



Urban mobility What role for European rail suppliers?

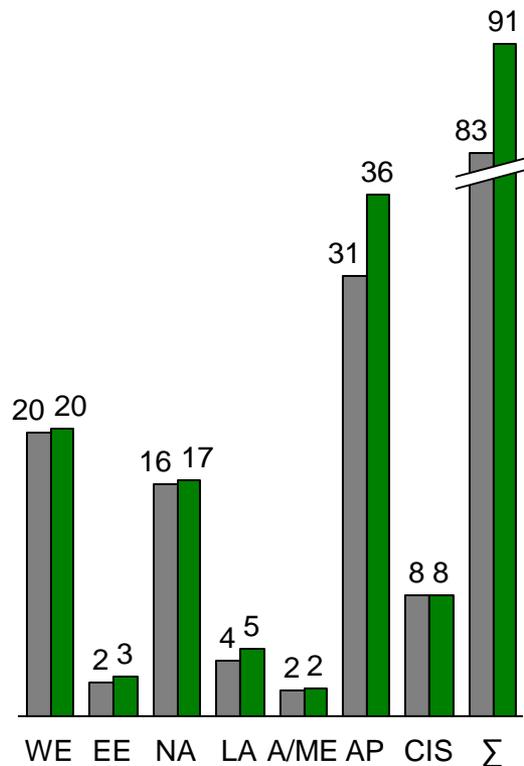
Rail Forum Europe dinner event
Brussels, 26 September 2016

- Metro
- Tram
- Light rail
- Signalling systems (CBTC)
- Urban infrastructure

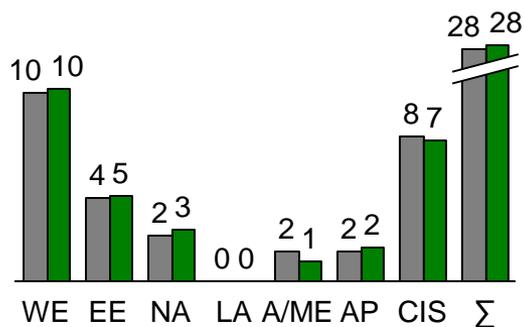


Urban rail – a growing segment

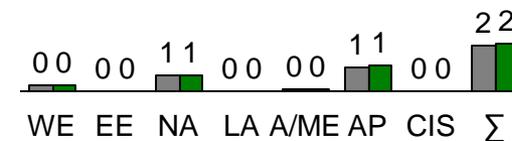
Metro ['000 #]



Light Rail ['000 UNIFE-SU]



Automated Systems ['000 #]



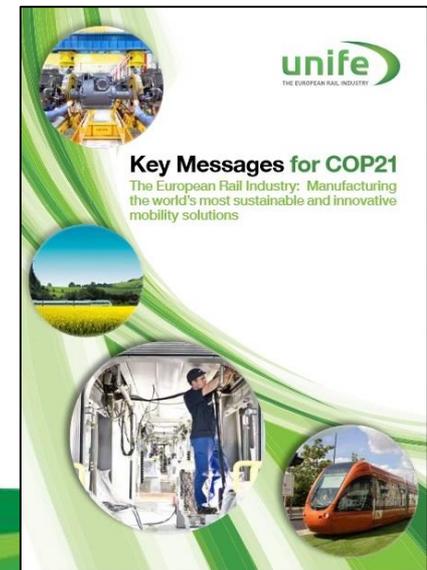
■ 2013 ■ 2015

Not reflecting the additional five focus countries of the 2016 study

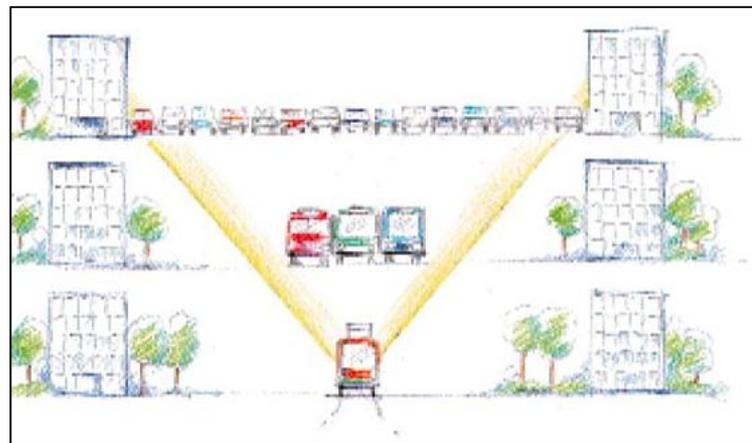
Source: Roland Berger WRMS 2016

Urban mobility – global challenges

- Increasing urbanisation = increasing congestion = increasing emissions from urban transport
- Increased demand for mobility and safety
- Need to reduce transport emissions (Transport White Paper 2011 – Delli report 2015)
- Need for more (EU) investments
- Follow-up to COP21: an unmissable opportunity for the rail sector



- Rail uses considerably less land and carries higher numbers of passengers
- Rail has the least CO2 emissions of all modes of transport
- Rail consumes dramatically less energy than other modes of transport
- Wider economic and social impacts



Number of people transported per hour in urban environment



- **Public-Private Partnerships (PPP)** have already proven to be successful for the completion of many rail projects, (particularly in the fields of urban mobility, rail connections to airports etc.) with the participation of European rail manufacturers
- Just a few examples:



Milan Metro Line 5



Reims LRT



Nottingham LRT L2

- **Urban rail projects** (i.e. tram & metro systems) **should be boosted thanks to the EFSI**. However, so far no urban rail projects have been supported under the EFSI

EFSI – an opportunity for urban rail

- While **public grants will remain of vital importance** to finance rail projects, UNIFE has welcomed from the start the proposal of the Commission to create the EFSI and to **mobilise private investment for strategic projects**

- In view of the **extension of the EFSI beyond 2018**, it is important to ensure that there are **more favourable conditions for urban rail PPPs**:
 - There needs to be certainty on the interpretation of the EUROSTAT provisions regarding debt consolidation in the case of PPPs
 - The statistical treatment of PPPs should incentivise public authorities to use them for urban rail projects

- **The industry is ready to be an active partner, yet the European Institutions need to ensure favourable conditions for more private investment in urban mobility**

Other available instruments for urban mobility projects

- **UNIFE welcomes the funding of urban nodes within the CEF:**
 - Support for “Grand Paris Express”, Birmingham International Station, ERTMS deployment on Madrid and Barcelona commuter lines, planning of a regional rail project (RTW) in Frankfurt am Main etc.

- **Urban transport systems get an important support from European Structural and Investment Funds (ESI Funds):**
 - Bucharest metro line extension; 2nd metro line, construction of several tram lines with the rolling stock purchase in Warsaw etc.

- **EIB loans have been promoting sustainable urban mobility:**
 - Acquisition of trams in Krakow and Silesia; Crossrail and upgrade of Tube stations in London; upgrading of metro in Lille Métropole, Bucharest metro etc.

- **ELENA (“European Local ENergy Assistance”) facility provides major help in preparing investment programmes:**
 - Introducing tramway networks in the Region of Skåne

EU Funds for urban mobility projects – the example of Bratislava

- The EU Cohesion Fund has provided a continuous support to Bratislava tram network
- In 2015, the tramway network was extended from the city centre to Bratislava's most populous borough Petržalka thanks to € 63 million from the Cohesion Fund
- 470 000 people benefit from the 2.4km new double track tramway line with three new stops
- Moreover, 45 new low-floor trams have been also added to Bratislava's tram fleet, with Cohesion Fund contributing € 93 million
- Positive impact on EU growth and jobs



UNIFE key political messages

- Consistency between urban mobility plans and EU Transport agenda
- Key role of urban rail as the main provider of sustainable public transport and e-mobility
- Need to boost investments in urban rail, including research & innovation
- Ensure best use of existing EU instruments (CEF, Structural Funds, EFSI) and explore alternative financing
- Address issue of East/West investment divide in Europe



UNIFE – Promoting rail market growth for sustainable mobility