

# Be an Ecopassenger

TAKE THE

**TRAIN**  
to Copenhagen

[www.traintocopenhagen.org](http://www.traintocopenhagen.org)



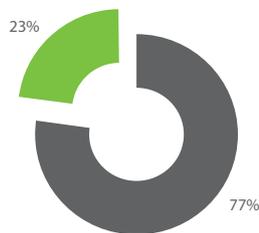


## Info on TTC

"Given the role that transport plays in causing greenhouse gas emissions, any serious action on climate change will zoom in on the transport sector".

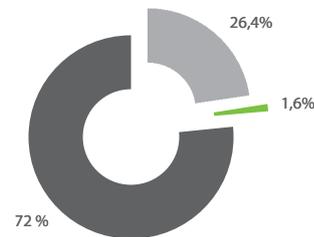
Yvo de Boer, Executive Secretary UNFCCC, Tokyo, January 2009

On a global scale, transport is responsible for 23% of carbon dioxide (CO<sub>2</sub>) emissions, which cause global warming. The real challenge lies in the fact that while other sectors have managed to reduce their emissions, in the transport sector emissions have been consistently/steadily increasing. Curbing this increase and reducing transport emissions is one of the vital steps in combating global warming. Despite all the technological advances, transport is not developing in a sustainable manner. The main reason is the enormous increase in demand for both passenger and freight services. Nowadays the road sector is responsible for over 80% of the sector's energy consumption. Emissions from the aviation sector are increasing rapidly. Today aviation is the second largest emitter of CO<sub>2</sub>, accounting for more than 13% of the total transportation energy used in Europe - emitting at a higher altitude and thus creating more damage than indicated by the percentage figure.



Transportation Sector  
Others  
**Total worldwide Co2 emission**

Source: IEA 2005/OECD International Transport Forum



Others  
Rail  
Road  
**Co2 emission of the transportation sector in EU-27**

Source: 2005 Co2 emission figures in EU-27. EC 2007 and UIC Energy/Co2 database

Railways are crucial in reducing greenhouse gas emissions and developing sustainable transport systems. They provide the most energy efficient performance both in passenger/km and tonnes/km. A journey from Brussels to Copenhagen by plane or car produces over 3.5 times more emissions than by train. (visit [www.ecopassenger.org](http://www.ecopassenger.org) to find out for yourself!)

In the context of the forthcoming United Nations climate conference (COP15) in Copenhagen from 7-18 December 2009, the International Union of Railways (UIC) is organizing the Train to Copenhagen communications campaign.



The aim is to increase awareness among the delegates and media of the transport sector's impact on climate change and to promote rail as part of the solution in reducing the transport sector's growing CO<sub>2</sub>-emissions.

*“Transport energy use and carbon emissions are projected to be about 80% higher than current levels by 2030”*

*Rajendra K. Pachauri, Chairman of IPPC*

## From Kyoto to Copenhagen

The Kyoto Protocol is due to expire at the end of 2012 and a new agreement will be decided upon in Copenhagen. To symbolise this progression to the successor agreement/next generation agreement on the future climate regime, UIC is organizing a symbolic rail journey from Kyoto to Copenhagen. In addition to being a physical journey, it will serve as an example of how to reduce emissions in a crucial sector.

In November 2009 a small team of environmental experts, NGOs and journalists will leave Kyoto and a few days later board the Trans Siberian Express in Vladivostok. The group will stop at Irkutsk, Novosibirsk, Yekaterinburg, Novgorod and end their journey in Moscow 10 days later. Each stop will give the team an opportunity to meet the local environment authorities, experts and journalists, discover innovative railway technologies, and witness the impact of climate change on the Russian territories. From Moscow the team will join the “Climate Express” going to Copenhagen, thereby linking East and West via the Trans Siberian Railway, one of the key international corridors bridging Asia and Europe.

20 days later the group will join the “Climate Express” an on-board conference on climate change with special focus on the role of transport, departing from Brussels on 5 December at 10.00 and arriving 12 hours later in Copenhagen. The 400 passengers will be a mix/blend of high profile spokespeople, delegates, media/press and NGOs. The conference will consist of exhibitions, workshops and presentations.

## Bringing people to Copenhagen and Copenhagen to people

UIC and its members will actively strive/endeavour to bring people to Copenhagen and Copenhagen to the people in connection with COP15. This will include a number of UIC members conducting national versions of the Train to Copenhagen-campaign, offering special COP15 fares, including for people travelling to Copenhagen during the COP15 special trains for national delegations and various events to be held on trains and in stations. This will highlight the importance of reaching an agreement in Copenhagen in close cooperation with United Nations Seal the Deal-campaign amongst other partners.



For more information please visit/consult [www.traintocopenhagen.org](http://www.traintocopenhagen.org)



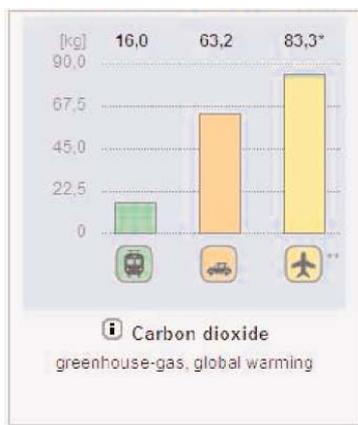
## Ecopassenger EcoTransit

**How to get to your destination? Car, train, plane, truck or boat?** The decisions we make every day (driving or cycling, taking the car, the plane or the train, etc.) have important consequences for the future of the planet and we can all contribute by making the right choices.

Travelling by rail is on average 3-10 times less CO<sub>2</sub>-intensive compared with road or air transport. With a 7-10% market share, rail still contributes just 2 % of the EU transport sector's CO<sub>2</sub> emissions. Railways are part of the solution for the transport sector and not part of the problem.

Two user-friendly online tools have been developed to inform you of the respective energy consumption, CO<sub>2</sub> and exhaust emissions for air, road and rail transport in Europe.

### Comparison of CO<sub>2</sub> produced by air, road and rail transport between Paris and Frankfurt:



The methodology behind the calculations is sound and scientific, focusing on a life cycle approach to the energy involved, and is approved by the European Environment Agency.

Check the emissions of your journey and the mode of transport used to ship the products you buy in the best possible way!  
[www.ecopassenger.org](http://www.ecopassenger.org) , [www.ecotransit.org](http://www.ecotransit.org)

**The data included in these calculations are the best available from all modes. The rail energy and emissions data come from the UIC energy & CO<sub>2</sub> database and give specific and not average values.**

### About railways:

1) Rail is continuously improving: UIC's task is to promote rail transport at world level and meet the challenges of mobility and sustainable development. UIC's work places a strong focus on continuously improving the sustainability performance of the rail sector, including a series of mitigation and adaptation projects to tackle the causes and effects of global warming.

2) The rail sector offers an efficient mass public transportation system that can produce "clean" and sustainable transport overnight - when renewable energy is available. Electric railways could achieve zero CO<sub>2</sub> emissions if the electricity production were sourced from renewable energy sources.

3) So far mechanisms developed to support countries in reaching their CO<sub>2</sub>-commitment targets have not been adapted to transport. One such mechanism, the European Emissions Trading Scheme (ETS) even penalises rail as one of the cleanest modes – since the inclusion of the power supply sector caused a dramatic increase in the costs of electricity for the railways.

4) Railways cannot achieve this alone, but only as the backbone of sustainable transport systems where the sustainability advantages of each mode are exploited. Rail is ready to play its part!