



JOINT STATEMENT

UIC, the technical body for railways, and UITP, the International Association of Public Transport, welcome the new EU strategy for sustainable and smart mobility: putting European transport on track for the future.

Both international associations are collaborating to build a multi-solutions mix through their expertise on ticketing, sustainability and digital tools.

(Brussels, 5 March 2021) UIC, the worldwide railway organisation, and UITP, the International Association of Public Transport, welcome the adoption of the EU strategy for sustainable and smart mobility adopted at the end of 2020.

This strategy is structured around three key objectives: making the European transport system sustainable, smart and resilient, by taking advantage of multimodality (seamless transport), promoting the more sustainable modes, and improving customer experience. We welcome this ambitious strategy for achieving a 90% reduction in transport-related greenhouse gas emissions by 2050, with milestones for 2030 and 2035. We agree entirely that our transport system, in order to reach the goals set out in the Green Deal, must be clean, smart, competitive, safe, accessible and affordable.

In particular, we welcome the stress put on achieving carbon neutrality for 100 cities in 2030 and the introduction of carbon pricing in order to support this goal. Urban mobility accounts for 40 percent of CO₂ emissions of road transport and up to 70% of other pollutants from transport. By putting public transport and active mobility at the core of cities' mobility strategies, these numbers can be brought down, all while ensuring a good and socially just mobility offer exists for all citizens.

We support the concept that multimodality must be rapidly developed in order to take advantage of the strengths of the full range of existing modes, such as convenience, speed, cost, reliability, while always informing customers on the carbon footprint of their journeys. We agree that "The EU cannot rely exclusively on technological solutions: immediate action to adapt our mobility system is necessary to tackle climate change and reduce pollution."

We welcome the focus given to complementarity of modes in the strategy as well as the setting of milestone targets for rail to both expand its high speed network (increase by 50% by 2030) and take a greater market share for freight (double by 2050 the rail freight in Europe).

Achieving the necessary modal shift on time will be a significant challenge; we believe it must and can be achieved through public transport investment and innovation that enables more services even in areas previously not well connected, brings better connected multimodality, improved customer information and digitalisation. Financial incentives such as the reduction of track access charges for rail freight and the introduction of pricing of externalities (e.g. carbon) are an important step in the right direction.

UIC and UITP are part of the multi-solutions mix

In close cooperation, the two international associations UIC and UITP are jointly developing a mix of multi-modal solutions to achieve the ambitious goals of this new strategy, and enabling a better coordination between rail standards and public transport standards. Since public transport should be considered as a whole, such a cooperative approach will be beneficial for customers.

For the digital aspect of the Strategy regarding rail and public transport, UIC and UITP can offer some concrete solutions in order to help the implementation of this new Strategy.

Among them are **multi-modal digital services and multimodal ticketing services**. UIC and UITP are pushing multimodality forward and working to find an integrated ticketing solution in the coming years. This solution will allow the passenger to book tickets for public transport in addition to train tickets.

UITP is actively involved in the **Smart Ticketing Alliance (STA)** which is promoting and establishing interoperable “smart ticketing” across Europe, offering transport operators a trusted, open and integrated platform for planning, retailing, distribution and ticketing covering all mobility services. The core work is to ensure interoperability between national and regional smart ticketing schemes; the STA has already published the open specifications necessary to allow Smart Ticket Wallets and tokens (account based ticketing) to be used across borders, across schemes and across modes.

With OSDM (Open Sales and Distribution Model) Platform and OSDM/FSM (Full Service Model) Web Service developed by UIC, railways provide better services to attract new customers by bringing technical innovation and implementing smart mobility solutions for seamless travel. They are paving the way to seamless multimodal passenger transport. In 2021 the UIC / FSM technical team will continue to enhance the OSDM protocol and will support the actors for the implementation, in order to continue to enhance ticket distribution.

Digital solutions for innovative transport, with measurable impacts

Digital solutions will play an ever increasing role in transport. That is why UITP is actively supporting public transport standards through the **Data4PT** project, which aims to advance data-sharing practices in the public transport sector by supporting the development of data exchange standards. Data4PT wants to enable union-wide multimodal travel information services and contribute to a seamless door-to-door travel ecosystem across Europe that coers all mobility services.

Digital solutions also play a central role in the efficient management of transport services, from smart charging of electric buses to automatisaion of rail- or road-based transport. They can help the public transport sector reach the target they committed to, i.e. to be carbon-neutral at the latest by 2050 with the support of the European Green Deal.

Meanwhile, UIC is developing **FRMCS** (Future Rail Mobile Communication System) that will provide a **5G backbone for the railways** allowing the implementation on innovative network management solution. FRMCS is a major opportunity to converge the applications managing the operations for any type of guided rail mobility, then simplifying numerous technical aspects of inter-modality between railway and other modes of transport. Secondly, UIC is working on setting up a Freight

Digital Platform in 2021, that will offer concrete solutions in terms of combined transport and seamless information exchange.

Railways are committed through the international UIC pledge to achieve zero emissions in 2050, where we can proudly confirm that we have reached our intermediate targets. In this context, we also understand the key value of accountability and reporting, through common tools for **measurement of transport and logistics emissions**. Every year the UIC ESRS (Environmental Strategy Reporting System) technical report provides an updated overview of energy efficiency, CO2 emissions and exhaust emissions (introduced in 2012) reduction of the European railway sector. The purpose is to give a “trend and consistency check” in order to monitor the performance towards 2020, 2030 and 2050 targets.

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