

# UIC APRS Vision of Rail 2030

Facilitate, by 2030, *inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity* through the provision of sustainable multi-modal freight and passenger transport infrastructure and services.'

- **Policy Recommendations**
  - UIC supported the development of the rail chapter of ***Policy Recommendations for the Implementation of the Aichi 2030 Declaration*** focusing on Goal 6: National Access and Connectivity.

# #1 Modal Shift

*Implement transport policies that **promote a modal shift towards rail** as a lever of improved low-carbon national connectivity*

- Current levels of use and expansion are not enough to deliver the emissions reductions needed: a significant shift to low-carbon modes like **walking, cycling, public transport and rail** will need to be implemented
- **Push and pull** measures:
  - Fiscal: tax: subsidies, or congestion pricing that favor rail
  - Non-fiscal: awareness campaigns, improved accessibility to stations, and seamless integration with other modes
- Example: Short Haul Flight ban in France

# #2 Targets for Rail Activity

*Set targets for rail **activity**, rail **electrification** and rail **investment***

- Targets for Rail **Activity**
  - Railway freight and passenger activity growth **outpace GDP growth rates.**
- Targets for Rail **Electrification**
  - Ambitious target of **70% by 2030** and more than **80% by 2050** is proposed (non-uniform across Asia)
- Targets for Rail **Investments**:
  - Minimum regional investment target at least **1.5% of GDP**, i.e. 0.7% for Heavy Railways, 0.4% for high-speed railways and 0.4% for urban railways (metro and LRT) in Asia.

# #3 Rail in NDCs

Agree on 2050 carbon neutrality for the rail sector and clearly **feature rail as a climate solution in the 2025 cycle of Nationally Determined Contributions** as well as Long Term Emission Reduction Strategies

- Only 45 out of all the 195 countries mention rail in their NDCs, with different levels of ambition. Asia Pacific has the **highest percentage of countries that mention rail** in their NDCs, 14 out of 44 (31%).
- In the next 2025 cycle of NDCs, all countries are encouraged to:
  - **Include rail** if not mentioned yet
  - Show **specific targets**, considering both mitigation and adaptation stating whether they are conditional or unconditional on financing
  - Link to **other national strategies for transport** and action in city level. It should envision both mitigation and adaptation strategies,

- Example: Bangladesh NDC



# #4 Adaptation and Resilience

*Incorporate Adaptation & Resilience measures in all steps of rail implementation.*

- Aichi Declaration: resilience as a **cross-cutting strategy** to address natural disasters and climate change impacts in the transport sector.
- Key for Implementation:
  - Incorporating climate adaptation considerations into the **regulatory framework** governing railways.
  - **Allocation of resources** for physical adaptation of **infrastructure** and for development of **training programs and capacity-building** initiatives.
- Example: Vietnam NDC

# #5 Sustainable Procurement

Promoting sustainable procurement within the rail sector across Asian countries, preferably from *national and regional sources*.

- Sustainable procurement, through circular economy practices, could **reduce material consumption by 30%** in the rail industry, resulting in significant cost savings and reduced environmental impact.
- Key for implementation:
  - **Adoption of life-cycle cost assessments** in procurement decisions
  - Close **collaboration with suppliers**
  - Robust **monitoring and reporting** mechanisms
  - Public awareness campaigns that encourage broader **commitment to low-carbon transport** choices.
- Example: UIC EPRC group

# #6 Gender Equality

Promotion of Gender Equality as a *socioeconomic and environmental enabler* for rail

- Share of female employment across all transport (including storage and communications) is 13% (2021) for the region, **about half compared to most OECD countries.**
- Attention points:
  - Strive towards **gender balanced workforce**, with focus on hiring and work environment
  - Bridge the **gender data gap** and deepen understanding of women workers and users needs
  - Adopt **security measures** tailored for and by women
  - Incorporate gender-responsive design for station, infrastructure and overall rail environment

- Example: JR East and Philippines



# Support from the International Community and Wider Benefits

- **Global Community:** unlock and accelerate the implementation of Aichi 2030 Declaration Goal 6 through collective efforts in **capacity building, financing, data collection and analysis.**
- UIC works with rail operators and infrastructure managers in Asia to **promote international cooperation**
  - Sustainability Platform and its multiple working groups
  - Rail Sustainability Index
  - Traction Energy and Emissions Database.
- **UIC also works with other partners in sustainable transport:**
  - **Fossil fuel-free land transport pledge**



# Support from the International Community and Wider Benefits

*Rail investments provide **sustainable transport benefits** and also fosters **multiple socio-economic benefits**, such as job creation, improved access to economic opportunities, especially in rural areas, empowering marginalized communities, bridging socio-economic disparities and promoting gender equality by **improving access to education and employment opportunities**.*