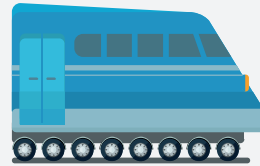


4/Encourage rail travel

Our proposal

Link major cities with high-speed rail services

Give priority to trains for transporting passengers over medium distances, by improving existing networks and extending very high-speed lines.



The stakes for the climate

The proposed development of rail transport should lead to a reduction in annual emissions of around **250 million tonnes of CO₂ equivalent** by 2050, i.e. **almost 9% of the total emission reductions required to meet our "carbon budget"* responsibilities.**

Other reasons to adopt this solution

Job creation

Increasing capacity across the rail networks should lead to net job creation, associated in particular with the construction of the required infrastructure and the operation of new or extended lines.

Economic activity

The growth in the volume of passengers travelling by train will have a positive impact on rail network operators and constructors. Negative impact on the aviation sector.

Environment, health & well-being

Of all transport modes, high-speed rail is associated with the lowest external costs (accidents, atmospheric pollution, climate change, noise, etc.) and it is not dependent on kerosene.

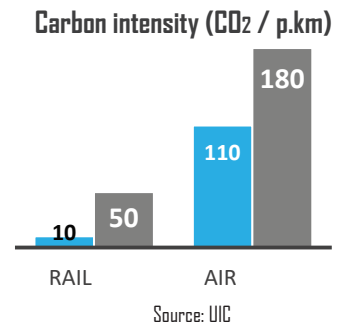
The train gives passengers more "useful" time than the aeroplane over medium distances.

4/ Encourage rail travel

Why ?

Rail transport is a key factor in reducing greenhouse gas emissions since it is responsible for **less than 1% of emissions**, and yet it represents **7% of total passenger transport**.

There is significant scope for increasing the share of rail transport, by developing ultra high-speed services to compete with air travel and upgrading the conventional network and interconnecting systems.



How ?

- Develop **high-speed rail links** between the principal cities of Europe, and harmonize the technical characteristics of European rail networks
- **Improve the existing conventional network**
- Build up a fleet of **energy-efficient high-speed trains**, and increase **electrification**
- **Abandon the extension and creation of new airports**
- Establish an "**Internal air mobility audit**" within companies, to enable them to evaluate the carbon intensity and cost of air travel
- Abolish the tax exemption on kerosene

How much does it cost ?

The total additional investment required to build 30,000 km of high-speed rail routes and improve existing lines amounts to between **€1,000 billion and €1,700 billion**, over the period **2020-2050**.

Who pays ?

- The total investment will be shared between the rail industry, European funds and users.
- The reallocation to the rail sector of subsidies destined for the aviation sector will help finance some of the investment.

* Our "carbon budget": target greenhouse gas emission ceiling for 2050, corresponding to a four-fold reduction in European Union Member State emissions compared to 1990 levels.