



Template for non-Party stakeholders' inputs for the Talanoa Dialogue

Question 1 – Where are we?

This template is meant to guide non-Party stakeholders (organization(s), coalition(s), initiative(s) and/or sector(s) etc.) in providing inputs that are relevant and impactful to the Talanoa Dialogue process. Using such the template is not mandatory, however, the High-level Champions encourage non-Party stakeholders to use such a structure to facilitate capturing and highlighting the key messages across the three questions.

Where are we?

The commitment (planned and/or announced) as well as the actions taken so far that are in line with aims of Paris Agreement, the 1.5/2 degrees' goal and the transition towards a net-zero emission society by this mid-century [Maximum 300 words]

UIC and its Members demonstrate how rail can be part of the solution to fight climate change and promote the benefits of rail to meet the global challenges of mobility and sustainable development. Since COP21, UIC has committed to take action towards the 1.5/2 degrees scenario by having more than 70 Members signing a Railway Climate Responsibility Pledge (http://www.traintoparis.org/IMG/pdf/railway_climate_responsibility_pledge.pdf) and by providing data showing progress, through its annual UIC IEA Railway Handbook, (particularly the 2016 Edition).

UIC is determined to continue providing such content in the years to come. In 2017, the handbook focused on passenger rail transport, key topic in an increasingly urbanized world.

For many Years, UIC has also been working with its members on technical solutions in order to optimize railway energy/CO2 efficiency (eco-driving, connected-DAS systems, eco-tools to inform customers, etc.).

In a similar context, early 2018, UIC launched the sustainable door-to-door solutions global project that will examine sustainable first and last miles solutions as well as the importance of modal shift towards sustainable mobility and multimodality.

In 2017, UIC launched a rail adaptation project – Rail Adapt – to deliver a comprehensive framework for the rail industry on the challenging topic of adaptation. UIC intends to follow up on this topic in the years to come. UIC also had a deeper look into investment in rail projects in 2017 by developing and agreement with the International Railway Journal, showing the current and future challenges of investment in rail infrastructures towards a more sustainable future.

Moreover, UIC encourages a wholistic approach to delivering sustainable transport, working with many different partners such as IEA, UITP, SLoCaT, Sum4all, etc.

Progress made so far against the above commitments, including success stories, case studies and gaps [Maximum 300 words]



Railway Handbooks developed between UIC, the International Energy Agency and the Foundation for Sustainable Development (Italy) represent the best source of information to learn more about the progress made by UIC Members at regional and global levels. All information can be found here: <https://uic.org/uic-iea-railway-handbook>

The 2016 edition focused on sustainability targets in accordance with the commitments taken with the Climate Responsibility Pledge. UIC is planning a follow up of those commitments for the second part of 2018 to be promoted in the second half of the process for the Talanoa Dialogue, asking Members where they are, how do they get to their targets and what needs to be done to reach them.

In 2017, the German railways, Deutsche Bahn, already set impressive targets: 50% less CO₂ emitted by 2030 and long-distance transport to use 100 percent renewable power starting in 2018, needless to say that those targets are perfectly aligned with UIC ambitions and are key milestones for the sector.

The 2017 edition of the railway handbook focused on passenger transport with encouraging results that can be found here: <https://uic.org/uic-iea-railway-handbook>

In 2017, UIC decided to look into the state of affairs when it comes to investments in railways. The UIC's analysis is based on a comprehensive global database of railway infrastructure projects, maintained by International Railway Journal (IRJ). The results are impressive: Global railway infrastructure projects are worth at least 2.1 trillion USD (excluding rolling stock). Particularly, there have been huge developments in high-speed rail in recent years, with global projects worth 600 billion USD.

In 2017 as well, The Rail Adapt project took UIC to London, Beijing but also Agadir and North America to discuss during workshops about the crucial need for a framework for more resilient and adapted railways. This framework is available here: https://uic.org/IMG/pdf/railadapt_final_report.pdf

Quantitative impact so far with respect to mitigation, adaptation, resilience and/or finance [Maximum 300 words]

Total rail activity generates less than 5% of energy-related CO₂ emissions from transport. More than 1/3rd of railway lines in the world are electrified. Road infrastructure occupies 37 times more land than rail infrastructure.

Highlights 2016:

Globally the UIC targets for reducing its specific energy use and CO₂ emissions has proven to be in line with the trajectory of the 2 Degree Scenario (2DS) outlined in the IEA Energy Technology Perspectives publication (IEA 2016a).

Historical evolution of specific energy consumption and specific CO₂ emissions from rail are on track to achieving the 2030 and 2050 UIC Low Carbon Rail Transport Challenge targets, moving the rail sector towards the 2 Degree Scenario (2DS). The Handbook presents for the first time the evolution of the rail global targets set by UIC in 2014, supported by the outcomes of the commitment on reporting signed in 2015 by UIC Members through the Climate Responsibility Pledge.



Highlights 2017:

Globally the railway sector was responsible for 1.9% of transport final energy demand, and for 4.2% of CO₂ emissions from the transport sector in 2015. In comparison, road transport accounts for a share of 75.3% of final energy demand, and for 72.6% of CO₂ emissions from transport. In 2015, rail accounted for 6.3% of global passenger transport activity and for 6.9% of global freight transport activity. The difference in magnitude of the share of activity and CO₂ emissions can be largely explained by the better energy efficiency of the rail sector compared to road sector. A continued increase of the share of electricity as well as an increase of the share of renewables used for electricity generation used in the rail sector were observed between 2013 and 2015, which contributes to further improving the CO₂ intensity of rail.

Links to publications: question 2



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Question 2 - Where do we want to go?

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Where do we want to go?

Vision of the future for your organization and/or sector in terms of its possible role in achieving the 1.5/2 degrees' goal and a net-zero emission world by this mid-century [Maximum 300 words]

LOW CARBON RAIL TRANSPORT CHALLENGE

- 50% specific final NRJ consumption from train operations by 2030 (1990), - 60% by 2050.
- 50% Specific average CO2 emissions from train operations by 2030 (1990), - 75% by 2050.
- + 50% Railway share of passenger transport (pkm) by 2030 (2010), +100% by 2050.
- Railway share of freight land transport (tkm) equals with road by 2030, 50% greater than road by 2050.

Possible and potential new commitments and pledges of to achieve the 1.5/2 degrees' goal and a net-zero emission world by this mid-century [Maximum 300 words]

Analysis of commitment in 2018, for the Talanoa Dialogue: handbook of UIC Members Commitments. This project is to be confirmed and for inputs for October if project followed through.

Foreseen positive impact of these commitments once they are realized, including contributions to the sustainable development agenda [Maximum 300 words]

UIC is always working following carefully how railway can support SDGs. Our events are usually organized so we answer questions and raise concerns regarding the implementation of key SDGs for our sector. In Vienna, Austria, in 2016, UIC organized a sustainability conference with discussions and workshops imagined around specific SDGs. More information can be found here: <http://uic-environment.org/>



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Question 3 - How do we get there?

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How do we get there?

Ways in which the UN Climate Change process can help you achieve your vision and goals, and how your actions can help in expediting sustainable transitions to climate neutral societies [Maximum 300 words]

UIC always works with the SDGs in mind. They are a real guidance in all projects led by the Sustainable Unit at UIC.

UIC has signed with UNFCCC with several Memorandum of understanding as well as partnership agreements over the last few years. The goal is to continue in this direction along with other stakeholders such as UITP. The UN Climate Change process truly raises the interest of UIC Members and external stakeholders. In that matter, UIC being part of the High Level Group on Transport was greatly appreciated until its termination in 2017.

UIC has had good experiences with UN Environment as well and we hope to be able to reinforce those links in 2018.

The UIC Declaration on Sustainable Mobility and transport, supported by United Nations Environment Programme (UNEP) and Global Compact, contains 18 major commitments on railway's contribution to reduce environmental impacts and improve service to customers and society.

To respond to the United Nations Secretary General's call in 2014, UIC presented the low carbon rail transport challenge (signed by 200 railway members) which includes 3 sets of voluntary targets such as rail efficiency improvement, electricity supply decarbonization, a more sustainable balance of transport mode.

These commitments are essential to UIC Members, guide us and have been included in the Pledge of 2015.

Overall, UIC believes that working with partners within the UN gives its organization the attention it needs and deserves and allow to catch the attention of countries and Ministries like never before in the past.

Concrete solutions that have been realized while implementing your commitments, including lessons learnt from success stories and challenges, and case studies that are in line with the 1.5/2 degrees' goal and can support the Parties in achieving their NDC goals, enable higher ambition and inspire engagement of other non-state actors [Maximum 300 words]



UIC sustainable unit works on concrete solutions to try implementing commitments. A lot of information are available in the dedicated brochure of our working unit: <https://uic.org/IMG/pdf/brochure.pdf>

The work is governed by the Energy, Environment and Sustainability Platform, an open meeting for members which takes place twice a year. There is also a Core Group to provide strategic direction, and five working groups (Emissions, Noise, Energy & CO₂, Sustainable Land Use, Sustainable Mobility).

The sustainable unit works with around 8 dedicated working groups gathering approximately 15 to 20 Members each to work on common objectives and means to reach those goals. UIC is a worldwide recognized platform to share best practices in the railway sector. Each working group publishes reports such as the handbooks, a report on rail adaptation, eco tools like ecopassenger and ecotransit. We also work on the questions of noise and vibrations with the publication of studies and reports and weed control is similarly a key topic. In 2017 a study on investment in rails was published as well. Every year the Railway Handbook is published and serves as an annual reporting tool on CO₂ and energy efficiency.

You can find publications on our website: <https://uic.org/sustainable-development> and you can find our ecotools here: http://www.ecopassenger.org/bin/query.exe/en?L=vs_uic and here: <https://www.ecotransit.org/>

Collaboration models with other stakeholders and, in particular, between non-Party stakeholders, national governments and the UN Climate Change process that have been successful in helping you, or can help you, achieve your commitments [Maximum 300 words]

UIC collaborates with many stakeholders through partnerships with UN, particularly with UITP and by signing agreements with UNFCCC and UN Environment but also participating into the Marrakesh Partnership Talks.

UIC is willing to work even more closely with UN entities in the years to come.

For COP23 – after two great editions working together for COP21 and COP22 – the transport sector including SLoCaT, PPMC, UITP, ITF, and UIC worked together to organize the transport focus day. This day was a great success and all parties realized it would be interesting to continue working this way for further editions if relevant. UIC also has collaboration with IEA, on a regular basis as well as with Sum4All and sometimes with ITDP.

Towards COP23, UIC worked with the Government of Estonia during the Bonn conference of May 2017, bringing together the sector closer to national governments and the event was considered a success. At COP23, UIC organized a side event with Eurelectric and UITP, discussing the crucial and growing topic of electrification.

Collaboration is essential to represent the voice of the transport sector and promoting a wholistic approach.

Opportunities to further scale up action and means to address barriers that can enable even further action by non-Party stakeholders based on the actions you have taken to implement your commitments. (“We’ve made progress and have made new commitments as described above. This is what I need from national governments, other non-



Party stakeholders and the UN Climate Change process to take even further action...”) [Maximum 200 words for each item below]:

- *Policy levers*

We’ve made progress and have made new commitments as described above. This is what we need from national governments, other non-Party stakeholders and the UN Climate Change process to take even further action: more visibility during major events and possibility to access discussions with governments in an easier way.

- *Collaboration/cooperation opportunities*

To be completed for the October inputs

- *Lessons learned based on the experience and progress so far*

To be completed for the October inputs

- *Public and private financing models*

To be completed for the October inputs

- *Impact on non-Party stakeholders if these actions by national level governments and the UN Climate Change process and other opportunities are implemented and how much further they could go*

To be completed for the October inputs