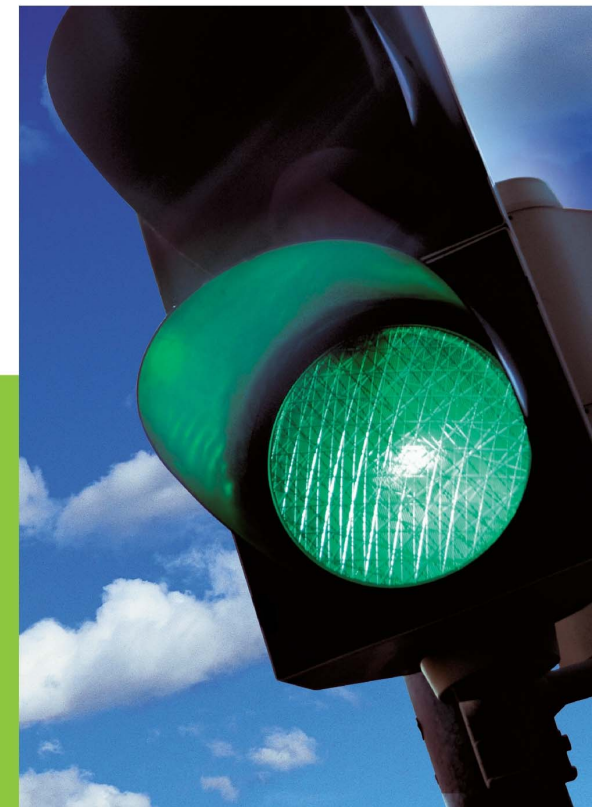


Passenger rights:

The EU needs a fair deal for passengers and the climate!

Salzburg, 10 March 2012

Michael Cramer, MEP



Die Grünen | Europäische Freie Allianz
im Europäischen Parlament

First Thesis

We cannot stop climate change
without changing our mobility.



Second Thesis

Mobility is too cheap in Europe –
only environmentally-friendly transport modes
are too expensive.

This is due to political will.

Third Thesis

Current legislation on passenger rights
worsens unfair competition:

It puts environmentally-friendly rail at a disadvantage
compared to air and road transport.

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**

Where we stand

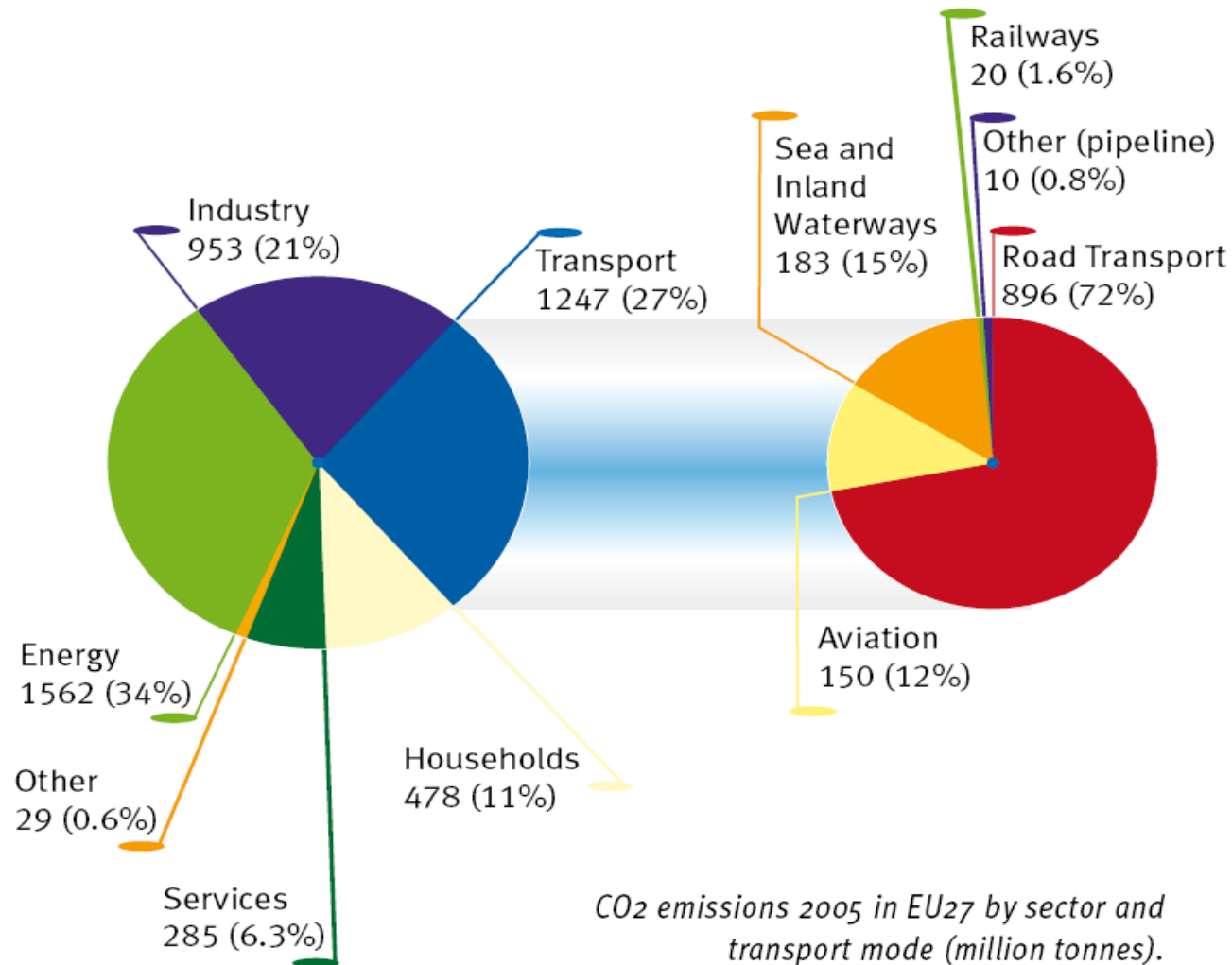
- Transport is responsible for **30%** of all the CO₂-emissions in the EU
- weak connection between **economy and ecology**
- **Modal shift in the wrong direction**: share of air and road transport increases, share of rail and waterway decreases
- **unfair competition** between different transport modes
- transport planning with **wrong priorities**

First Thesis

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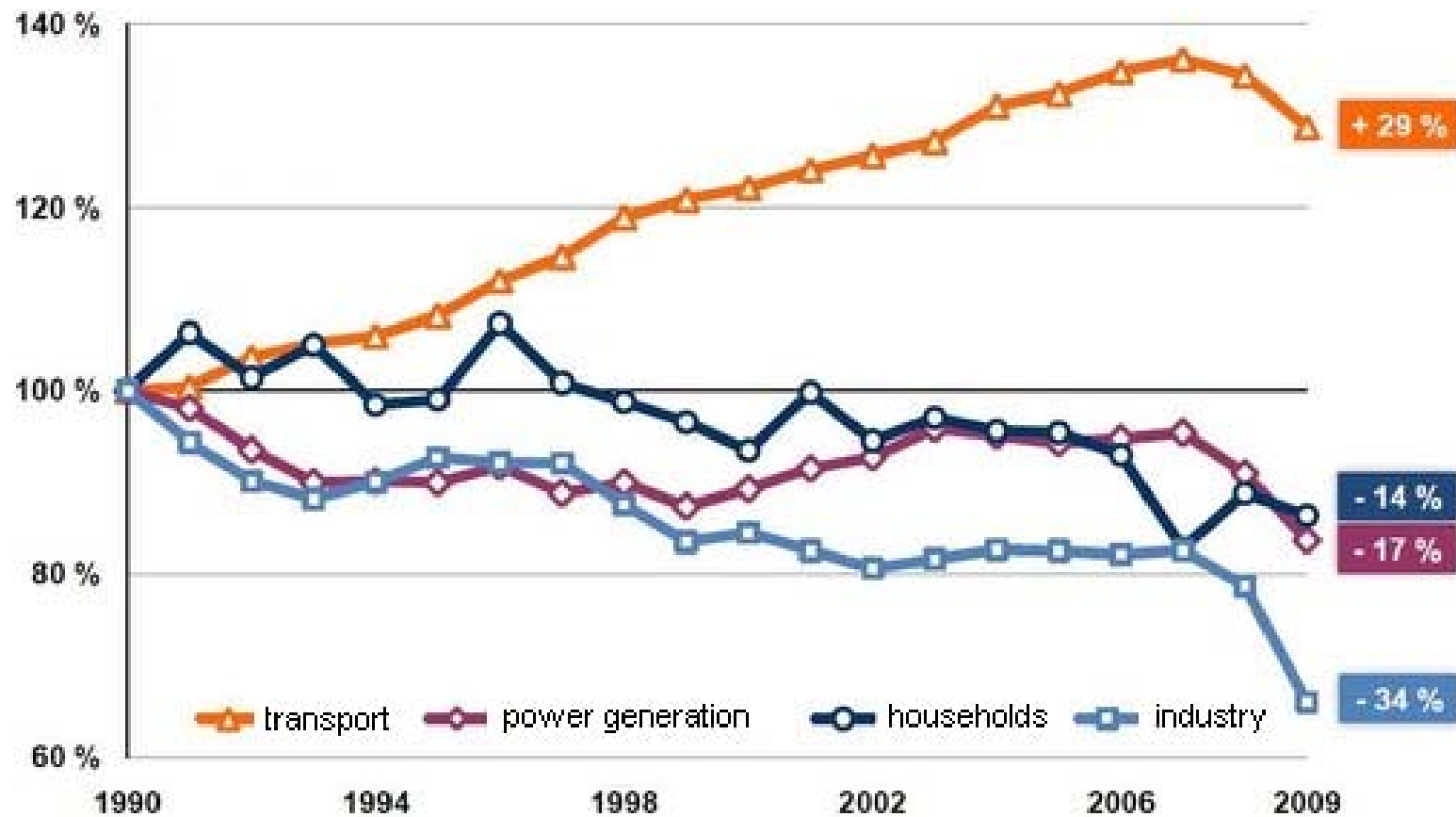


CO2 emissions by sector (2007)



*CO2 emissions 2005 in EU27 by sector and transport mode (million tonnes).
Source: EC 2007 and UIC Energy / CO2 database*

Current situation

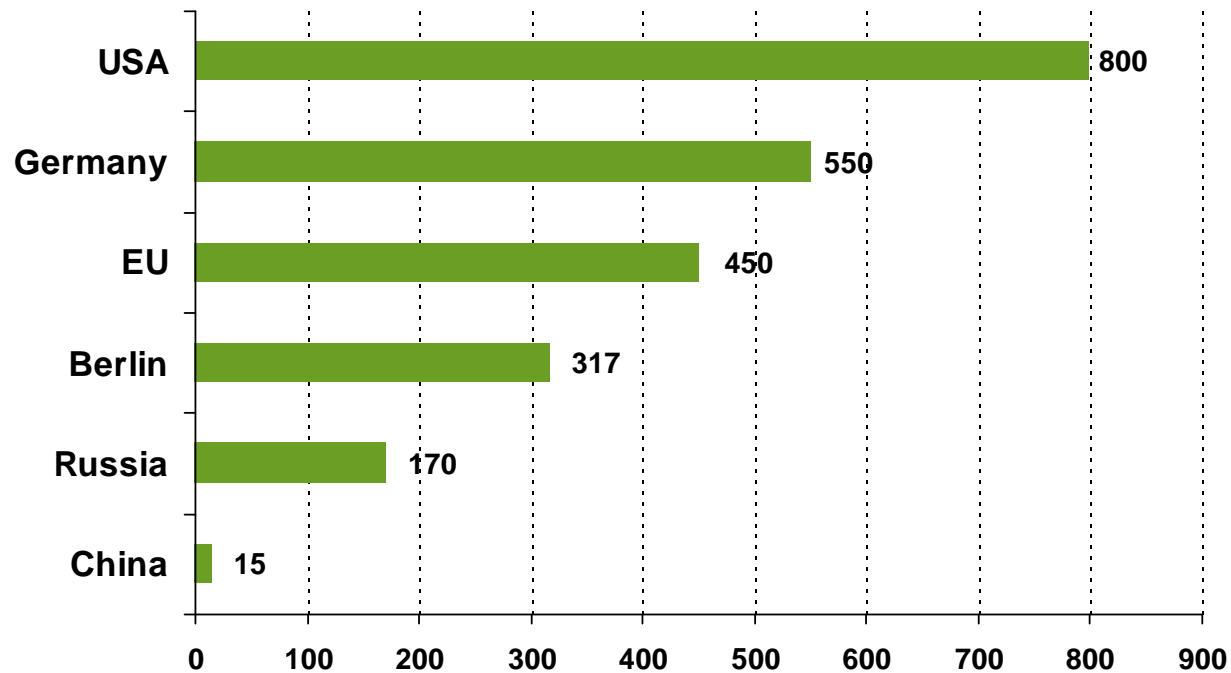




The Greens | European Free Alliance
in the European Parliament

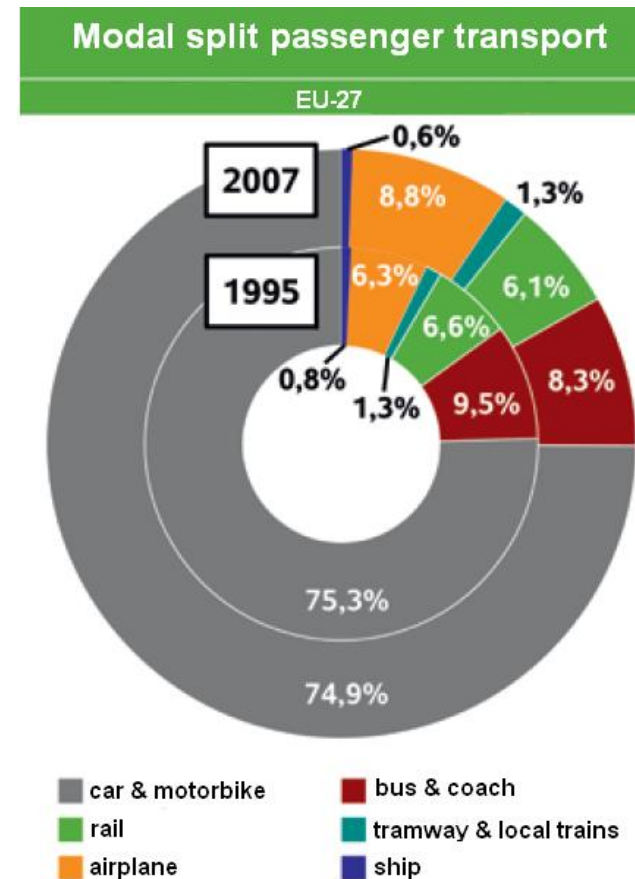
Car use

Cars per 1000 inhabitants



A modal shift – in the wrong direction

- The transport balance is continuously **shifting from rail to road**
- This is not due to a lack of competitiveness of green transport modes, but to **serious distortions of competition**.



Source: Statistical Handbook GD Energy and Transport (2009)

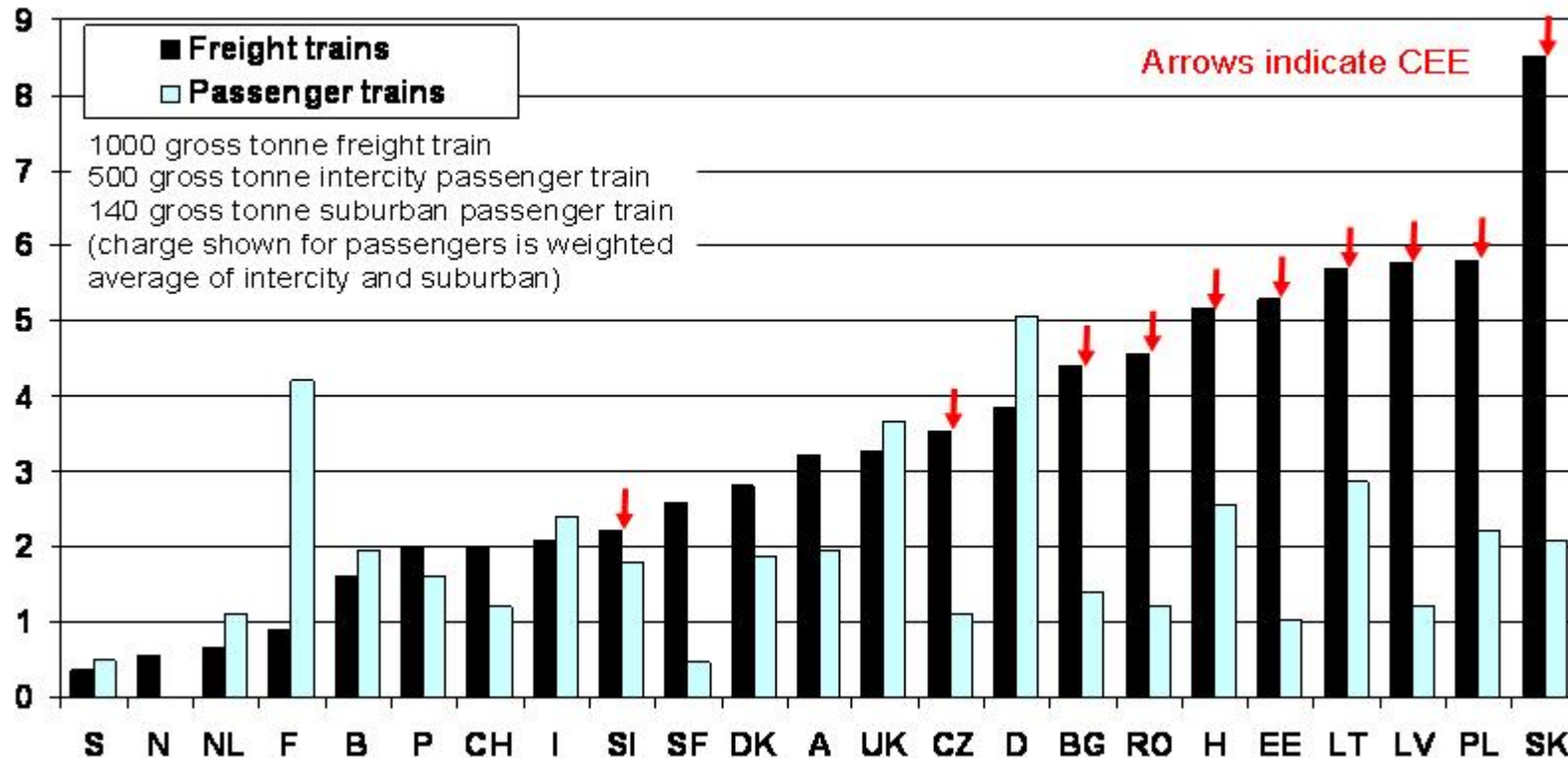
Second Thesis

Mobility is too cheap in Europe –
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Mandatory rail charge in Europe

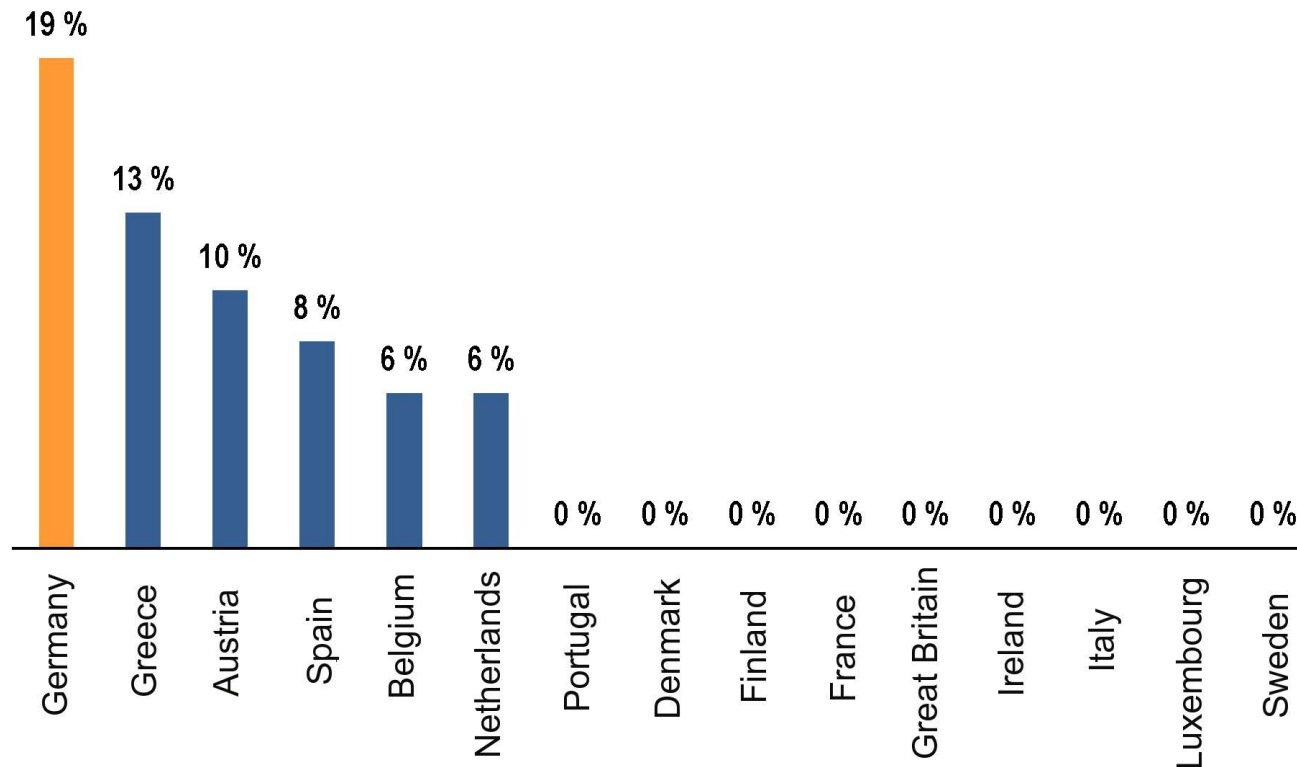
Source: ECMT (2005)



Prices for **rail-lines** vary enormously within the EU, above all those countries without any road charge for the use of motorways by lorries demand the highest fees for rail-usage

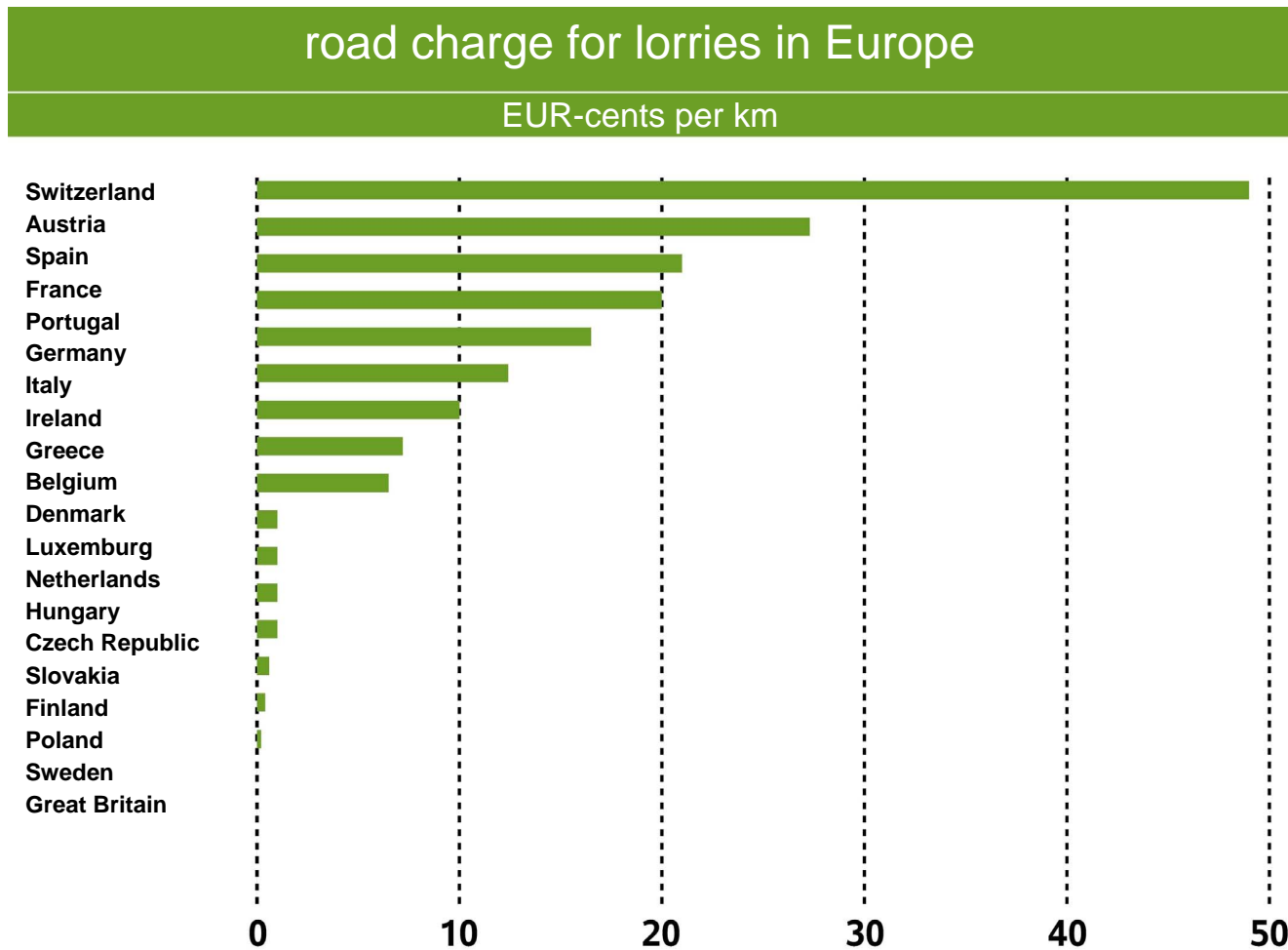
Taxation of rail connections

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%

Non-mandatory road charge for lorries



Source: McKinsey, 2005

Privileges for aviation



- No kerosene tax (14 billion EUR subsidies per year)
- No Added-Value Tax on international flights (16 billion EUR per year)
- Weak integration in EU Emissions Trading Scheme (85% for free) and only since 2012
- No charges on air corridors (with the exception of Siberia)

Privileges for maritime transport

- **Inland navigation:**

- 80% of EU inland navigation on the Rhine
- No fuel taxation
- No charges on waterways
- Heavy investments despite existing excess capacities



- **Maritime transport:**

- Using heavy oil (incinerating plants without filters)
- Weak emission limits by International Maritime Organization
- Not integrated into emissions trading

Inflation only for sustainable modes?

Parking charge versus ticket price for public transport (in Berlin)

- - **2 %** Parking (30 minutes): from 0,51 EUR in 1995 to 0,50 EUR in 2012
- **+21,7 %** Ticket for public transport: from 1,89 EUR in 1995 to 2,30 EUR in 2012

Penalties in Berlin

- **5 EUR** fee for incorrect parking for one hour, maximum of 25 EUR per day
- **40 EUR** fee for fare evasion on public transport

Third Thesis

Current legislation on passenger rights
worsens unfair competition:

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compared to air and road transport.

A question of fairness:

An equally high level of passenger rights across all modes of transport



- **Rail:** 25% compensation after 1h of delay, 50% after 2h
- **Aviation:** reimbursement only after 5h (3h after ruling by European Court of Justice)
- **Maritime Transport:** reimbursement after 90 min.
- **Busses & coaches:** substantial passenger rights only for trips longer than 250 km, compensation only after 2h

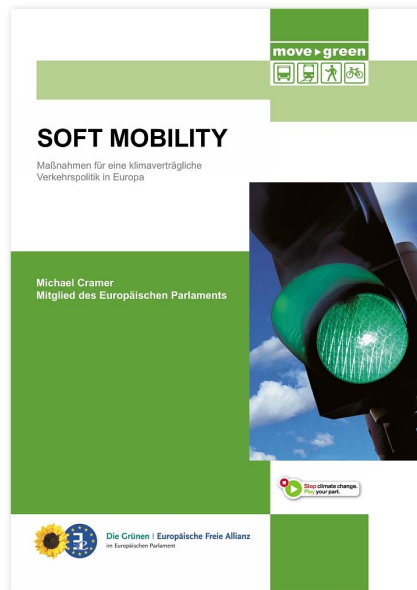
The way ahead:

A single rulebook for all modes of transport



- Urgent need: ensure **enforcement** of existing rules
- Need to set up independent and intermodal enforcement bodies
- Need to create a **fair** and **simple** legal framework
- Develop integrated intermodal ticketing
- Principle of „equal rights“, also for PRMs
- Commission Communication: *“A European vision for Passengers: Communication on Passenger Rights in all transport modes”* (19 December 2011)
- European Parliament about to start legislative work

Thank you very much for your attention!



Soft Mobility 2nd edition

**Measures for a climate-friendly
transport policy in Europe**

**48 pages, 7 tables
und 15 images.**

You can obtain the brochure @ www.michael-cramer.eu and
register for the newsletter at cramer-info-subscribe@michael-cramer.eu