



ACTIVITY REPORT 2022



NEXT GENERATION ON TRACK



CER
The Voice of European Railways



Foreword

ANDREAS MATTHÄ

CER Chair

2022 presented us with yet another crisis of global dimension. The Russian war against Ukraine has forced EU Member States and citizens, as well as the European economy, once again into crisis mode. The European railway sector has unfailingly proven its crisis management capabilities and its resilience in these critical times. The European railway family has shown unanimous solidarity with their fellow Ukrainian railway colleagues, delivering aid, bringing refugees to safety and transporting Ukrainian grain in order to secure food supplies. As CER Chair, I am proud that CER and its members have played an active role in all these efforts.

As a result of the war in Ukraine, the sector has been hit by massive increases in energy costs, while still suffering the economic consequences of the Covid pandemic. Dramatically rising energy costs endanger the share of rail in the modal split and thus the European climate protection goals. Price increases in the rail sector jeopardise competitiveness with road. We need a secure, affordable, and predictable energy supply for rail transport. CER has come forward with important proposals on this issue, which we will also push forward in the coming year.

The association is also working tirelessly to create a "Single European Railway Area" worthy of the name. It is an important concern to raise additional funds for the expansion and digitalisation of the railway sector. We are all aware that we need more capacity and it is important that MEPs intend to earmark 10% of the European Emissions Trading Scheme revenues for sustainable transport. A modern and efficient infrastructure is needed to be competitive, and this is only possible with a stable financial basis.

I am convinced that we are entering a new era of railways. But we can only succeed if we offer punctuality, safety and reliability in passenger and freight transport. This is key, and digitalisation is a game changer. Digitalisation helps us to break up the fragmented European railway system. Innovative, digital and automated technologies can and must make European railways more efficient and competitive. Digital Automatic Coupling is a digital flagship project in which CER is actively involved, and rightly so.

While we continue to develop and actively shape the European railway sector, we also recognise that this can only go hand in hand with combatting climate change. Europe's climate protection goals require a major modal shift to environmentally friendly modes of transport. It is all about decarbonising transport and at the same time continuing to ensure the mobility of people and goods. CER successfully raises awareness among EU stakeholders on this complex policy priority.

Despite this difficult year, I am optimistic about the future of rail and would like to thank CER Executive Director Alberto Mazzola and his team for setting important priorities in 2022 and for continuing to represent the interests of the European rail sector in 2023. What has been true in 2022, continues to be relevant in 2023: railways need more Europe, but Europe also needs more railways!



Foreword

ALBERTO MAZZOLA

CER Executive
Director

2022 has once again been a challenging year for European railways, with new waves of crises hitting European economic shores just when we thought that the pandemic was over. As the EU-wide anti-Covid vaccination campaign allowed us the possibility to return to business as usual, another emergency hit Europe, its society and its economy.

In the months following the start of the Russian war in Ukraine, railways proved essential, assuring important logistics in and out of Ukraine, transporting goods throughout the Ukrainian territory and providing mobility to a population escaping war. EU sanctions and Russian countermeasures however triggered the greatest energy crisis in recent times, threatening energy supplies, making gas and electricity prices skyrocket and bringing inflation rates to levels not known for decades.

As a result, the EU policy context has been populated with a number of new and extraordinary measures. CER and European railways have worked shoulder to shoulder with the European Commission to design new emergency State aid rules and still engage, on a daily basis, with EU policymakers to find the best possible way to shield Services of General Economic Interests from the worst consequences of the new energy scenario and to put a cap on energy retail market prices.

In parallel, during the French and Czech Presidency semesters, the work on important legislative proposals continued, with the Fit for 55 package making progress in both the European Parliament and EU Council. Of course, such work will continue in 2023, in the hope that critical reforms like the one addressing the Emissions Trading System will eventually be consistent with the ambitions the Union has expressed with its Climate Law. The same goes for the revision of the TEN-T Regulation, with the Council agreeing on a General Approach last year on December 5th and the Parliament to vote soon on its first reading. It is also our hope that this revision will be an opportunity to set higher, yet realistic standards for our infrastructure – something that must be coupled with adequate funding from both European and national sources.

2023 will therefore see CER continuing its work on ongoing files while addressing with the usual efficiency new files that will be critical to the creation of future rail-related policy frameworks.

The Commission is in fact expected to publish proposals aimed at revising timetabling rules (TimeTable Redesign, or TTR), principles to set Track Access Charges, the Train Drivers Directive, as well as to propose new legal provisions on passenger rights, rail and multimodal ticketing. The Commission also plans to publish its proposal for the midterm review of the Multiannual Financial Framework, new guidelines for State Aid for railways, a revision of the Weights & Dimensions Directive and the Combined Transport Directive. CER will further engage in the EU debate on data economy and advocate for the railways' perspective in the construction of a common European Mobility Dataspace, something that we are sure is only the overture of a new policy front that European rail undertakings and infrastructure managers must contribute to with their expertise.

I want to thank CER Chairman Andreas Matthä, the members of the CER Management Committee as well as all CER members for all the work done together in 2022, and for their continued trust in the work of the CER team in Brussels.

As always, we look forward to continuing the exchange with our institutional partners: with the European Commission, the European Parliament, the EU Council presidencies – this year will be the turn of Sweden and Spain – and with all national Permanent Representations.

I am confident that our collective efforts will be worthy of the challenges ahead.



CONTENT

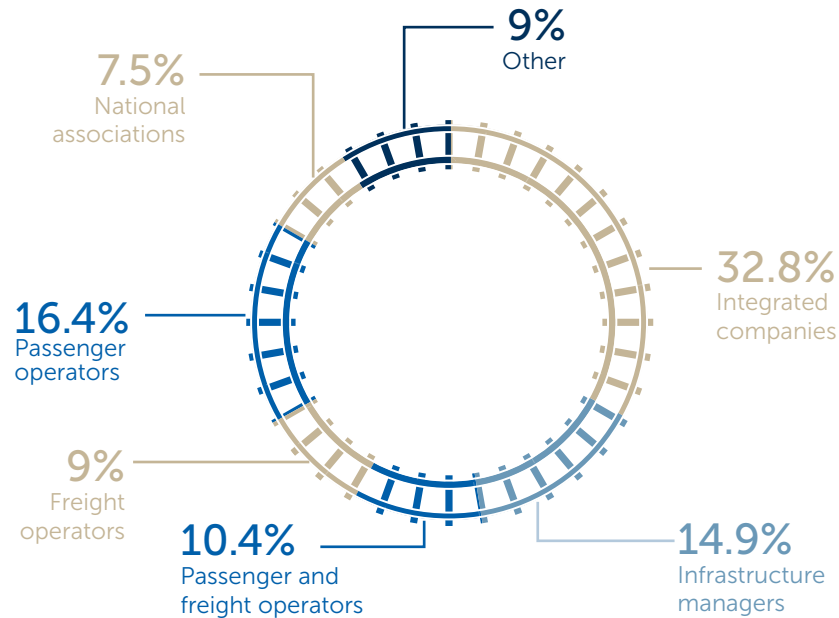
- 5 The Voice of European Railways
- 6 CER activities in 2022
- 15 The track to a successful TEN-T
- 20 About the rail sector
- 22 How CER works
- 24 Who we work with
- 25 CER team in 2022
- 26 Member statistics

THE VOICE OF EUROPEAN RAILWAYS

Recognised as the voice of European railways for more than 30 years, CER's role is to represent the interests of its members by actively providing an input to EU policy, in particular to support an improved business and regulatory environment for European railway undertakings and infrastructure managers.

OUR MISSION

Represent the interests of our members on the EU policy-making scene to support an improved business and regulatory environment for European railway undertakings and railway infrastructure companies.



CER MEMBERSHIP

CER members and partners come from EU-27, the United Kingdom, Norway, Switzerland, EU candidate countries (Albania, the Republic of North Macedonia, Montenegro, Serbia), as well as Bosnia and Herzegovina. CER also has partners in Georgia, Israel, Moldova, and Ukraine.

Our diverse membership includes railway undertakings and their national associations, infrastructure companies, path allocating bodies and vehicle leasing companies, including long-established companies, new entrants, and both private and public-sector organisations.



Founded in 1988



Based in Brussels



Staffed by ~ 20 employees of various nationalities

CER is the European association that represents the entire railway system.



of the European rail network length



of the European rail freight business



of rail passenger operations in Europe

7 Feb.: EP stakeholder hearing on the revision of the EU's Emissions Trading Scheme (ETS). CER attended a further workshop in May, both organised by Rapporteur MEP Peter Liese



8 Feb.: The *European Railway Award 2022* recognised Bane NOR's ERTMS programme as its Rail Trailblazer and DiscoverEU advocate Manfred Weber as its Rail Champion. This 'Year of Rail' retrospective edition also paid tribute to the organisers of the Connecting Europe Express, the partners of the historic 'Women in Rail' agreement and the Shift2Rail Joint Undertaking.



21 Feb.: Year of Rail closing ceremony organised by CER at SNCF's European Railway Summit in Paris



21 Feb.: CER-SNCF event on European Social Dialogue in the railway sector

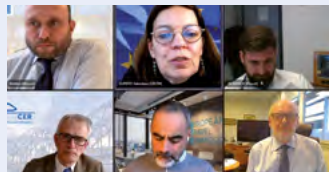
22 Feb.: DG MOVE kicks off series of stakeholder workshops on the impact of the Multimodal Digital Mobility Services (MDMS) initiative and the revision of the Multimodal Travel Information Services (MMTIS) Delegated Regulation



23 Feb.: EU French Presidency event on the renewal of night trains



24 Feb.: EU French Presidency event on supporting rail freight in Europe



2 Mar.: CER-sponsored Rail Forum Europe webinar on sustainable tourism

3 Mar.: CER meets Luxembourg Transport Minister François Bausch

15 Mar.: European Parliament public hearing "Making the TEN-T fit for European mobility in 2030 and beyond"

CER ACTIVITIES 2022

A busy year on many fronts, 2022 was particularly marked by intensive work and discussions on the revision of the Trans-European Transport Network (TEN-T), kick-started at the end of 2021 with the publication of the Commission's **Efficient and Green Mobility Package**.

Progress was made on the **CER Ticketing Roadmap** and the implementation of the **Women in Rail** agreement, and positions were reached in a number of dossiers on the political agenda including **combined transport, rail freight corridors, train driver certification, State aid for railways, the Commission Action Plan to boost long-distance and cross-border passenger rail, and more.**

CER also marked the passage from the European Year of Rail to the **European Year of Youth** and kept rail at the forefront of the debate on transport **digitalisation and decarbonisation** in line with **EU Green Deal** ambitions.

ASSOCIATION MILESTONES

The **CER Management Committee** met three times to discuss the general direction of the association and priority EU agenda topics. Members were joined in September at InnoTrans by European Commissioner for Transport Adina Vălean.

The **CER General Assembly** gathered twice for its annual statutory meetings. In Berlin, members reconfirmed another 2-year mandate for Chair Andreas Matthä and Executive Director Alberto Mazzola.

CER's infrastructure, passenger and freight **CEO Coalitions** met at regular intervals to steer issues of strategic and political relevance to their respective business segments.

Directors of European Affairs from across the CER membership gathered online and in Brussels for their three annual **CER Assistants** meetings to discuss the latest EU policy developments. They were joined in March by DG MOVE Land Transport Director Kristian Schmidt to discuss the Commission's Action Plan on international long-distance and cross border passenger services.

In July CER won the tender for the **Europe's Rail JU 'System Pillar'** as part of the System Pillar consortium, which actively contributes to the work of the System Pillar Core Group.



German Federal Minister for Transport and Digital, Volker Wissing, at the CER General Assembly in Berlin



CER Management Committee in Berlin

CER ACTIVITIES 2022

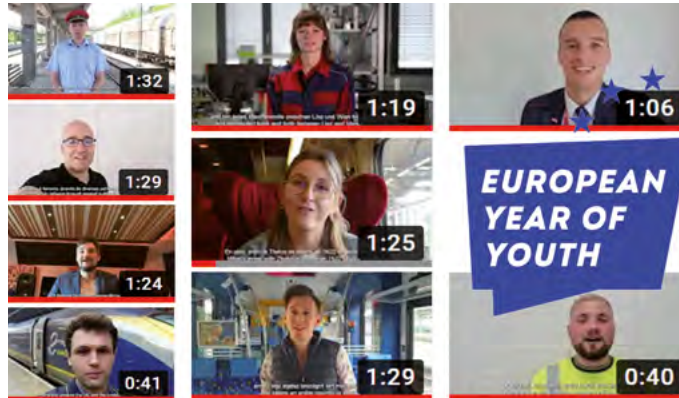
EUROPEAN YEAR OF YOUTH

2022 was declared the European Year of Youth. CER saw this as a great successor to the European Year of Rail and continued to promote the strong ties between rail and youth in a series of initiatives.

On 17 May, CER, Eurail and SNCF, in cooperation with the French Presidency and the cabinet of European Youth Commissioner Mariya Gabriel, organised 'Next Generation on Track'. Hosted in the European Parliament by MEP Ondřej Kovařík, the event offered a youth perspective on rail issues and celebrated the 50th anniversary of Interrail.



17 May: CER's 'Next Generation on Track' event



CER video campaign featuring the voice of young Europeans in the rail sector

CER's 2022 photo contest 'Discovering the continent by train in the 'European Year of Youth'



'Simply best way to travel' by Kristian Pärt (Switzerland)



'Freight train from Brennero' by Nikolay Kozarski (Austria)



'Discovering Europe by (Night) Train' by April Acosta (Belgium)



'Train from Kyiv to Warsaw' by Tetiana Dovgan (Ukraine)

See all our winners here:



Events



16 Mar.: CER high-level breakfast debate on Fit for 55 with DB CEO Richard Lutz and MEP Peter Liese



22 Mar.: CER at the Railway Days Summit in Bucharest

23 Mar.: Stakeholder workshop on the Commission's projected Rail Connectivity Index



31 Mar.: CER lunch seminar on TEN-T for Member State experts, organised with the Czech Presidency of the EU



26-28 Apr.: ERTMS 2022 Conference hosted by the European Union Agency for Railways in Valenciennes



2 May: CER at the 9th Florence Intermodal Forum

3 May: DG MOVE meeting of European transport associations on disruptions to Eurasian supply chains

3 May: Committee of the Regions hearing on TEN-T



5 May: CER at the FSR Transport event on rail in transport recovery, held at the European University Institute's 12th State of the Union summit



11 May: CER high-level breakfast event on high-speed rail and TEN-T with Sprava Železnic CEO Jiří Svoboda and MEP Ondřej Kovařík.



18 May: 62nd CER Joint Customs-Railways meeting, hosted by Rail Cargo Group in Vienna

19-20 May: 4th Railway Package Expert Group meeting on the revision of the Technical Specifications for Interoperability with Member States, the EU Agency for Railways and sector stakeholders



25 May: CER at the Digital Automatic Coupling Forum hosted for South-Eastern Europe stakeholders

31 May: EC hearing consulting EU Social partners on a Council Recommendation to relaunch social dialogue



2 Jun.: CER meeting Slovak Minister of Transport Andrej Doležal



3 Jun.: CER meeting Romanian Secretary of State for Transport and Infrastructures Mr Constantin-Gabriel Bunduc



7 Jun.: CER at the SNCF & DB Digital Automatic Coupling demonstration event in Strasbourg for Members of the European Parliament



9 Jun.: annual gathering of the GRB with ERA Executive Director Josef Doppelbauer, organised by CER



9 Jun.: CER at the CIT "Berner Tage" 2022



10-11 Jun.: CER at the 19th annual EPF conference

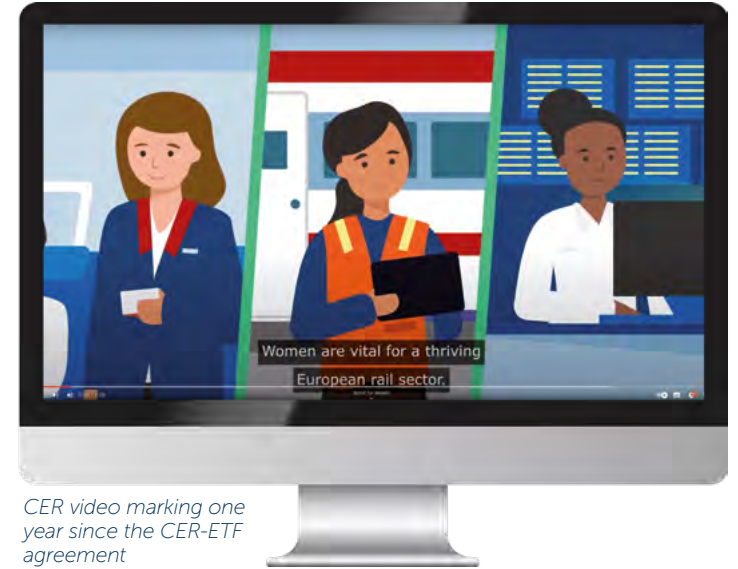
CER ACTIVITIES 2022

WOMEN IN RAIL

As a follow-up to the signing of the Women in Rail social partner agreement, CER members began implementation across the 8 target areas.

CER supported their work and engaged in parallel activities promoting the wider ambitions of the initiative, notably co-organising the **Women in Rail Awards**.

A first at European level, the ceremony was hosted by the European Commission in cooperation with CER on International Women's Day. Awards went to Deutsche Bahn (Best employer), SNCF (Best improvement of inclusivity), FGC (Best initiative against harassment), and Irish Rail's Linda Allen (Rising Star).



CER video marking one year since the CER-ETF agreement



CER highlights the Women in Rail Agreement at the ITF Summit 2022 on 'Transport for Inclusive Societies'



The 8 March Women in Rail Awards

CER TICKETING ROADMAP

Implementation of the [CER Ticketing Roadmap](#) progressed throughout 2022 among CER members and in cooperation with UIC and CIT.

The uptake of ready-to-use sector solutions such as OSDM, the Open Sales and Distribution Model, was strongly encouraged. A sector-devised universal layout for electronic tickets and tool for e-ticket control were put forward to the EU Agency for Railways for transposition into EU regulation (TAP TSI) in 2023.

A [Resolution](#) of passenger rail CEOs in October reaffirmed their commitment to improving the passenger experience in rail.

Another step forward was the promotion of the Agreement on Journey Continuation in case of delay, signed-up to by 15 rail companies.



CER video explaining the 2025 goals of the Roadmap

Fact Sheet

OSDM¹ & Transmodel: two complementary solutions for multimodal passenger services

CER and UITP jointly support leaving the choice to stakeholders to use either:

- **Transmodel** (NetEX² / SIRI³ / OJP⁴) as a harmonised reference for public transport stakeholders, or
- **OSDM** - the **Open Sales and Distribution Model**⁵ - as an interoperable standardised sector solution for regional, long distance rail and multimodal operators and ticket vendors part of the Single European Railway Area (SERA).

Compare the two models below and read more in our joint statement ["Data models and standards for multimodal passenger services"](#)

| OSDM ¹ - ERA TAP Technical Document (Tf) | TRANSMODEL (implemented by NetEX ² / SIRI ³ / OJP ⁴) - CEN standards |
|--|--|
| Harmonised and standardised implementation <ul style="list-style-type: none"> • Harmonised sales process scalable to multimodality • OJP file-based and open-source standardised specifications • Fare Database specifications (OSDM offline) → Database for Rail Tariffs and Fares (BIC-DRTR) • UIC software implementation • API specifications (OSDM online), incl. interface for multimodal online journey planner and MCMDS (Multimodal Digital Mobility Services) platform | A coherent ecosystem for multimodal interoperability <ul style="list-style-type: none"> • Conceptual data model, implementation independent • Reference language and data structures • Implementation of data exchange (NetEX for static data, SIRI for dynamic data, OJP for trip planning) and further derivation of standard profiles (e.g. NetEX data interoperable with NRT / RT accessibility) |
| Combination of fares towards through fares <ul style="list-style-type: none"> • International fares, incl. solution for non-harmonised conditions of use across Member States (e.g. with VAT) • Domestic fares • Non-Reservation Ticket (NRT) • Integrated Reservation Ticket (IRT) • Yield managed fares, incl. dynamic fares • Any mode-related fares supporting multimodal through fares | Description of simple & combined intermodal fares <ul style="list-style-type: none"> • Wide range of fares, incl. combination of complex fare structure types (e.g. park & ride) • Most functions of fare policy definition, sales organisation and sales transactions; fare offer • NetEX data interoperable with NRT / RT • Static data, possibility to relate to dynamic data |
| Retailing process <ul style="list-style-type: none"> • Full sales and after sales process • Support for various forms of fulfilment (digital, chip, paper) • Support for complete handling and reimbursement processes • Special support processes for PRM (Persons with Reduced Mobility) | Data model for sales transactions and retail process <ul style="list-style-type: none"> • Representation of the sales offer • Purchase and after sales rules • Fulfillment methods |
| Open Source specifications <ul style="list-style-type: none"> • Off-the-shelf and open source specifications • Stateless architecture (REST) based API • Code generation for implementation • Client implementation and sandbox • Support for authentication and tracing part of standard • Data model developed using a standard method (DM4) • Standardised web architecture for web services (JSON), supporting other data exchange formats (DM4) | European Norms and CEN Technical Specifications <ul style="list-style-type: none"> • Full documentation distributed by National Standardisation Bodies (NSBs) • Open source specifications for technical artefacts • Data model developed using a standard method (DM4) • Standardised data exchange format (DM4) • Standardised web architecture for web services (JSON) |
| Maintenance/ evolutions based on ERA CCM process <ul style="list-style-type: none"> • Backward compatible evolutions • Rapid evolution • TAP technical documents via the ERA TAP Change Control Management (CCM) process: 6 months • OSDM IUC IR5 9019-10 as ASICS 3-3 months | Maintenance/ evolutions based on CEN process <ul style="list-style-type: none"> • Update with approval of National Standardisation Bodies (NSBs) (formal CEN process) • Continuous technical support for the adoption of technical artefacts (incl. through EU programme support actions) |

1. Open Sales and Distribution Model 2. Network Timetable Exchange 3. Service Interface for Real-time Information 4. Open Journey Planner 5. September 2022

CER technical fact sheet comparing data models and standards for multimodal passenger services

Events



15 Jun.: CER at the European Parliament hearing "Delivering Multimodal ticketing for smarter travel"



22 Jun.: CER at the Rail Forum Europe event 'Boosting rail transport and creating a framework for investments in sustainable transport infrastructure', the second of five RFE events in 2022

22 Jun.: CER speaks at the Multimodal freight conference organised by the EU Agency for Railways and HAROPA PORT

23 Jun.: CER contribution to EESC public hearing with the Commission and civil society on transport accessibility for persons with disabilities



28-30 Jun.: CER at the European Commission's Connecting Europe Days 2022 in Lyon



29 Jun.: Signing of the Memorandum of Understanding between CER, ALLRAIL, UNIFE and the Europe's Rail Joint Undertaking on a study into 'Smart and Affordable High-Speed Services in the European Union'



29 Jun.: CER at the European Parliament event on incentivising youth to travel by rail, organised by Erasmus by Train and the Erasmus Student Network



9 Jul.: Rail CEO Summit 2022, hosted by ÖBB CEO and CER Chair Andreas Matthä in Vienna



6 Oct.: CER-UIC High-Level Passenger Meeting, hosted in Prague by České dráhy



7 Oct.: CER expert workshop on the return of experience from the Connecting Europe Express (CEE) and its interoperability and safety-related issues, hosted by České dráhy in Prague



11 Jul.: CER's event with the Czech Presidency of the EU and members České dráhy and Správa Železnic taking an in-depth look at the benefits of a high-speed rail network in Europe, opened by Czech Transport Minister Martin Kupka



11 Oct.: CER's TEN-T policy debate and exhibition (11-13 October) opening hosted by MEP Dominique Riquet under the patronage of the European Parliament



21 Sep.: CER at InnoTrans, attending the Women in Mobility luncheon

11 Oct.: 10th Budapest-ERA virtual workshop on interoperability and safety organised by the EU Agency for Railways and the Department of Railway Authority of the Hungarian Ministry of Technology



5 Oct.: CER at the International Rail Forum & Conference (IRFC) in Prague



11 Oct. CER dinner seminar on TEN-T for Member State transport experts, organised with the Czech Presidency of the EU.

CER ACTIVITIES 2022

UKRAINE SOLIDARITY

CER expressed full solidarity with Ukraine and its people at the outbreak of the war. The European rail community offered support to its Ukrainian Railways colleagues operating under the most difficult and dangerous of conditions, and actively participated in EU-wide humanitarian efforts, providing free travel to over a million refugees along with other support services, and transporting thousands of tonnes of vital aid into the country.

CER closely followed the EU Solidarity Lanes initiative aimed at facilitating alternatives to maritime transport routes for the export of Ukrainian grain. As well as contributing to the meetings of the European Commission's Solidarity Lane matchmaking platform launched in May, CER participated in further discussions with DG MOVE and other Commission services, as well as an exchange of rail and road sector representatives with the EP Committee on Agriculture and Rural Development (AGRI) organised by AGRI Chair, MEP Norbert Lins, to better understand the challenges of grain exports from Ukraine. Railways set up cargo services for grain and other essential exports, and also set up their own matchmaking platforms.



Oleksandr Kamyshin, CEO of Ukrainian Railways addressing the CER General Assembly in Berlin



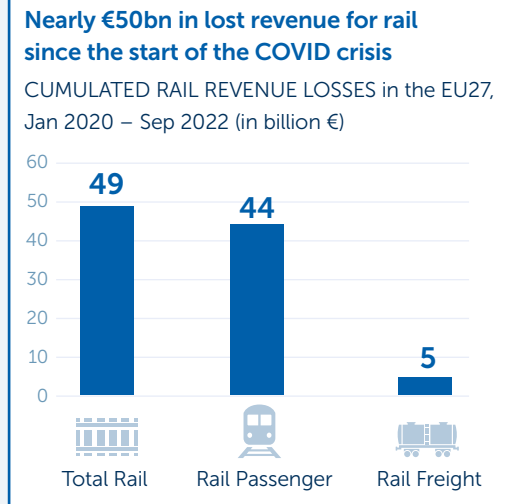
Vienna Declaration committing support to Ukrainian Railways signed in July by the rail sector at a CEO Summit hosted by ÖBB

CRISIS IMPACT TRACKER

With lingering effects from the COVID-19 pandemic and new challenges arising from the energy crisis and war in Ukraine, CER continued to track the financial impact on railways and call for adequate recovery and resilience support.

Besides addressing a letter to Executive Vice-President Margrethe Vestager and Transport Commissioner Adina Vălean, CER signed up to a Joint Declaration with the SGIs Network towards the 23 March Tripartite Social Summit.

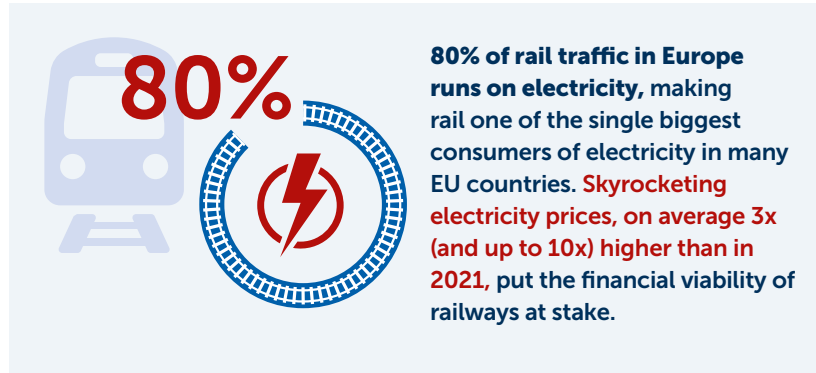
Overall since the start of the pandemic, railways have lost close to €50 billion in total (whether related to the COVID crisis or to the Ukraine crisis).



ENERGY CRISIS

CER called for urgent EU action to tackle the rising cost of energy and safeguard rail as the backbone of sustainable transport in the EU:

- CER-ERFA [Joint Position](#) 'Supply and pricing of energy threaten Europe's modal shift objectives', September 2022
- CER [Open Letter](#) to the European Commission on energy prices, October 2022



SAFETY AND INTEROPERABILITY

Technical Specifications for Interoperability (TSIs)

CER contributed with its vast network of experts to the revision of the TSIs in the framework of the European Commission's TSI 2022 Revision Package.

Train Drivers Directive (TDD)

In autumn 2022, CER agreed a position on the revision of the TDD and on medical and psychological requirements for train drivers.

Hydrogen

CER finalised its position on hydrogen propulsion for the railway sector giving input to the European institutions (EC & ERA) and European Standardisation Organisations (ESO) on the operational boundary conditions for the railway operating community when deploying hydrogen propulsion.

Digital Automatic Coupling (DAC)

Together with the other railway sector stakeholders, CER published the 2022 [DAC Sector Statement](#) showcasing the need and the advantages of rolling out DAC across the European railway system in an accelerated and concerted manner.

Europe's Rail JU System Pillar

Jointly with the other railway stakeholders, CER supported and contributed to a coherent and coordinated approach to the evolution of the rail system and the development of the system view. Based on a formal functional system architecture approach, this work serves to speed up innovation and deployment.



Handing over the DAC Sector Statement to DG MOVE Director-General Henrik Hololei at InnoTrans



CER at the first of two Commission stakeholder workshops on the revision of the TDD held in 2022

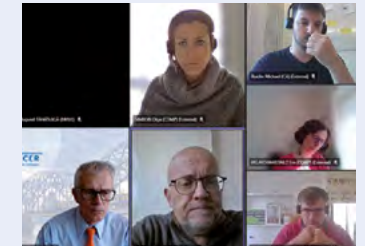
Events



13 Oct.: CER-UIC High-Level Freight Meeting, hosted by Rail Cargo Group



18 Oct.: CER at the Railway Days Summit organised by Club Feroviar and the Politehnica University of Bucharest



21 Oct.: CER member workshop with the Commission's DG Competition on State aid revision



26 Oct.: CER invited by the NATO Transport group to share its views on TEN-T



28 Oct.: CER at the 2022 EU Sustainable Investment Summit



7 Nov.: CER at the Rail Forum Europe event 'Next stops for European rail', organised by MEP Ondřej Kovařík



16 Nov.: CER at the 20th anniversary celebrations marking the 1st ICE services between Frankfurt and Brussels, organised by Deutsche Bahn in cooperation with SNCB/NMBS



23 Nov.: CER-EIM High-Level Infrastructure Meeting hosted by RFI in Naples as part of their "EU Rail IMs Connecting Days"

CER ACTIVITIES 2022

EU PROJECTS

The EU-funded **EDA Rail** project on Employability in the light of digitalisation and automation concluded its work in 2022.

CER contributed with trade unions to the project's 4 thematic workshops and overall findings summarised in the project's [Final Report](#).

CER as a key and coordinating member remained active on the **STAFFER** (Skill Training Alliance for the Future European Rail System) blueprint project, which reached its mid-term point in 2022.

Partners of the 4-year-long, ERASMUS+-funded project came together in Brussels



EDA Rail final conference



STAFFER mid-term conference



STAFFER roundtable event at InnoTrans

on 13 October at the mid-term conference organised by CER with UNIFE to assess the progress on the preparation of a long-term action plan to address skill gaps and shortages in the sector.

An animated [video](#) and the [STAFFER mid-term report](#) were released at the conference.

COLLABORATION FORUMS

CER actively leads or contributes to a number of platforms, EU Expert Groups and other forums:

- CER Customer Liaison Group
- CER-EIM-UIC Coordination Technical Group (CTG)
- Digital Transport and Logistics Forum (DTLF)
- EC's Ambassadors for #DiversityinTransport Network
- EC Expert Group "Competitiveness of the European Rail Supply Industry"
- EC Expert Group "4th Railway Package Technical Pillar"
- EC Expert Group "Drones"
- EC Expert Group on Urban Mobility
- EU Biodiversity Platform
- EU Expert Group on Land Transport Security (LANDSEC)
- EU Domestic Advisory Group (DAG) of the EU-UK Trade and Cooperation Agreement (TCA)
- European Clean Hydrogen Alliance
- European Climate Pact
- European DAC Delivery Programme (EDDP)
- European Labour Authority (ELA) Stakeholder Group
- European Rail Research and Advisory Council (ERRAC)
- Group of Representative Bodies (GRB)
- Multimodal Passenger Mobility Forum (MPMF)
- PRIME
- Rail Facilities Portal Governing Board
- Rail Forum Europe (RFE) MEP platform
- RU-Dialogue
- Sectoral Social Dialogue for railways
- Sector Mirror Group to the Ministerial Platform on International Rail Passenger Transport (IRP)
- Sector Statement Group
- Sustainable Transport Roundtable
- Trade Contact Group
- Western Balkan Transport Community Treaty (TCT)
- Women in Transport Platform
- Zero Pollution Stakeholder Platform

COALITIONS & JOINT STATEMENTS

- **Pledge** // [European Railways' Pledge](#) for More Attractive, Sustainable, Inclusive and Innovative Mobility, February 2022
- **Recovery support** // [Joint Declaration](#) with the SGIs Network towards the 23 March Tripartite Social Summit calling for productive investment in services of general interest (SGIs), March 2022
- **PSO** // [Joint statement](#) with CCRE-CEMR, CER, EMTA, Eurocities, Polis, SGI Europe and UITP voicing concerns over the revision of the PSO Guidelines, May 2022
- **RePowerEU** // [Open letter](#) with CLG Europe and 140 business leaders to Commission President Ursula von der Leyen calling for an accelerated energy transition, May 2022
- **Climate** // [European Rail Manifesto 'Reaching EU climate goals by making rail the first choice for European travel in 2030'](#), June 2022
- **International passenger services** // [Second Sector Statement](#) of the Sector Mirror Group to the Ministerial Platform on International Rail Passenger Transport (IRP), June 2022
- **Ticketing** // [Joint Statement: Data models and standards for multimodal passenger services](#), July 2022
- **Digitalisation** // [Vienna Declaration](#) of European rail CEOs on rail digitalisation, July 2022
- **Ukraine** // [Vienna Declaration](#) of European rail CEOs on support to Ukrainian Railways, July 2022
- **DAC** // [Sector Statement 'Digital Automatic Coupling – a key element for the digital transformation of the European railway system'](#), September 2022
- **Passenger rail** // [Resolution](#) of the European passenger rail CEOs, October 2022
- **Freight** // [Declaration](#) of the European rail freight CEOs, October 2022
- **Infrastructure** // [Declaration](#) of rail infrastructure CEOs, November 2022
- **TEN-T** // [Open letter](#) with ERFA, UIP, UIRR and UNIFE to EU Transport Ministers, November 2022

KEY POSITIONS ADOPTED IN 2022

- [Striving for a virtual European Traffic Management](#), February 2022
- Position on [the Action plan to boost long-distance and cross-border passenger rail](#), March 2022
- Position on the [Proposal for a Regulation on TEN-T Guidelines](#), March 2022
- [Rail Freight Corridors & Timetable Redesign \(TTR\)](#), April 2022
- AERRL, CER, UIP Position Paper "[Vehicle authorisation Conformity to type \(CTT\)](#)", July 2022
- [Train Drivers Directive](#), September 22
- [Combined transport and road vehicle weights & dimensions](#), September 2022
- Position on the [Revision of the Railway State Aid Guidelines](#), September 2022
- CER-ERFA Joint Position '[Supply and pricing of energy threaten Europe's modal shift objectives](#)', September 2022
- [Carbon labelling scheme towards sustainable mobility](#), October 2022
- Joint Position '[Creating a common European mobility data space](#)', December 2022
- Position on the [European Disability Card](#), December 2022

Events



25 Nov.: CER at the 10th Florence Intermodal Forum

30 Nov.: CER high-level breakfast event on rail investment with PKP CEO Krzysztof Mamiński, MEP Bogdan Rzońca and Polish State Secretary for Transport Andrzej Bittel



30 Nov.: CER dinner seminar with national experts on State aid



1 Dec.: CER at the 2nd ERA-ENISA conference on cybersecurity



5 Dec.: CER meeting Hristo Aleksiev, Bulgarian Deputy Prime Minister for Economic Policies, Minister of Transport and Communications

PUBLICATIONS

- [Animation](#) of CER's Ticketing Roadmap to 2025, June 2022
- CER [Fact Sheet 'Railway to a green future'](#) published for EU Green Week, June 2022
- CER [Fact Sheet](#) on Rail Freight Corridors, June 2022
- CER [Technical Report](#) on Rear end signals, June 2022
- CER [technical Fact Sheet](#) comparing data models and standards for multimodal passenger services, September 2022
- CER 'Rail & Youth' [video series](#) for the European Year of Youth, July 2022
- [Animation](#) for the 1st anniversary of the Women in Rail Agreement, November 2022
- CER publication '[The Track to a successful TEN-T](#)', December 2022)

Railway to a green future

As the world strives to keep global warming below 1.5°C all means of transport must decarbonise. The decarbonisation of transport however lags behind that of other economic sectors. As the greenest mode of land transport, railways are well positioned to support the green transition.

Rail is well equipped to remain the greenest mode of transport

- Rail reduces the EU's carbon footprint and energy bill, lowest emissions and energy consumption
- Rail gives back to society: lowest external costs and best cost-coverage
- Rail is at the forefront of the green recovery rail system fully included in the EU Taxonomy

Rail is 7x more energy-efficient than road and 15x more than air transport.

Energy efficiency of rail
Distance per energy unit consumed

Transport represents 31% of the EU's final energy consumption

How?

- Rail is already an electric mode.
- Rail benefits from physical advantages such as lower rolling and air resistance.

DfK

- Railways are ready for automated train operations, which are expected to reduce rail's energy consumption by at least 2.2%.
- Regenerative braking in trains helps recover at least 8% of electricity.
- The railway system allows powering trains directly by renewable energy such as solar power.

Rail contributes to major energy savings

More freight and passengers on rail will improve the EU's energy balance. This is important with the ongoing energy crisis and the EU's energy dependency rate for imported fossil fuels.

Rail accounts for 1.8% of EU transport's energy consumption, while it carried 17% of freight and around 2% of passengers of EU27 inland transport in 2021.

Rail is the closest mode to net zero. Rail is the most efficient mode of passenger and freight transport in the EU27. Rail's well-to-wheel GHG intensity improved by more than 10% between 2014 and 2018.

Rail reduces the EU's carbon footprint

Most sectors have reduced their emissions significantly since 1990, while transport emissions have risen by 33.5%. According to UN Chief António Guterres, current efforts in transport are inadequate for a 1.5°C pathway.

Rail's direct emissions account for less than 0.4% of transport emissions. This is less than half the GHG emissions of Cyprus, whereas road generates more than the total emissions of France and Spain combined. Aviation emissions grew the most during the last decades and now surpass the total GHG emissions of Romania.

EU energy-related GHG emissions from transport

26% of energy-related GHG emissions (incl. international aviation and shipping)

How?

- 4/5 trains already run on electricity and there are plans to phase out the remaining diesel trains from 2030.
- The EU electricity mix continues towards decarbonisation thanks to the carbon price under the ETS.
- 1/2 of the energy consumed by rail already comes from renewables. Under the EU Net Zero Scenario, electricity and hydrogen will sustain almost 100% of total passenger rail activity as soon as 2050!

Well-to-Wheel

Includes both the GHG emissions from distribution of fuels and those from:

- Rail: 14.9 gCO₂/tkm
- Road: 149 gCO₂/tkm
- Air: 1493 gCO₂/tkm
- Sea: 100 gCO₂/tkm

Freight

- Road: 24 gCO₂/tkm
- Inland waterways: 23.4 gCO₂/tkm
- Rail: 14.9 gCO₂/tkm

Rail Freight Corridors: a European network for competitive rail freight

What are Rail Freight Corridors (RFCs)?

A set of routes over which EU Member States must facilitate international rail freight. The framework was agreed in the 2013 RFC Regulation aiming to create a European rail network for competitive freight traffic.

RFCs were established to meet three sets of challenges:

- Strengthening cooperation between infrastructure managers on path allocation, deployment of interoperable systems and infrastructure development.
- Striking the right balance between freight and passenger traffic along RFCs, while securing adequate capacity and priority for freight, and ensuring common accessibility targets for freight and road.
- Promoting inter-modality by integrating terminals into corridor management and development.

The 11 Rail Freight Corridors (RFCs)

- Rhine-Alpine
- North Sea-Mediterranean
- Scandinavia-Mediterranean
- Atlantic
- Baltic-Adriatic
- Mediterranean
- Central-East-Helm
- North Sea - Baltic
- Rhine-Central
- Alpine-Western-Balkan
- Arctic

RFC Governance

Each rail freight corridor has a two-tier governance structure:

- **Executive Board** representatives of Member State authorities
- **Management Board** infrastructure managers and capacity allocation body representatives.

The Management Board consults with two advisory groups:

- **Railway Undertakings Advisory Group (RUAG)** involving railway undertakings
- **Terminal Advisory Group (TAG)** with the participation of terminal operators

Corridor-One Stop Shops (C-OSS)

Each RFC has a joint body of its infrastructure managers, acting as a single contact point for customers on requests regarding infrastructure capacity for international trains along the corridor.

RFCs and the EU Green Deal

The European Green Deal calls for a substantial part of the 75% of inland freight carried today by road to be shifted onto rail and inland waterways.

RFCs are the backbone of the sustainable movement of goods across Europe, and are also fundamental for a connected European economy. They help interconnect Europe's infrastructure and implement a centralised platform for all stakeholders.

CER Essay series

Rail's contribution to green transport, the wider benefits of high-speed rail, and the importance of rail investment were the focus of three new CER Essays launched at events with Members of the European Parliament in 2022.

Co-authored by a CER member CEO and a leading academic from the same country, CER Essays are used to spark debate among political stakeholders on the role of rail in EU transport policy and society at large.

The CER Essay series
Where academic analysis meets business insight

Rail's contribution to green transport policy
by Professor Ottmar Edenhofer, PIK and Richard Lutz, DB

The CER Essay series
Where academic analysis meets business insight

Czech high-speed rail for a sustainably connected Europe
by Bc. Jiří Svoboda, Prof. Ing. Ondřej Jiroušek and Assoc. Prof. Otto Pláček

The CER Essay series
Where academic analysis meets business insight

Investing in railways is a key decision for the EU's green future
by Associate Professor Jana Pieriegud, SGH and Krzysztof Maminiski, CEO of PKP



Discover the whole series here

#CERevent
#TEN_T4Rail

THE TRACK TO A SUCCESSFUL TEN-T

FOR A SUSTAINABLY
CONNECTED EUROPE



under the patronage
of the European Parliament



More info and online
exhibits [here](#)

The **Trans-European Transport Network (TEN-T)** is essential for the coordination of major rail projects, physical and digital, across Europe. The overall development of cross-border, regional and high-speed infrastructure, the necessary impetus to **shift more passengers and freight to sustainable modes like rail**, as well as cohesion and social inclusion all rely on a sound TEN-T policy. At the end of 2021, the European Year of Rail, the European Commission published its proposal for the revision of the Regulation on the Trans-European Transport Network. The file is pivotal to reinforce the foundations for a **seamless multimodal transport system with rail at its heart**.

Under the patronage of the European Parliament and kindly hosted by MEP Dominique Riquet, Co-Rapporteur on the TEN-T file, CER presented *'The track to a successful TEN-T for a sustainably connected Europe'*, a conference and exhibition taking place over three days in the European Parliament to showcase why TEN-T plays such an important role for rail and why rail deserves a special place in the TEN-T.

THE CONFERENCE

To set the scene for the exhibition, a high-level panel debated on the importance of infrastructure investments, as well as more competitive rail freight and passenger services. They addressed a range of issues including the maintenance of the rail network, high-speed rail, the price of energy, and technical solutions such as ERTMS and Time Table Redesign (TTR) as a means to increase rail capacity and boost performance.



"The TEN-T Revision opens the door to unleashing rail's full potential as the most sustainable transport mode, but that does not come without costs and challenges. It is crucial to invest in railways, to build and upgrade resilient infrastructure that complies with the technical requirements and supports rail as the backbone of sustainable mobility."

Alberto Mazzola,
CER Executive Director



"Today's rail traffic in Europe is still managed by over 20 different systems. With ERTMS, we will grant a consistent digital infrastructure by creating a single, fully harmonised system for the entire European continent. This will mark the beginning of a transformation: rail freight will become faster, safer and much more efficient."

Clemens Först
CEO, Rail Cargo Group



"The Trans-European Transport Network remains the cornerstone of coordinated infrastructure development in the European Union. In these times of climate change and a war raging on our continent, we have become acutely aware how much we depend on resilient cross-border infrastructure that connects all Member States and beyond."

Herald Ruijters,
Director, DG MOVE



"The TEN-T Regulation is a key ingredient for the creation of a seamless rail passenger EU network, promoting cross-border operations and enhancing cooperation among companies. Trenitalia strongly supports the establishment of international corridors, being deeply focused on ensuring high-quality services in several EU countries."

Luigi Corradi
CEO, Trenitalia



"Rail freight contributes to fundamental EU values such as socioeconomic and territorial cohesion and the greening and digitalisation of the EU economy. It has become a synonym of European solidarity throughout the COVID pandemic and the war in Ukraine."

Isabel García Muñoz
MEP, TEN-T Shadow Rapporteur



"We need to push for ERTMS implementation as it will also contribute to increase infrastructure capacity. We need to integrate urban nodes in TEN-T. And finally high-speed rail, as a driver for social and economic growth in Europe."

Massimiliano Salini
MEP



"Building new rail infrastructure is a key for accomplishing the TEN-T goals. Dedicated high-speed rail for long-distance passenger trains and conventional lines optimised for freight and regional trains can go hand in hand with digitalisation to significantly increase capacity of EU railways and become a backbone of zero-emission mobility."

Jiří Svoboda
Director General, Správa železnic

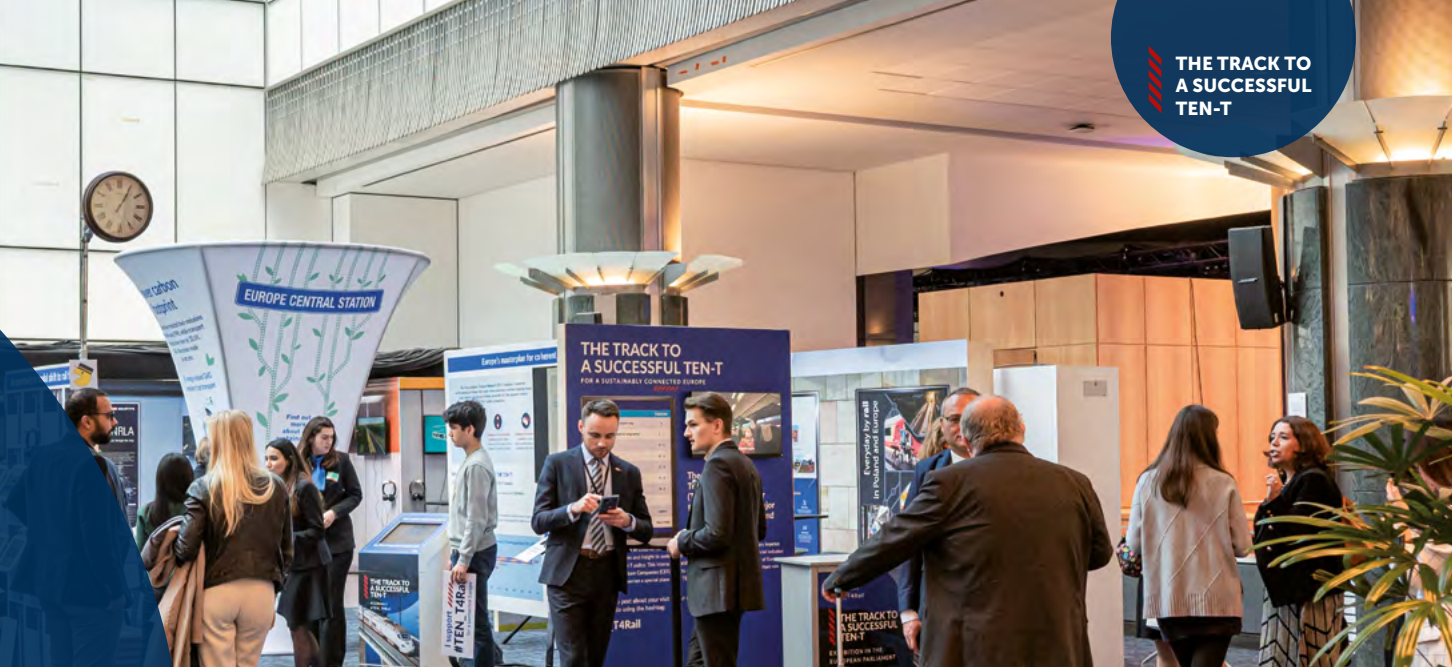


"Rail is the transport mode that has the highest potential to decarbonise mobility. In order to reach our modal shift goal, thousands of kilometres of lines will need to be modernised or built. The TEN-T ensures that they are built at the best possible locations, standardised and financed."

Dominique Riquet
MEP, Co-Rapporteur on TEN-T

THE EXHIBITION

The three-day exhibition transported visitors to "Europe Central Station". At every platform, news kiosk and storage locker, guests could learn about the infrastructure projects building the TEN-T for rail, as well as developments in rail passenger and freight services, and the underlying technology that's helping to revolutionise the sector for the future.



THE TRANS-EUROPEAN NETWORK FOR TRANSPORT : JOINED UP MOBILITY FOR A CONNECTED EUROPE

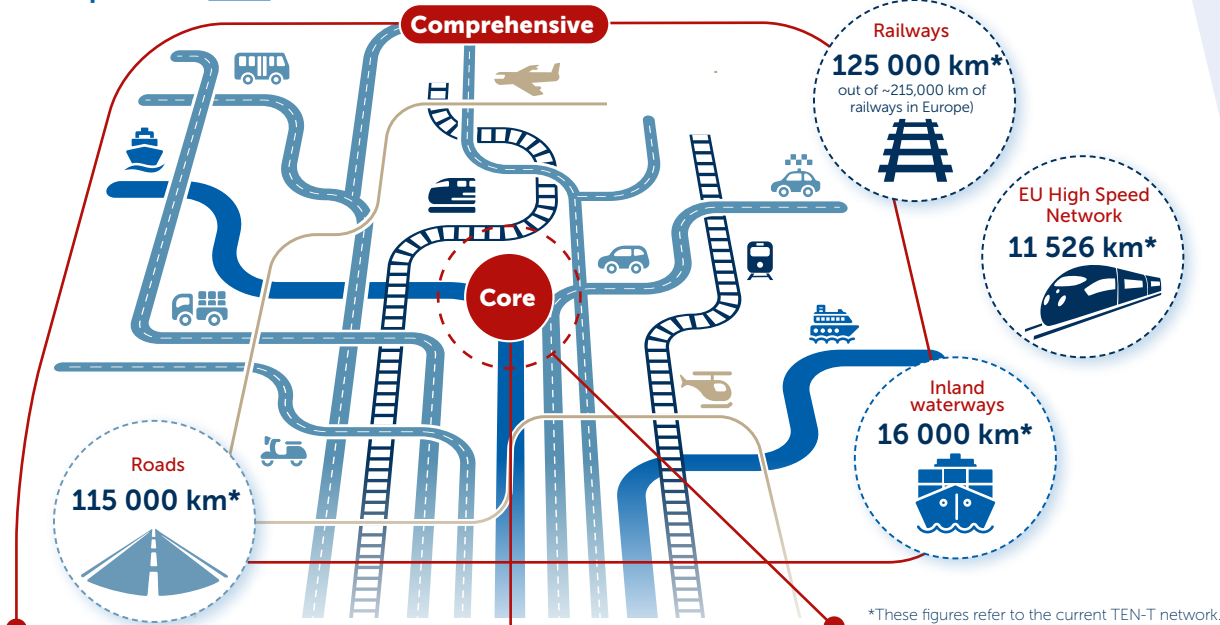


Read our full position [here](#)

What is TEN-T?

Trans-European Transport Network (TEN-T):
a European network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals.

Currently made up of a Core and Comprehensive layer, the European Commission's revision proposal also foresees an 'Extended Core' layer.



The **Comprehensive Network** is the ground layer to ensure accessibility of all European regions.

The **Core Network** is the part of the comprehensive network of highest strategic and implementation priority, capturing the major transport flows across Europe. It would cover most of the newly proposed 'European Transport Corridors'.

The **Extended Network** is the Commission's proposed additional layer defined on the basis of priority sections which are part of 'European Transport Corridors'.

to be completed by 2050

to be completed by 2030

to be completed by 2040

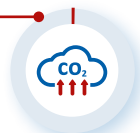
A work in progress: the completion of the TEN-T relies on infrastructure investments, with a focus on cross-border projects bringing EU added-value and territorial cohesion.

Why is rail important for the TEN-T?

Rail is vital as the backbone of a **sustainable transport system**.

DYK Rail emits **9x less CO₂** than other modes

0.4% of EU transport emissions come from rail to carry **17%** of Europe's freight and **8%** of passengers.



Rail **complements other transport modes** and efficiently relieves pressure on congested roads.

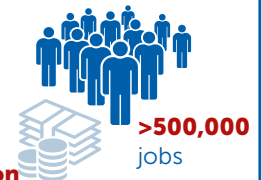
DYK **1 freight train** has the capacity of over **40 trucks**.



Investing in rail infrastructure (tracks, tunnels, stations etc.) has a **major positive impact on the economy**.

DYK Railway infrastructure investments generate...

€ 39 billion of gross value added.



Rail helps forge a **European identity and shape common values** through accessible city to city travel.

DYK Since 2018, **130 000 18-year olds** have interrailed for free thanks to the **DiscoverEU** programme.



→ A strong and attractive rail network connecting passenger and freight terminals can serve as the backbone of a sustainable transport ecosystem for generations to come.

What do we need for an effective TEN-T?

The revision of the Regulation governing TEN-T is a chance to:



Promote the creation of an interoperable European high-speed network linking European capitals and major cities, connecting urban nodes and airports and supporting the development of international passenger services.

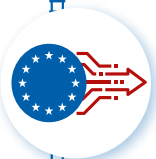
Doubling high-speed rail traffic by 2030 will require at least a **75% increase** in the current network length of 11,526 km.



Further integrate urban nodes and missing last mile infrastructure for freight and multimodal connections for passengers



Improve cooperation between the governing bodies of Rail Freight Corridors and Core Network Corridors, allowing investment priorities to consider market needs, especially in cases of rail infrastructure gaps and bottlenecks.



Accelerate ERTMS deployment in a continuous and synchronised manner, for a truly interoperable network. The deadline of 2050 to equip the TEN-T with radio-based ERTMS must be kept but it is important to support plans for countries wanting to achieve it by 2040.



Integrate rail digital transformation into infrastructure and innovation investment priorities. New processes like TimeTable Redesign (TTR) and technologies such as Digital Capacity Management and Digital Automatic Coupling increase capacity of the entire system.



Set ambitious infrastructure requirements to improve the network (e.g. P400, minimum speed), but these should also consider the characteristics of the network for a better use of European and national funds.

Investing in rail for a sustainable TEN-T

With the right policies and rail as a backbone, the implementation of TEN-T can help reach key EU Green Deal objectives:



ensure modal shift to rail thus achieving a **90% reduction in transport emissions** by 2050.



double high-speed rail traffic by 2030 and triple it by 2050.



increase rail freight by 50% by 2030 and double it by 2050.



Numerous projects, from major works to smaller upgrades, are progressively building the TEN-T vision for rail.



Massive investments are still needed to connect railways, both physically and digitally, and with other transport modes, increasing both inter- and multimodality.



Now more than ever, with a global climate emergency and clear EU climate objectives to meet, it is vital to invest in green transport like rail at the heart of the TEN-T.



ABOUT THE RAIL SECTOR

Modern, efficient and reliable infrastructure is the backbone of the European economy. The rail network in Europe enables the transport of passengers and goods across Member States with high efficiency and low emissions.

200 099 km

Length of the EU's rail network. This is equivalent to travelling around the world 5.5 times.

11 526 km

is the length of the high-speed rail network in Europe, and it keeps growing.

56.6%

of railway lines in Europe are electrified. These lines carry most of the rail transport across Europe.

4/5

4 trains out of 5 are already running on electricity, which is becoming greener.

European railways bring passengers to their work and school, to their leisure activity or holiday destination. From long-distance to local and regional trains, the railways have something to offer to each customer.

9.8 bn

Number of passengers transported by EU railways pre-COVID (2019). In 2020 this fell to 4.8bn representing a 51% drop.

>90%

of Europe's passenger trains are on time.

4 in 5

Europeans take the train (80%).

67%

are occasional travellers.

13%

use it frequently (i.e. at least once a week).

Crisis impact

€44 bn

estimated cumulative loss in passenger-related revenues from the beginning of the COVID-19 pandemic up to September 2022 (EU27)

Rail freight is particularly well placed to reduce Europe's dependence on imported fuels, due to its high energy efficiency and major reliance on electric energy. Rail freight can support Europe's competitiveness if the right framework conditions are set in place.

377 bn tonne-km

Estimated rail freight volumes in the EU27 in 2020, down 9% (-29 bn tkm) from the previous year.

16%

of inland freight was transported by rail in the EU27 in 2020, compared to an estimated 17% in 2019 (modal share down by 1%).

74%

Road

4%

Pipeline

6%

Inland waterways

16%

Rail

Crisis impact

€5 bn

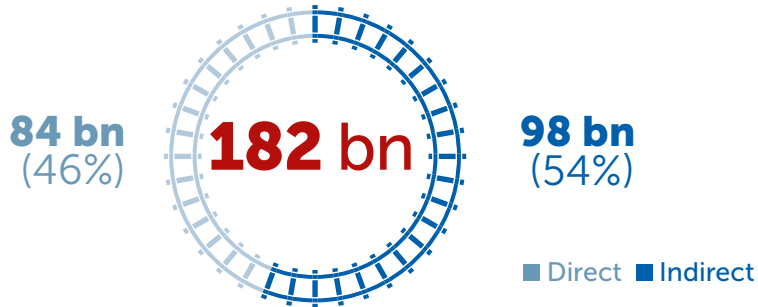
estimated cumulative loss in freight-related revenues from the beginning of the COVID-19 pandemic up to September 2022 (EU27)



ECONOMIC FOOTPRINT

Rail is an essential component of the transport system, and transport is an essential function of any modern economy.

Economic size of Europe's rail sector (GVA)



Millions of persons employed

1 million directly **1.3** million indirectly

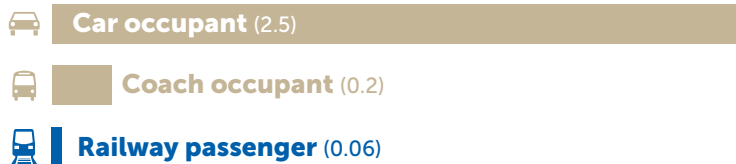
ONE job in railway transport creates more than **ONE** other job in indirectly dependent economic activities.



SAFETY

Interoperability and safety enhance and ensure the seamless and safe circulation of passengers and goods on railway vehicles across the European Union and even beyond its borders.

Rail is the safest mode of land transport



Fatalities per billion passenger-kilometres for different modes of transport (2015-2019)



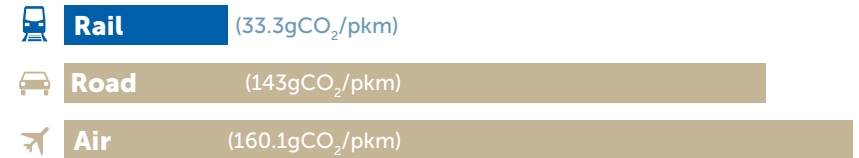
ENVIRONMENT

Rail contributes to reducing the transport users' environmental burden on society combining energy-efficient mobility with fewer emissions.

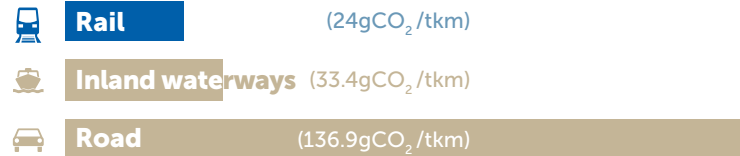
Specific CO₂ emissions per transport mode

Rail is the most efficient form of passenger and freight transport in the EU27. Rail's GHG intensity improved by **more than 10%** between 2014 and 2018.

Passenger

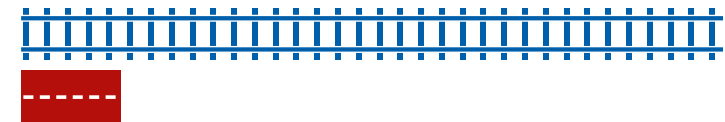


Freight



Energy efficiency of rail

Rail is **7x more energy-efficient** than road due to physical advantages such as lower rolling and air resistance.



Distance per energy unit consumed

Rail accounts for **just 1.8%** of total EU energy consumption in transport, to carry 17% of freight and around 8% of passengers of EU27 inland transport (pre-COVID).

HOW CER WORKS

As the only organisation in the EU representing the entire European railway system vis-à-vis the EU Institutions, CER has a responsibility to ensure that the voices of all members are taken into consideration.

CER has long-standing experience demonstrating that there is always a way to find compromises among various members' positions when a principle of mutual respect applies.

In the same spirit, every member has access to every working group in our association. CER is always open to new members.

The governance structure of CER is composed of three main bodies, ensuring a steady flow of communication between CER and its members: the **Management Committee, General Assembly** and **CER Assistants (members' Directors of European Affairs)**. These bodies are supported by regular meetings at chief executive and working levels. CER also arranges further meetings and working groups to discuss specific issues. All members affected are invited to take part in these discussions.



CER Chair
Andreas Matthä
Österreichische
Bundesbahnen (ÖBB)

The **Management Committee** makes recommendations to the General Assembly. It consists of the CER Chair, four Vice-Chairs and further members elected by the General Assembly. In addition, CEOs from CER member companies who are elected to UIC Europe's Management Committee automatically become Associated Members of the CER MC.



Sophie Dutordoir
Vice-Chair
Société Nationale des
Chemins de Fer Belges/
Nationale Maatschappij
der Belgische Spoorwegen
(SNCB/NMBS)



Jean-Pierre Farandou
Vice-Chair
Société Nationale
des Chemins de Fer
Français (SNCF)



Richard Lutz
Vice-Chair
Deutsche Bahn (DB)



Krzysztof Mamiński
Vice-Chair
Polskie Koleje
Państwowe (PKP)



Vincent Ducrot
Member
Schweizerische
Bundesbahnen/Chemins
de Fer Fédéraux Suisses/
Ferrovie Federali Svizzere
(SBB/CFE/FFS)



Luigi Ferraris
Member
Ferrovie dello Stato
Italiane (FSI)



Zoltán Pafféri
Member
Hungarian State Railways
(MÁV)



Ted Söderholm
Member
Tågforetagen/Green
Cargo



Jiří Svoboda
Member
Správa železnic
(SZCZ)



Isaias Táboas Suárez
Member
Red Nacional de
Ferrocarriles Españoles
(Renfe)



Marc Wengler
Member
Société Nationale
des Chemins de Fer
Luxembourgeois (CFL)



Oliver Wolff
Member
Verband Deutscher
Verkehrsunternehmen
(VDV)



Māris Kleinbergs
Associated Member
Latvijas dzelzceļš
(LDz)



Pedro Miguel Moreira
Associated Member
Comboios de
Portugal (CP)



Traian Preoteasa
Associated Member
CFR Călători

MEMBER BENEFITS

CER membership is open to enterprises who are involved in rail services (passenger, freight and/ or infrastructure) and are based in Europe.

CER members benefit from:

- a well-known and established voice representing the sector's interests at EU level;
- regular up-to-date information and analysis on EU legislative processes;
- access to numerous working groups shaping sector positions in different areas;
- the possibility to contribute to EU standardisation and regulation;
- a unique peer-to-peer network.

For further information, send an e-mail to contact@cer.be

The **General Assembly** is CER's decision-making body. All member organisations take one seat and are represented by their Chief Executive or Director General. The General Assembly takes strategic decisions and gives the CER team guidance on how to advance on specific policy issues.

RECOMMENDS

REPORTS

DECIDES

CER members are represented by their International or European Affairs Managers in the **CER Assistants group**. This liaison group helps to facilitate the continuous exchange of information between CER and its members.

Separate **High-Level Meetings** are held at least once a year with Chief Executives from passenger, freight and infrastructure companies to discuss specific issues affecting their business areas.

CER Working Groups are made up of members of the CER Assistants group (international or European affairs managers) or other experts delegated by member companies. The main working groups are (in alphabetical order):

- Customer Liaison Group
- Customs Working Group
- Economics and Taxation Group
- Environment and Energy Strategy Group
- CER ERA Steering Unit (and various working groups on interoperability and safety)
- Freight Focus Group
- HR Directors Working Group
- Infrastructure Interest Group
- Legal Working Group
- Passenger Working Group
- Security Working Group

WHO WE WORK WITH

CER works directly with the main EU institutions and relevant agencies, as well as maintaining working relations with other rail stakeholders both in Brussels and internationally.

European institutions



Other organisations



eu travel tech



CER TEAM IN 2022



Alberto Mazzola
Executive Director

Secretariat



Selena DRNDAREVIC
Secretary to the Executive Director

Finance, Administration and HR



Paule BOLLEN
Head of Administration (outgoing)



Veerle NOTAERT
Head of Administration (incoming)



Isabelle TSHIAMS
Executive Assistant



Andra BANE
Operations Support Officer

Public Affairs



Ovidio BRUGIATI
Senior Policy Adviser – EU Public Affairs



Soline WHOOLEY
Policy Adviser – Social and EU Public Affairs (until July 2022)



Cliona CUNNINGHAM
Head of Communications



Laura HENRY
Senior Communications Manager



Scott MAGALICH
Communications Officer

Press and Communications

Freight



Jacques DIRAND
Head of Rail Freight Services

Infrastructure



Marina POTAPIDOU
Policy Adviser – Infrastructure



Christopher MAIER
Policy Adviser – Infrastructure (maternity coverage)

Passenger



Blaž PONGRACIC
Senior Policy Adviser – Passenger

Transport and Environment Economics



Ethem PEKIN
Head of Economic Policy and Sustainability

Legal Services and Customs



Elizabeth BRAGINA
Legal Adviser

ERA, Safety and Interoperability



Enno WIEBE
Technical Director



Yann SEIMANDI
Senior Adviser on ERA issues and Interoperability



Ernst KLEINE
Senior Adviser on ERTMS and Operations (till end 2022)



Jean-Philippe GACHOT
Senior Adviser on ERTMS and Operations (as of December 2022)

MEMBER STATISTICS

Data from 2021

| CER Member | Country | Length of lines | Passenger-kilometres | Freight tonne-kilometres | Train-kilometres (IM only) ^b |
|-----------------------|---------|--------------------|----------------------|--------------------------|---|
| | | in km | millions | millions | millions |
| ASTOC | SE | - | 8,027 ^d | 23,449 ^d | - |
| BDŽ Holding | BG | - | 1,524 ^d | 2,231 ^d | - |
| BLS | CH | 420 | 916 | 2,742 | 13,582 |
| Bulmarket | BG | - | - | 370 ^d | - |
| ČD | CZ | - | 5,407 | 9,298 | - |
| CFL cargo | LU | - | - | 2,630 | - |
| CFL group | LU | 271 | 314 | - | 7,794 |
| CFM ^a | MD | - | - | - | - |
| CFR | RO | 10,763 | - | - | 83,351 |
| CFR Călători | RO | - | 3,699 | - | - |
| CFR Marfă | RO | - | - | 2,756 | - |
| CP | PT | - | 2,527 | - | - |
| DB | DE | 33,401 | 46,169 | 84,850 | 1,109,000 |
| DSB | DK | - | 3,771 | - | - |
| EURAIL ^a | NL | - | - | - | - |
| EUROFIMA ^a | CH | - | - | - | - |
| Eurostar Group | BE | - | 1,815 | - | - |
| Euskotren | ES | - | 406 ^d | 0.5 ^d | - |
| EVR | EE | 800 | - | - | 6,200 |
| FNM | IT | 533 | 2,779 | 1,239 | 9,368 |
| FS Italiane | IT | 17,556 | 20,341 | 21,301 | 343,017 |
| GR ^a | GE | - | - | - | - |
| GySEV | HU/AT | 509 | 274 | 1,354 | 7,536 |
| Hellenic Train | EL | - | 1,253 ^d | 491 ^d | - |
| HSH | AL | 570 ^d | 2 ^d | 26 ^d | 205 ^d |
| HUNGRAIL | HU | - | - | 579 ^d | - |
| HŽ Infrastruktura | HR | 2,617 | - | - | 20,618 |
| HŽ PP | HR | - | 540 | - | - |
| IÉ | IE | 2,400 ^d | 877 ^d | 74 ^d | 16,950 ^d |

| CER Member | Country | Length of lines | Passenger-kilometres | Freight tonne-kilometres | Train-kilometres (IM only) ^b |
|-----------------------------|---------|--------------------|----------------------|--------------------------|---|
| | | in km | millions | millions | millions |
| ISR ^a | IL | - | - | - | - |
| LDZ | LV | 1,859 | 0 | 5,250 | 11,131 |
| LINEAS | BE | - | - | 6,245 ^d | - |
| LTG | LT | 1,919 | 329 | 14,566 | 15,090 |
| MÁV | HU | 7,260 | 3,716 | - | 106,014 |
| Montecargo | ME | - | - | 112 ^d | - |
| MRCE ^a | NL | - | - | - | - |
| NRIC | BG | 4,031 ^d | - | - | 30,716 ^d |
| NS | NL | - | 8,883 | - | - |
| ÖBB | AT | 4,871 | 7,645 | 25,708 | 156,000 |
| OSE | EL | 2,339 ^d | - | - | 8,916 ^d |
| PKP | PL | 18,570 | 8,502 | 23,946 | 252,962 |
| RB Rail ^a | LV | - | - | - | - |
| RDG ^a | GB (UK) | - | - | - | - |
| RENFE Operadora | ES | - | 15,810 | 5,638 | - |
| SBB CFF FFS | CH | 3,265 | 12,486 | 17,174 | 189,413 |
| SNCB/NMBS | BE | - | 7,105 | - | - |
| SNCF | FR | 27,057 | 74,687 | 16,600 | 422,119 |
| SŽ | SI | 1,209 | 542 | 4,062 | 19,665 |
| SŽCZ | CZ | 9,358 | - | - | 172,304 |
| Trasse Schweiz ^a | CH | - | - | - | - |
| UZ ^a | UA | - | - | - | - |
| VDV | DE | 2,478 ^d | 2,972 ^d | 37,321 ^d | 20,402 ^d |
| VPE ^a | HU | - | - | - | - |
| VR Group | FI | - | 2,903 | 10,275 | - |
| VY ^a | NO | - | - | - | - |
| WKO | AT | 475 | 85 | 390 | 7,000 |
| ŽFBiH | BA | 601 ^d | 30 ^d | 807 ^d | 3,307 ^d |

| CER Member | Country | Length of lines | Passenger-kilometres | Freight tonne-kilometres | Train-kilometres (IM only) ^b |
|---------------------|---------|------------------|----------------------|--------------------------|---|
| | | in km | millions | millions | millions |
| ŽICG | ME | 328 ^d | - | - | 919 ^d |
| ŽRS | BA | 417 | 3 | 378 | 1,213 |
| ŽRSM-Infrastructure | MK | 683 | - | - | 1,534 |
| ŽRSM-Transport | MK | - | 25 | 376 | - |
| ŽS Infrastructure | RS | 3,348 | - | - | 14,050 |
| ŽS Passenger | RS | - | 189 | - | - |
| ŽSR | SK | 3,626 | - | - | 49,995 |
| ZSSK | SK | - | 1,966 | - | - |
| ZSSK Cargo | SK | - | - | 6,351 | - |

- Not applicable
- a Partner member of CER
- b Train-path kilometres from the point of view of the infrastructure manager
- c 2020 data
- d No input received - Provisional or outdated data

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78%

of the European rail network length

81%

of the European rail freight business

94%

of rail passenger operations in Europe

