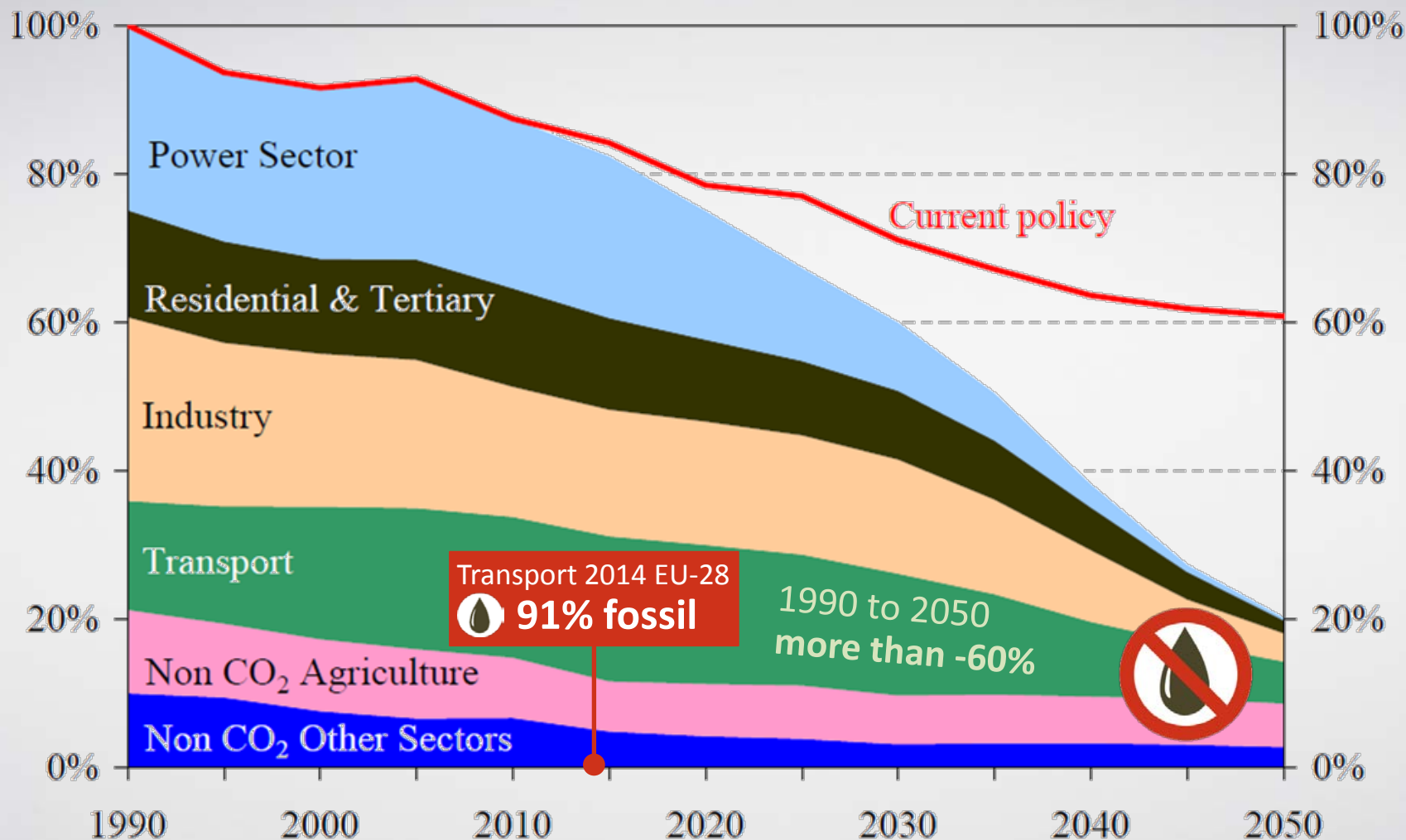


AUSTRIAN PERSPECTIVE

ENERGY &
SUSTAINABLE
TRANSPORT



COP21 asks for decarbonisation as indicated in EU's roadmap for a low carbon economy



Who has seen the rail?

European strategy for low-emission mobility

Optimising the transport system & its efficiency

- Digital mobility solutions
- Fair and efficient pricing
- Multi mobility



Scaling up the use of low-emission alternative energy

- Effective framework
- Roll-out of infrastructure
- E-mobility

Moving towards zero-emission vehicles

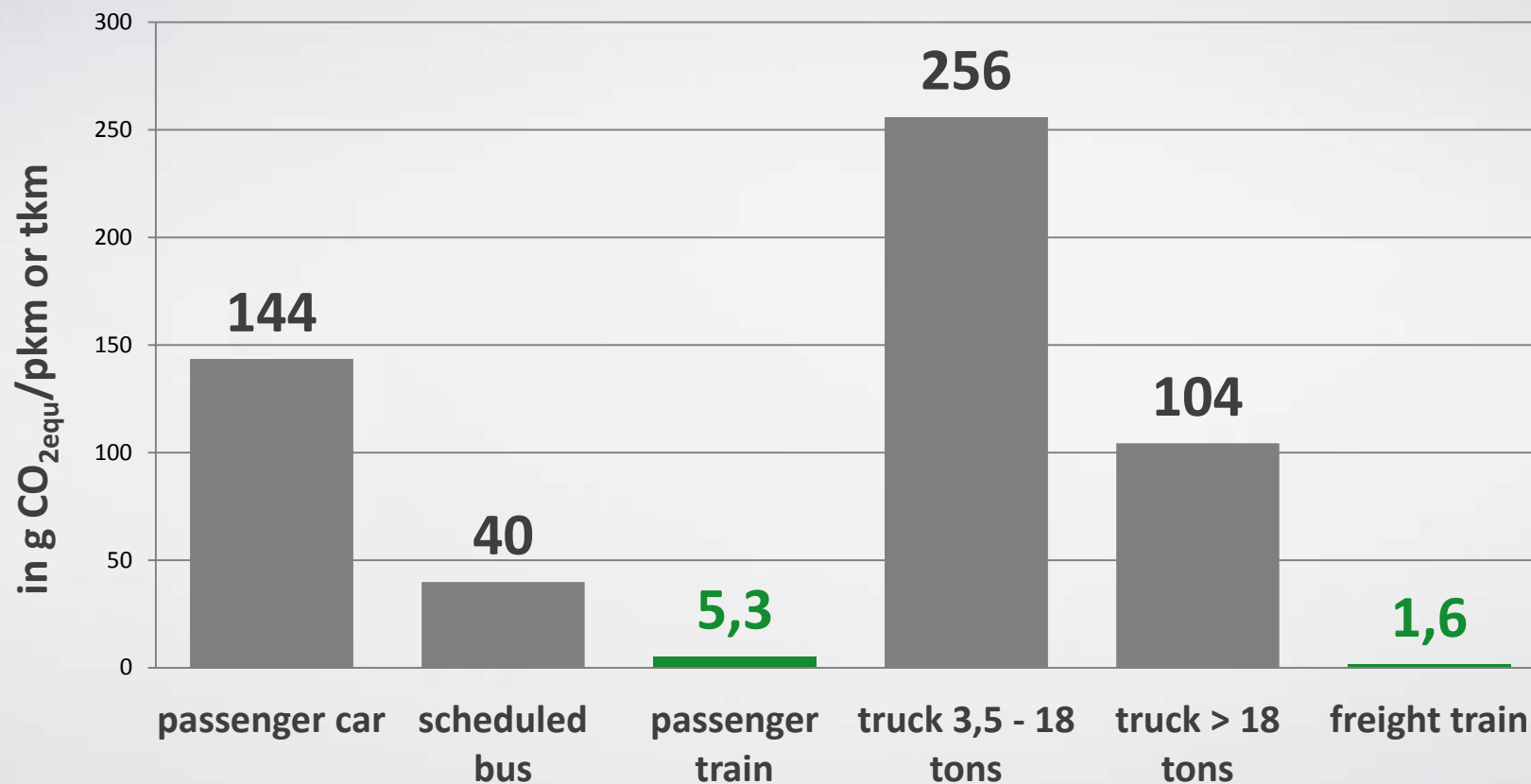
- Improvements in testing
- Post-2020 strategy for cars and vans, lorries, buses and coaches

Enabling environment for low-emission mobility

- Linking transport and energy systems
- Research, innovation and competitiveness
- Digital technologies
- Skills, Investments
- Action by cities (urban transport 23% of EU-GHG)
- International transport (e.g. aviation)

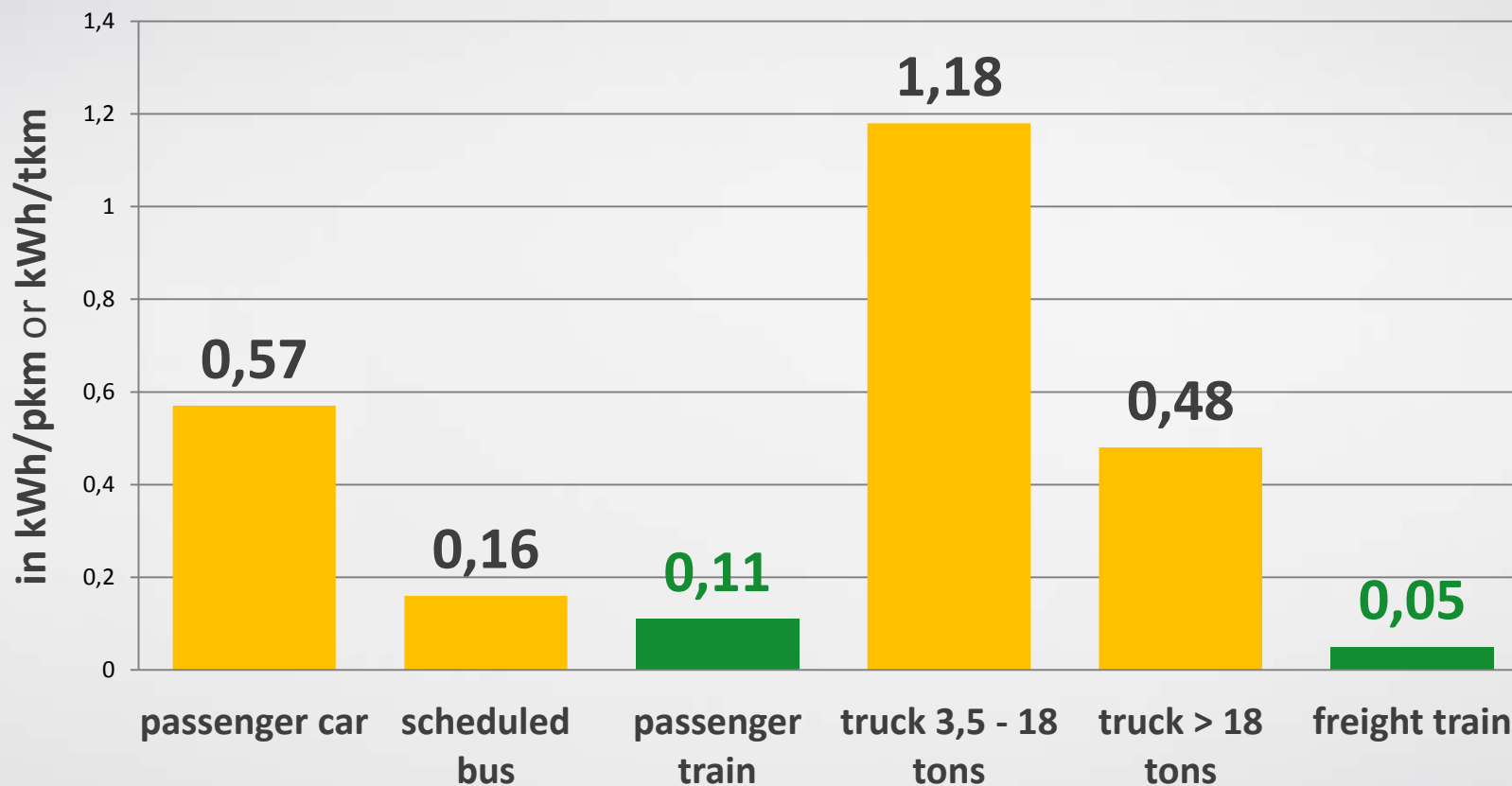
CO₂-emissions: Significant advantages of rail based transport modes in Austria

Specific direct CO₂-emissions







Energy consumption: Significant advantages of rail based transport modes in Austria

Specific energy consumption



Share of rail transport in modal split: Austria in top-ranking position

% in total inland freight tonne-km 		
1	Latvia	58,7
2	Switzerland	48,5
3	Austria	43,6
4	Estonia	34,0
5	Lithuania	33,8
6	Sweden	33,7
7	Finland	29,0
8	Germany	23,4
9	Slovakia	21,5
10	Czech Republic	21,2
	EU (28 countries)	18,0

% in total inland passenger -km 		
1	Switzerland	17,3
2	Austria	12,1
3	Denmark	10,1
4	Hungary	9,9
5	Netherlands	9,7
6	France	9,3
7	Sweden	8,9
8	Germany	8,5
9	United Kingdom	8,5
10	Czech Republic	8,4
	EU (28 countries)	7,6

The total „Austrian transport picture“ is not as good as it seems

Energy consumption (1990 to 2014)

- Rail: -18% (share 2014: 2%)
- Other ground transportation: +77%

GHG-emissions (Road transportation)

- about 99% of total transport (2014)
- highest increase: + 59% (2014/1990)
- highest share: 28% (2014)

Goods



- + **127%** (2014/1990)
- Payload distance + 125% Payload per km: + 30%

Passengers

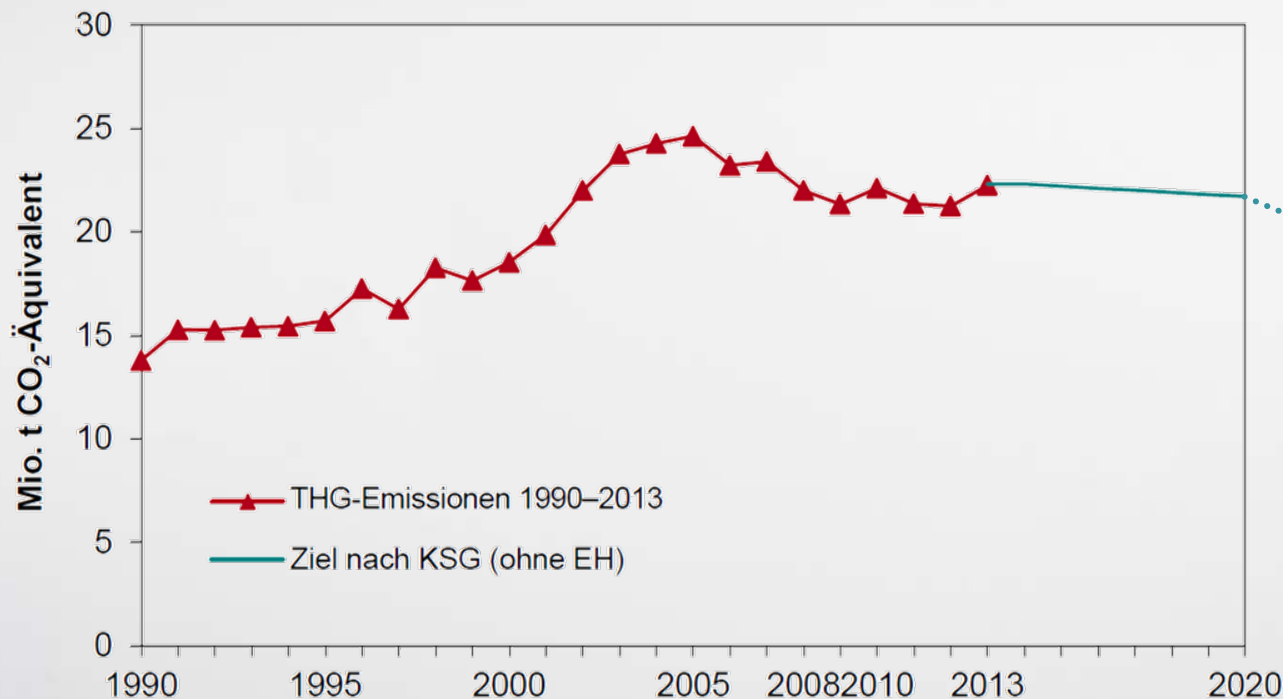


- + **29%** (2014/1990)
- Passenger km + 62%, but decrease of passenger load factor

But still a long way to go...

- Target from Climate Protection Act: **GHG emissions of transport -7% (2020/2013)**
- Integrated Climate and Energy Strategy (2030 and beyond)

GHG-emissions of transport sector



towards 2050...

- E-mobility
- Digital Services
- New competitors
- ...

THANK YOU FOR YOUR ATTENTION!

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