

# Latest CER COVID Impact Tracker: partial improvement over summer months

The results are in from the September update of the 'CER COVID Impact Tracker', carried out by the Community of European Railway and Infrastructure Companies (CER). Although there are some signs of improvement in rail passenger services, the survey registers none for rail freight services and in fact a worsening of the financial situation of infrastructure managers.

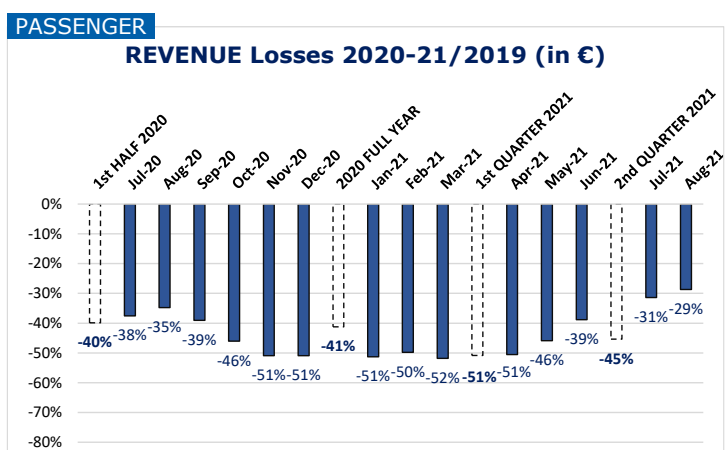
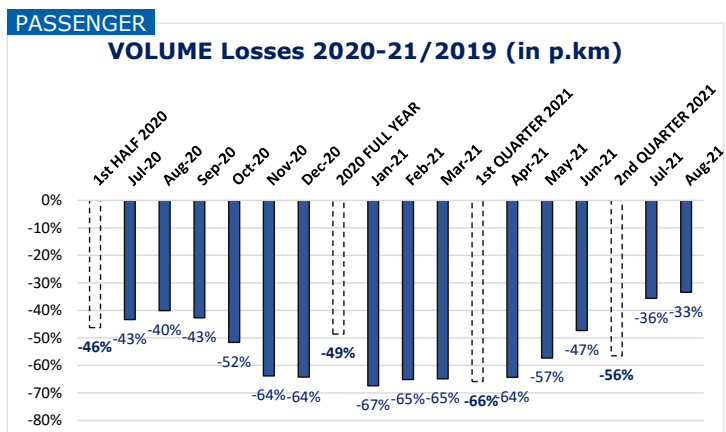
In August, reported monthly revenue losses were around:

- **-30% for PASSENGER services** (compared to 2019 pre-crisis times), i.e. 20% better than the beginning of the year (-50%);
- **-10% for FREIGHT services** (compared to 2019 pre-crisis times), **unchanged**;
- **-10% for INFRA services** (compared to 2019 pre-crisis times), **practically unchanged**.

## PASSENGER services

Significant and continuous improvement of passenger volumes (in p.km) are recorded since May 2021, after a drastic reduction of passenger volumes by -2/3 during the previous 6 months, from November 2020 to April 2021. Although halved, **volume losses (in p.km)** still lie at around **-1/3** in August compared to the same period of 2019.

Passenger-related **revenues (in €)** also register a lesser loss of close to **-30%** in August after a significant 6-month low of more than -50% from November 2020 to April 2021.



### FREIGHT services

There is no significant improvement on the freight side. **Revenues (in €)** remain low, close to **-10%** compared to 2019 levels, as the international logistics market remains bearish. There was not enough data to report on volume variations (in t.km) but, for those companies who provided both revenue and volume data, volume and revenue losses tend to correlate over time and are of a similar magnitude.

### INFRASTRUCTURE services

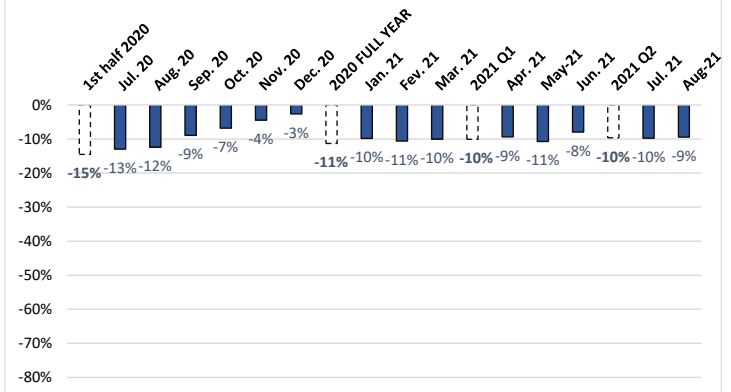
A similar situation is noted on the infrastructure side, with **revenues (in €) down almost -10%** compared to 2019, whereas **volumes (in train-km)** appear to have returned to 2019 levels during the summer months (**0%**). This, however, hides substantial differences among Infrastructure Managers with three of them showing particularly high losses in revenues, mostly due to a lowering of infrastructure charges not fully compensated by their authorities.

The gap between volumes and revenues seems to worsen to the detriment of revenues, as infrastructure managers lower charges while not getting fully compensated by their authorities.

In view of these continuous losses and taking into account the central role that rail plays in the greening of the transport sector, CER would like to reiterate the importance of **adequate and timely financial support towards rail**.

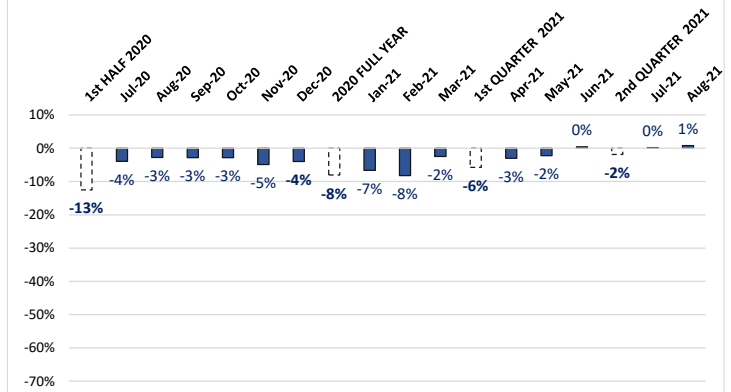
#### FREIGHT

REVENUE Losses 2020-21/2019 (€)



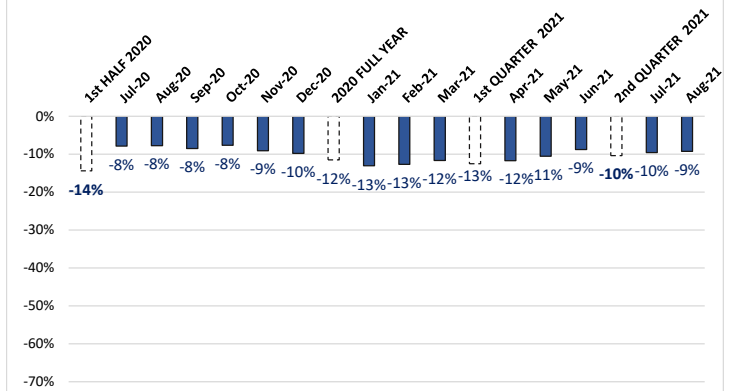
#### INFRASTRUCTURE

VOLUME Losses 2020-21/2019 (in train.km)

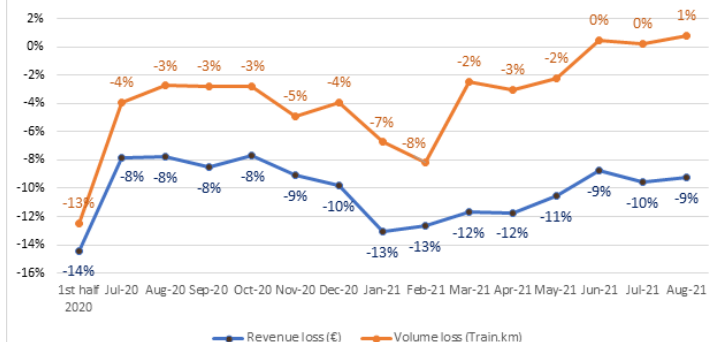


#### INFRASTRUCTURE

REVENUE Losses 2020-21/2019 (in €)

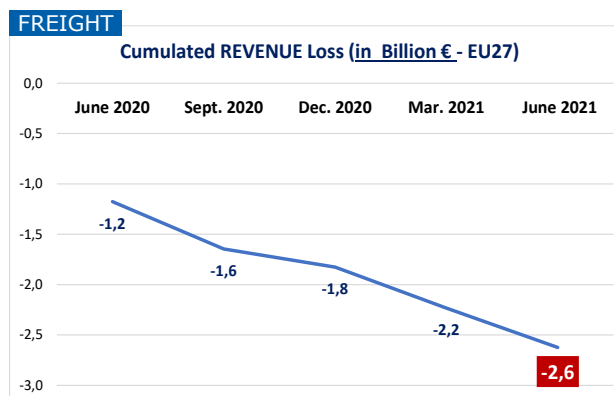
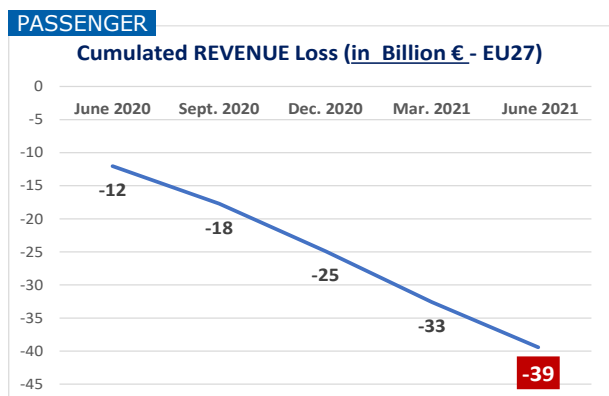


INFRASTRUCTURE: Revenue/Volume Losses (Variation Gap)



## Cumulated losses

The cumulated losses suffered by the whole rail sector (passenger and freight) from the beginning of the pandemic until end June 2021 amount to close to **€42 Billion**.



**CER Executive Director Alberto Mazzola** said: "CER is reporting an improvement of the situation on the passenger side, but the financial impact of the pandemic remains dire in the whole rail industry. At the 2021 Rail Summit of 17 May 2021, Ursula von der Leyen stressed 'how important it is that the rail sector emerges stronger from COVID-19, and that Europe needs rail as a sustainable mode of transport more than ever to achieve the European Green Deal goals'. With **more than €40 billion total loss** since the beginning of the crisis, railway undertakings are recording operational losses that will have an impact on their capacity to invest, for instance in rolling stock. Railways are grateful for the important investments in rail infrastructure supported by Next GenerationEU, the European and national budgets, however in the current crisis support to operations is paramount".

More information as well as previous reports are available on the CER website [here](#).

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### About CER

The Community of European Railway and Infrastructure Companies (CER) brings together around 70 railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 73% of the rail network length, 76% of the rail freight business and about 92% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policymakers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit [www.cer.be](http://www.cer.be) or follow us on Twitter [@CER\\_railways](https://twitter.com/CER_railways) or [LinkedIn](https://www.linkedin.com/company/cer).