

**CER**

*The Voice of European Railways*

# ACTIVITY REPORT 2019



## Foreword

# CRISTER FRITZSON

CER Chair

There is a deep sense of pride among the rail community as we see the technology we operate every day being the **most effective answer** to the challenges global mobility is facing at present.

Beyond policymakers' inner circles, an ever wider cohort of citizens is vocally requesting that **efficient mobility solutions be provided at reasonable prices while respecting the highest standards in terms of safety and sustainability**. Commuters need to be able to travel quickly between regional peripheries and urban hubs. Long-distance travellers must be allowed to hop between city centres. Goods should reach transcontinental destinations on the most safe and secure means of transport available on the market.

As a result, every day **more customers** – both individual travellers and logistics operators – **start to actively choose rail** over other modes of transport.

Is this a recognition of railways' readiness to provide quality mobility solutions? Yes, to some extent – but not only. More than that, we take it as a call on **railways to continue improving**.

To respond to this call, railways are investing in modernising their infrastructure, rolling stock and service delivery. In particular, railways are embracing the digital revolution and its consequences in terms of technological transition: booking systems, sales services, ticket distribution systems, traffic

information but also train driving, rolling stock, infrastructure assets and traffic management will all be heavily impacted. **The entire rail system will be radically transformed**, the way we do business, the way we accompany our passengers and the way we take care of the goods we transport every step of the way throughout their journeys. A seamless cooperation with other modes of transport will be one of the many positive spill-overs of this revolution.

**Safety, sustainability, quality:** three words that describe what we have to offer to EU policymakers, and for which we ask their support. Three words that are a somewhat brief description of the solution that is at hand, and yet still needs to be treated fairly, respected, promoted.

Now write down this date (we certainly did): by June 2020, the full implementation of the technical pillar of the Fourth Railway Package will ensure that remaining administrative barriers are significantly reduced, and open the door for a Single European Rail Area to become reality. We look forward to fully exploiting this wonderful opportunity by delivering exactly what we promised: safety, sustainability and quality. We are sure EU legislators will be our allies in this endeavour.

**Better railways bring our Union closer:** let this be our most sincere wish for the work of this brand-new legislature.



## Foreword

# LIBOR LOCHMAN

CER Executive Director

EU politics in 2019 was dominated by the overall change of the political landscape. The election of a new European Parliament brought one of the highest turnover rates in its history. The outcome? Roughly half of its members are now making their first steps as EU legislators.

On top of that we witnessed a particularly complex debate between Member States over the formation of the new College of Commissioners. The process took over six months to complete and kept European

citizens and stakeholders in suspense as they waited for clarity on the distribution of responsibilities between different Commissioners, their ambitions for the years to come, and the way in which EU policymaking would be resumed.

But now it is 2020 and all EU institutions are back in business – and CER with them.

The activity report you have in your hands testifies to the association's good use of the past months by engaging in an important reflection about what is needed if the Union wants to respect its commitment to **an ever more sustainable EU economy, more efficient and customer-oriented services, and a more inclusive society.**

The Commission Communication on a **European Green Deal** published in December 2019 echoes the messages put forward in the document that CER had issued just a few months earlier: *Ever better railways for an ever more sustainable Europe – the CER Policy Agenda 2019-2024.*

In there, we the railways commit to continue improving our services, by **embracing digitalisation** for more customer-oriented services in both the passenger and freight markets. We commit to **further reduce our carbon footprint.** We commit to explore new models for financing our projects and operations, and to look for new commercial opportunities in

Europe as well as beyond. Aware of their **societal role as large employers**, our members are also committed to the European Sectoral Social Dialogue for Railways, and to making the sector more attractive to women.

These actions however will serve little purpose if they are not accompanied by the right policy mix. Digitalisation must also be fostered by targeted initiatives from the European Commission. Funding from EU budgets must be proportionate to the sustainability ambitions of the Union. **Modal shift** must be promoted, and rail must be enabled to play a heavier role in European logistics. And, most of all, it is paramount that policymakers take action to redress, once and for all, the many legal frameworks in all fields ('user-pays' and 'polluter-pays' principles, energy, taxation, customer rights, workers' social conditions) that today put an unacceptable burden on society and prevent railways from gaining a competitive edge.

We will reiterate these messages in the coming months, while we continue our exchange with the institutions on the *European Green Deal* and the upcoming *Strategy for sustainable and smart mobility.* We will do our utmost to remain a consistent interlocutor, a reliable source of information, a fair partner in each discussion on new policies.

In this context I would like to thank our members for their support and greet our readers: we look forward to working with you!

# ***CONTENT***



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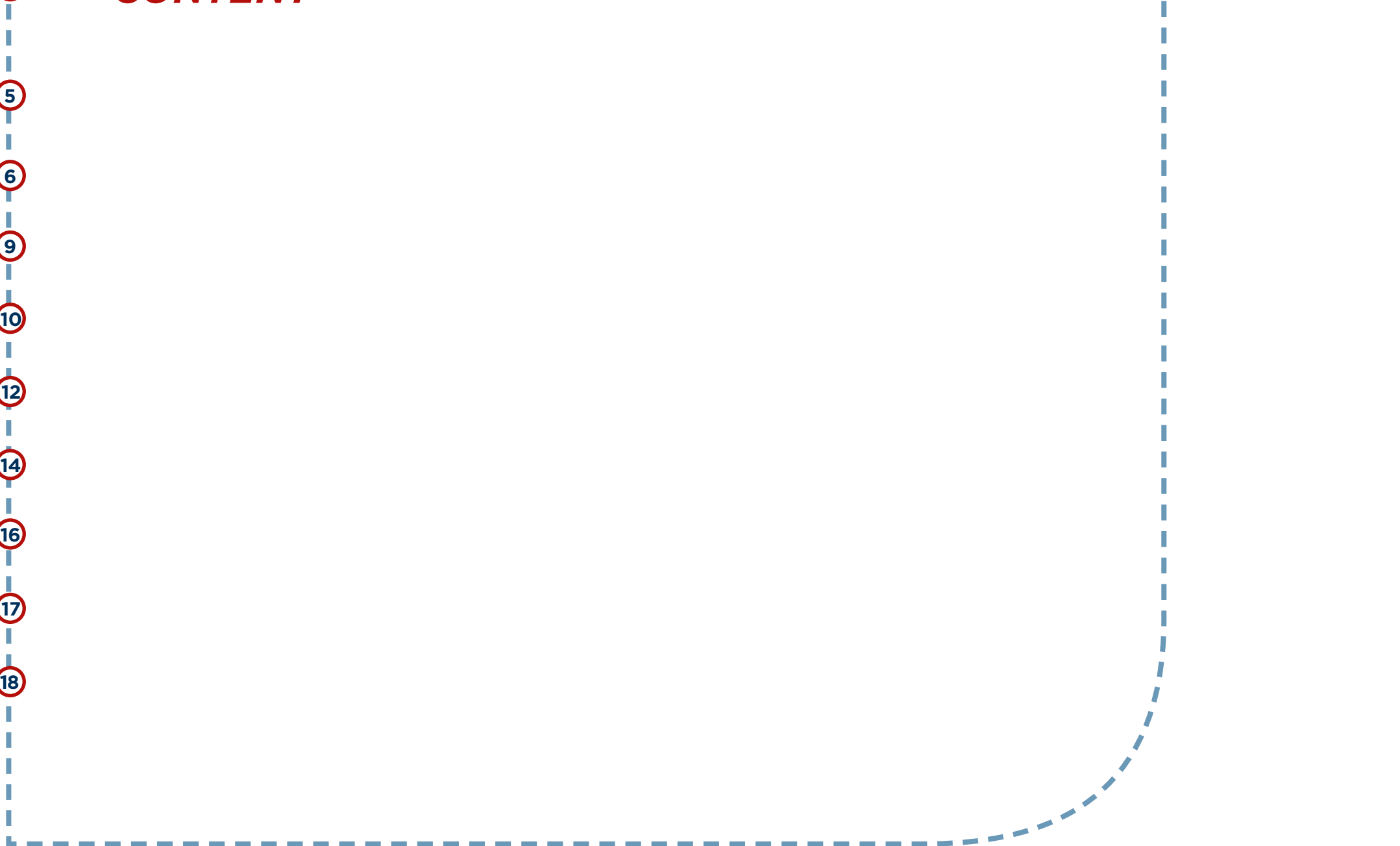
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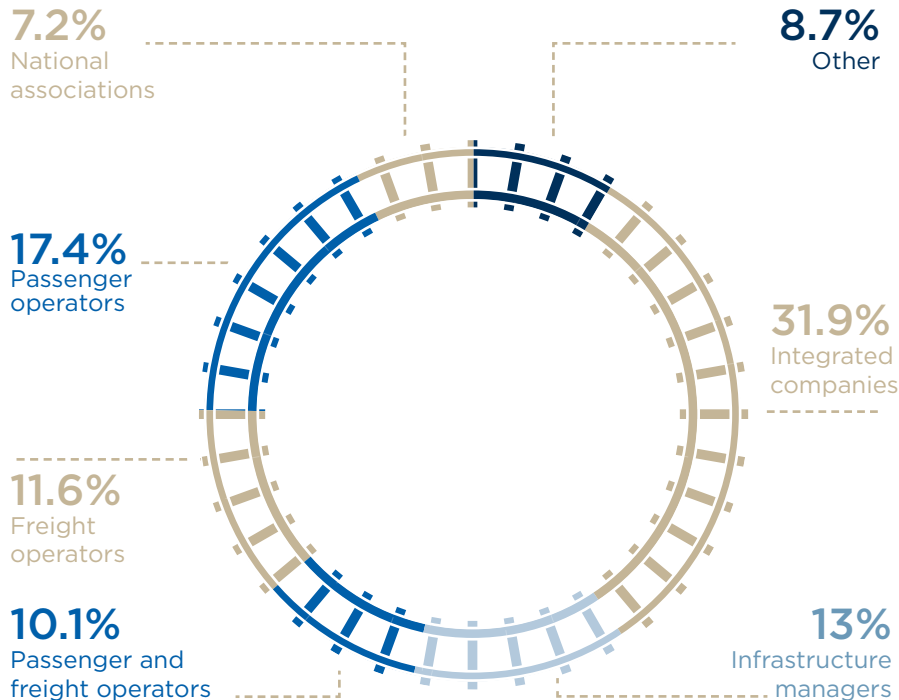
# THE VOICE OF EUROPEAN RAILWAYS

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.

○ **Founded in 1988**

○ **Based in Brussels**

○ **Staffed by 20 employees of various nationalities**



## 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, Japan, Moldova, and Ukraine.

Its 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.

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

71%

of the European rail network length

76%

of the European rail freight business

92%

of rail passenger operations in Europe

# CER ACTIVITIES IN 2019

## January

### Communications & partnerships

- CER meets with ITF Secretary General Young Tae Kim.
- The Digital Transport & Logistics Forum, including CER as a member, kicks off its second mandate.
- CER, EIM, and UIC Chairs and Directors hold coordination meeting in Paris.

### Meetings & events

- CER participates in the European Commission's first Transport Cyber Security Conference.
- CER and Dutch Railways NS organise a panel debate at the Dutch Permanent Representation to the EU discussing how rail can help deliver on urgent climate goals.

### Publications

- CER publishes a joint position paper with ERFA *'Getting the price signals right: why national governments should speed up the adoption of new road charging rules'*.

## February

### Meetings & events

- CER speaks at a Shift2Rail event on the future of rail research and innovation.
- Catherine Trautmann receives the European Railway Award 2019 at the annual ceremony organised by CER and UNIFE and followed by their annual reception.
- The CER General Assembly meets in Brussels, where members endorse its Policy Agenda 2019-2024.
- CER attends the high-level DG MOVE conference *'Multimodal transport - towards the future'* closing the year of multimodality.

### Publications

- CER publishes the brochure *'Customers & society first'* outlining its Policy Agenda 2019-2024.
- CER publishes a position paper contributing to discussions on the recast of the Rail Passenger Rights Regulation.
- CER and ETF publish the fifth *Women in Rail* report.

## March

### Communication & partnerships

- CER takes part in the spring ERRAC Plenary meeting.

### Meetings & events

- CER meets Latvian Transport Minister Tālis Linkaits.
- The Group of Representative Bodies (GRB) holds their annual event with the Executive Director of the European Union Agency for Railways (ERA), Josef Doppelbauer, this time dedicated to the implementation of the Fourth Railway Package's Technical Pillar.
- CER contributes to two high-level conferences: *'Space for Innovation in rail'*, jointly organised by ERA, Shift2Rail, and the European Global Navigation Satellite Systems Agency (GSA); and an international railway congress sponsored by ÖBB, JSC Russian Railways and the Austrian Ministry of Transport.

- CER and the Romanian Presidency of the EU hold their joint event looking at the question of transport financing.
- CER takes part in a roundtable on the digitalisation of railways, bringing together for the first time the European Commission Directors-General of DG MOVE, Henrik Hololei, and DG CONNECT, Roberto Viola, with rail sector representatives.
- CER meets with Moldovan Railways and the Moldovan Ministry of Economy and Infrastructure on their planned railway reform.

### Publications

- CER publishes a position paper on noise differentiated track access charges in light of the evaluation of the related Implementing Regulation.



Catherine Trautmann winning the 2019 European Railway Award (February 2019)

## April

### Communications & partnerships

- CER and CIT management hold coordination meeting in Geneva.
- CER Customer Liaison Group meets in Brussels.

### Meetings & events

- CER shares rail experience in view of the next Transport White Paper at a hearing organised by the European Economic and Social Committee (EESC).
- CER hosts 6th meeting of the Sector Statement Group (SSG) in Brussels.
- CER speaks alongside EU policymakers at several international events including the Rail Baltica Global Forum 2019 and Eurasia Rail 2019.
- CER organises a workshop to present the sector's policy priorities to DG MOVE.

### Publications

- CER publishes its position paper *'Implementing user-pays and polluter-pays in road charging'* ahead of Council discussions on the revision of the Eurovignette Directive.

## May

### Communications & partnerships

- CER spreads the word on Twitter about the upcoming entry into force of the Fourth Railway Package's Technical Pillar on 16 June 2019.
- Ahead of the informal European Council meeting in Sibiu to shape the Council Strategy for 2019-2024, CER calls on EU heads of State to recognise the pivotal importance of the transport sector for the future of the EU.

### Meetings & events

- CER contributes to second expert hearing in the European Economic and Social Committee (EESC) on *'Citizens mobility in the EU with all modes of public transport'*.
- CER customs experts meet in Sofia with the European Commission's DG TAXUD and national customs authorities at the annual Joint Customs Meeting.
- At the CER/UIC High-Level Freight Meeting in Paris, European freight CEOs adopt a joint work programme for 2019-2020.
- CER participates in the 2019 ITF Summit in Leipzig and speaks at the session *'Connecting regions through rail'*.
- CER participates in the first meeting of the Transport Community Rail Working Group, established under the Transport Community Treaty (TCT).

## June

### Communications & partnerships

- CER takes part in the 70th General Assembly of COLPOFER.

### Meetings & events

- The European Commission's DG MOVE and DG CONNECT call a meeting to get the vision of CER on the future of 5G technology and the role of rail in the digitisation of the overall rail system.
- The 120th meeting of the CER Human Resources Directors Group takes place in Prague.
- CER speaks at the annual conference of the European Passengers' Federation (EPF).
- European rail infrastructure managers meet at the CER/EIM High-Level Infrastructure Meeting hosted by SBB in Bern.
- CER hosts the first Digital Rail Steering Group meeting agreed between DG MOVE, DG CONNECT and the rail sector.

*Funding the Single European Rail Area - Can we achieve seamless rail transport across Europe? (March 2019)*

## July

### Meetings & events

- CER speaks at a Committee of the Regions hearing on the potential of the rail sector in delivering EU policy.

### Publications

- CER publishes a joint position paper with EIM responding to the fitness check on State aid rules.



## September

### Communications & partnerships

- The CER Customer Liaison Group meets in Brussels.

### Meetings & events

- CER presents the railway's policy priorities at its 2019 Summer Cocktail.
- DG CLIMA meets with CER to discuss railways' role in the EU's decarbonisation agenda.
- Security in the rail sector is discussed during a meeting between CER and DG HOME.
- The CER General Assembly is hosted by PKP in Gdansk, where Management Committee elections take place.
- CER attends the Commission's European Research and Innovation Days in Brussels.
- CER participates in the first edition of the Europa Connectivity Forum dedicated to EU-Asia connectivity.

### Publications

- CER publishes a fact sheet highlighting key takeaways from the Commission's study *'Sustainable Transport Infrastructure Charging and Internalisation of Transport Externalities'*.
- CER publishes a position paper feeding into the targeted review of the General Block Exemption Regulation.

## October

### Communications & partnerships

- The European Transport Workers' Federation (ETF) and CER kick off negotiations to promote the employment of women in the sector.

### Meetings & events

- The CER/UIC High-Level Passenger Meeting is hosted by Renfe in Barcelona.
- CER participates in DG MOVE's Digital Transport Days in Helsinki.
- To mark one year of Noah's Train, CER attends the anniversary event in Rotterdam.
- CER takes part in ERA's major *'#CCRCC2019 ERTMS'* conference in Valenciennes.
- CER plays an active role at the Silk Road Forum in Tbilisi.
- The 12th World Congress on Railway Research (WCRR) in Tokyo is attended by CER.
- The CER Group of Human Resource Directors gathers in Brussels.

### Publications

- CER publishes the position paper *'Commission study results suggest greater role for European railways'* calling for policymakers to create the right framework conditions for rail to flourish, including proper internalisation of transport's external costs.

## November

### Communications & partnerships

- CER attends first meeting of the European Labour Authority Stakeholder Group (ELA), a new EU agency established as one of the main initiatives under the European Pillar of Social Rights.
- CER takes part in the first *'Women in Transport Talks'* event, an industry initiative developed under the Women in Transport Platform.
- CER takes part in the fall ERRAC Plenary meeting.
- CER attends the 71st COLPOFER General Assembly in Prague.
- CER participates in the Plenary of the Sectoral Social Dialogue and publishes a joint declaration with ETF celebrating the Committee's 20-year anniversary.

### Meetings & events

- CER contributes to the annual meeting of the central-southern European rail CEOs in Ljubljana.
- CER in cooperation with VR Group and the Finnish Presidency of the Council of the EU hosts an event on Mobility-as-a-Service.
- CER speaks at InnoRail conference in Budapest on the theme of railways in the digital age.

### Publications

- CER publishes *'Rail's priorities for the European Green Deal'*.
- CER publishes a position paper on the potential widening of the EU passenger name record (PNR) framework to rail.

## December

### Communications & partnerships

- CER attends a European Logistics Platform (ELP) debate on the next CEF budget, hosted by MEP Marian-Jean Marinescu.
- CER sends a letter congratulating European Commission President Ursula von der Leyen, Vice-President Frans Timmermans, Transport Commissioner Adina Ioana Vălean, and the rest of the team for its election and looking forward to a fruitful cooperation.

### Meetings & events

- CER meets DG MOVE to share its views on the European Green Deal.



*What Mobility as a Service means for the rail customer (November 2019)*



## ● **THE VISION THAT CER HAS FOR THE FUTURE OF EUROPEAN MOBILITY IS ONE WHERE RAILWAYS**

- are a competitive and viable **first-choice transport mode** in terms of price and service quality for both passengers and freight customers;
- are central to the delivery of Europe's goals of **cutting greenhouse gas emissions**, reducing air pollution, achieving energy security, and relieving congestion;
- are the backbone of a **seamless and integrated transport system** in close cooperation with the other transport modes, in particular by linking major urban centres with high speed connections and connecting peripheral urban areas with city centres;
- are an enabling factor for the **competitiveness of the European economy**, supporting economic growth and job creation;
- contribute to **an inclusive EU society** by paying special attention to the needs of vulnerable segments of the population such as the elderly and citizens with reduced mobility;
- are an attractive, diverse and **socially responsible employer**, offering a wide range of professions, stimulating job creation at the local level, nationally and Europe-wide, and attracting talents;
- continue (and improve on) being **the safest mode** for land transportation, with an increased focus also on security;
- **embrace digitalisation** and exploit the opportunities linked to it for both infrastructure management and train operations.

## POLICY PRIORITIES

2019 was a crucial year for EU climate policy, with Member States agreeing to EU climate neutrality by 2050 and for the European Commission and the whole Union to embark on a European Green Deal, to set transport on a path to full decarbonisation by then. Key measures to decarbonise transport, like a shift to rail, were already put forward in the 2011 EU Transport White Paper. The Green Deal must strengthen them with effective tools to implement 'user pays' and 'polluter pays' principles and proper funding for clean mobility. These can be game-changers for achieving sustainable mobility in Europe.

# THE RIGHT POLICIES

## 1 ENSURING A STABLE REGULATORY ENVIRONMENT FOR THE RAILWAY SECTOR

- The sector-specific EU legislation for market governance has reached a sufficiently high degree of detail. The existing *acquis communautaire* for rail should now be fully transposed into national law, implemented in practice and controlled by the regulatory bodies before an assessment of its effectiveness can be performed. For the time being, **there is no need for a 5<sup>th</sup> Railway Package**.

## 2 GUARANTEEING FAIR INTERMODAL COMPETITIVE CONDITIONS

- Rail needs to operate in an environment of **fair rules between different transport modes**.
- A **European Master Plan for Rail Freight** should be developed.
- The **internalisation of external costs** should contribute to rebalancing the intermodal framework conditions.
- The need for fair framework conditions also applies to **rail passenger rights** and the **issue of VAT** for cross-border rail passenger services.
- Remaining operational issues that hamper cross-border rail transport such as **language requirements** for train drivers need to be solved.

## 3 PROMOTING DIGITALISATION AND INNOVATION

- **ERTMS** should be at the center of the technical EU strategy. Developing the framework for **Automatic Train Operation**, improved connectivity and further digital developments relevant for rail should be at the top of

the agenda. EU support is needed for the continuation of the **Joint Undertaking Shift2Rail**.

- The implementation of the **technical pillar of the 4<sup>th</sup> Railway Package** and a close cooperation with the European Union Agency for Railways are of key importance for the sector.

## 4 ENSURING ADEQUATE FUNDING

- The **Connecting Europe Facility (CEF)** proved to be a successful instrument in the current period 2014-2020. It needs to be continued and increased. CEF should put a focus on software issues such as ERTMS, including onboard equipment.
- The Commission should set a **funding priority for digital projects** as well as measures to increase efficiency and to decrease the cost of cross-border rail services.
- Financing schemes to attract **private capital** should be explored where appropriate.

## 5 PROMOTING ENVIRONMENTAL SUSTAINABILITY

- EU CO<sub>2</sub> reductions, set in the **2011 Transport White Paper**, will not be achieved without a substantial contribution from the transport sector. Rail is a key factor in this regard. **Decarbonisation of transport** should be at the top of the agenda in the new policy period, putting rail at the heart of the EU decarbonisation strategy.
- **Transport noise reduction** should also be addressed, with each mode of transport contributing to reaching this goal. Measures to improve the energy efficiency of rail are to be promoted too.

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## THE SECTOR'S COMMITMENTS

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### FURTHER DIGITALISATION

Railways commit to

- investing in **ERTMS enhanced functionalities** to increase capacity and reliability of all services, and implementing advance sensor systems to **shift from preventive to predictive maintenance** of both infrastructure and rolling stock;
- implementing **e-ticketing** for their passenger services;
- encouraging the **implementation of the Full Service Model (FSM)** specifications for an open IT framework for the distribution of rail tickets;
- fostering the acceptance of **electronic exchange of information for freight**;
- improving information flows for freight customers with **ETA information** and effective tracking solutions.

2

### A MORE PERSONALISED SERVICE

- Railways will be **ever more customer-oriented** and capable of addressing specific expectations of customers thanks to a wider use of technology, with predictive technology-based applications for passengers and freight services.

3

### SUSTAINABILITY AS A DRIVER FOR MODAL CHOICE

- Rail is the most sustainable mode of motorised transport and is fundamental in the path towards a more sustainable European mobility system and economy. Yet rail undertakings

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commit to **reduce their CO<sub>2</sub> footprint even further**: by 2030 railways want their total CO<sub>2</sub> emissions from railway operations to be 30% less than what it was in 1990 (and this notwithstanding the expected modal shift goals of the 2011 Transport White Paper).

### SUSTAINABLE FINANCING MODELS FOR RAILWAYS

- Notwithstanding the undisputed necessity for public funding for the maintenance and further expansion of railway infrastructure, railways will reflect deeper upon **what role private money can play in rail financing**, and to what extent portions of the railway system can more easily attract private investors and what kind of private investors could be the best partners for the sector.
- Railways will in particular reflect upon how the **concept of green financing** can apply to rail investment projects both for infrastructure and rolling stock.

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### EMBRACING NEW MARKET OPPORTUNITIES

- Railways aim to strengthen **Eurasian transport operations** as well as to implement further high-frequency connections between Europe and Asia.
- Railways will explore ways to increase their share in the **tourism market**: better rail services, more digitalised ticketing systems and innovative market solutions will have to target this market segment with great determination.

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# ABOUT THE RAIL SECTOR

INFRASTRUCTURE

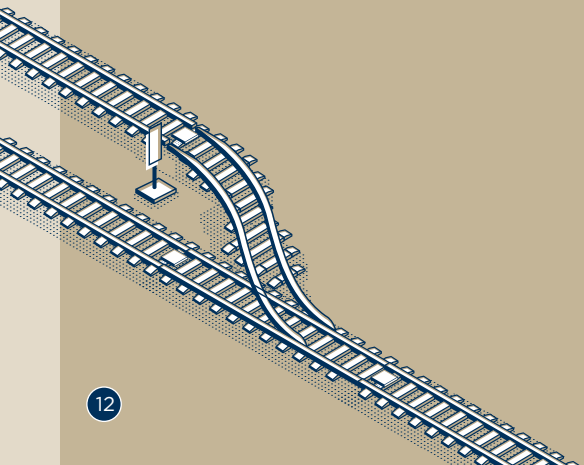
Modern, efficient and reliable infrastructure is the backbone of the European economy. The rail network in Europe enables the transport of passengers and goods across member states with high efficiency and low emissions.

**226 726 km**

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

**>50%** 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.



PASSENGER TRANSPORT

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.

**9.5 bn**

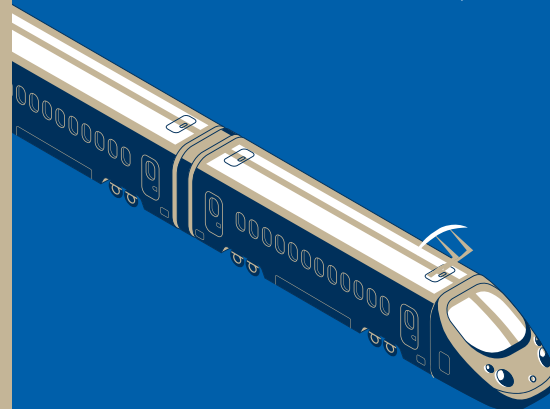
passengers are transported by EU railways every year.

**>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)



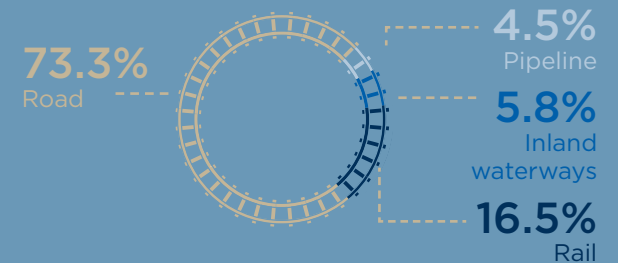
FREIGHT TRANSPORT

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.

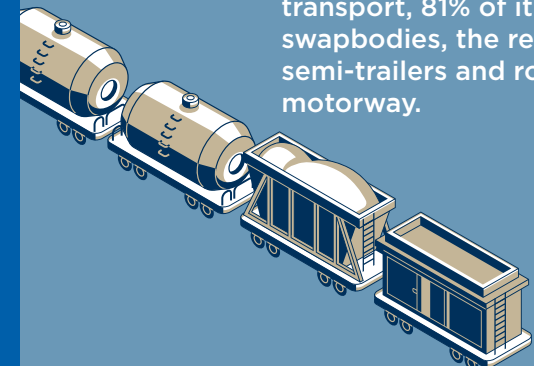
**421 million km**

is the distance travelled by cargo goods on trains in Europe in 2017.

**16.5%** of inland freight was transported by rail in the EU in 2017



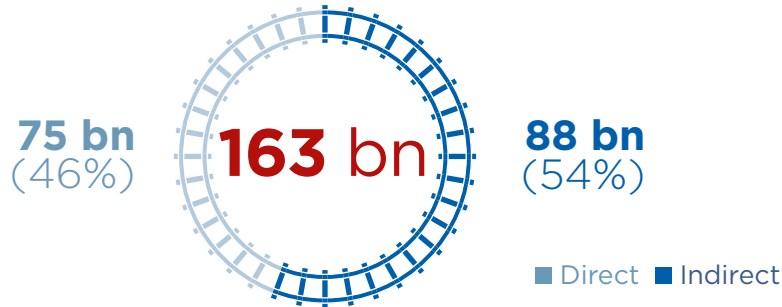
**17%** of rail cargo is transported by rail-road combined transport, 81% of it by swapbodies, the rest by semi-trailers and rolling motorway.



## 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

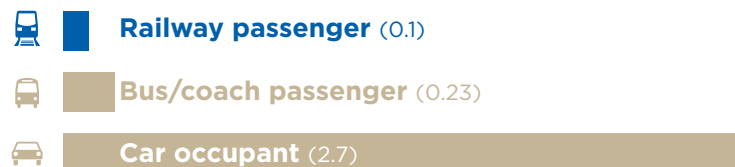
**1 million** directly    **1.3 million** indirectly

**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 (2011-2015)

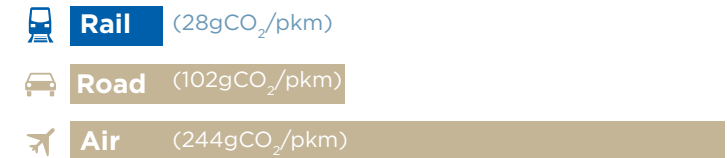
## ENVIRONMENT

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

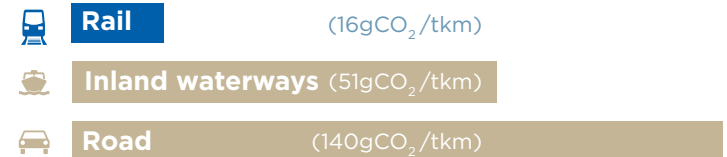
### Specific CO<sub>2</sub> emissions per transport mode

Rail is **9x less CO<sub>2</sub>** intensive than road for freight and air travel for passengers.

#### Passenger

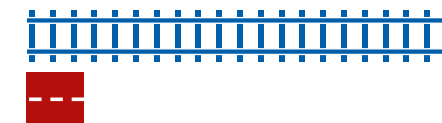


#### Freight



### Energy efficiency of rail

Rail is **6x 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 2% of total EU energy consumption in transport**, while it carried 17% of freight and 8% of passengers of all transport modes in 2017.

# 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**. 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**  
**Crister Fritzson**  
Association of Swedish Train Operating Companies (ASTOC)

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.



**Erik Laidvee**  
Vice-Chair  
Estonian Railways (EVR)



**Andreas Matthä**  
Vice-Chair  
Österreichische Bundesbahnen (ÖBB)



**Marc Wengler**  
Vice-Chair  
Société Nationale des Chemins de Fer Luxembourgeois (CFL)



**Oliver Wolff**  
Vice-Chair  
Verband Deutscher Verkehrsunternehmen (VDV)



**Sophie Dutordoir**  
Member  
Société Nationale des Chemins de Fer Belges/Nationale Maatschappij der Belgische Spoorwegen (SNCB/NMBS)



**Róbert Homolya**  
Member  
Hungarian State Railways (MÁV)



**Richard Lutz**  
Member  
Deutsche Bahn (DB)



**Krzysztof Mamiński**  
Member  
Polskie Koleje Państwowe (PKP)



**Andreas Meyer**  
Member  
Schweizerische Bundesbahnen/Chemins de Fer Fédéraux Suisses/Ferrovie Federali Svizzere (SBB/CFF/FFS)



**Geert Pauwels**  
Member  
Lineas (LINEAS)



**Gianfranco Battisti**  
Member  
Ferrovie dello Stato Italiane (FSI)



**Roger van Boxtel**  
Member  
Nederlandse Spoorwegen (NS)



**Guillaume Pepy**  
Member  
Société Nationale des Chemins de Fer Français (SNCF)



**Isaías Táboas Suárez**  
Member  
Red Nacional de Ferrocarriles Españoles (Renfe)



**Māris Kleinbergs**  
Associated Member  
Latvijas dzelzceļš (LDz)



**Nuno Pinho da Cruz de Freitas**  
Associated Member  
Comboios de Portugal (CP)

## RECOMMENDS

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.

## 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. In the field of social affairs, there are also dedicated meetings of Human Resource Directors.

**CER Working Groups** are made up of members of the CER Assistants group 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 Policies Working Group
- Infrastructure Interest Group
- Legal Working Group
- Passenger Working Group
- Security Working Group
- Social Dialogue Working Group

## REPORTS

# 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](mailto:contact@cer.be)**

# 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.

## Other organisations



## European institutions





<p><b>Secretariat</b></p>  <p><b>Isabelle CLAEYS</b> Secretary to the Executive Director</p>	<p><b>Finance, Administration and HR</b></p>  <p><b>Paule BOLLEN</b> Head of Administration</p>  <p><b>Isabelle TSHIAMS</b> Administrative Assistant</p>  <p><b>Ahd OUARDAOUI</b> Receptionist</p>		
<p><b>Public Affairs</b></p>  <p><b>Ilja Lorenzo VOLPI</b> Head of Public Affairs and Operations</p>  <p><b>John MORTELL</b> Senior Policy Adviser - EU Public Affairs</p>  <p><b>Ester CALDANA</b> Senior Policy Adviser - Social and Public Affairs</p>		<p><b>Press and Communications</b></p>  <p><b>Eva BÖCKLE</b> Head of Communications</p>  <p><b>Laura HENRY</b> Communications Manager</p>	
<p><b>Freight</b></p>  <p><b>Jacques DIRAND</b> Head of Rail Freight Services</p>	<p><b>Infrastructure</b></p>  <p><b>Marina POTAPIDOU</b> Policy Adviser - Infrastructure</p>	<p><b>Passenger</b></p>  <p><b>Ulrich FIKAR</b> Senior Policy Adviser - Passenger</p>	<p><b>Transport and Environment Economics</b></p>  <p><b>Stefan TOBIAS</b> Head of Economics and Tax Policy</p>  <p><b>Ethem PEKIN</b> Senior Environmental Economist - Sustainability Affairs</p>
<p><b>Legal Services and Customs</b></p>  <p><b>Elizabeth BRAGINA</b> Legal Adviser</p>	<p><b>ERA, Safety and Interoperability</b></p>  <p><b>Enno WIEBE</b> Technical Director</p>  <p><b>Piero PETRUCCIOLI</b> Senior Adviser on ERA issues and ERTMS Coordinator</p>  <p><b>Yann SEIMANDI</b> Senior Adviser on ERA issues and Interoperability</p>		

# MEMBER STATISTICS

Data from 2018

CER Member	Country	Length of lines	Passenger-kilometres	Freight tonne-kilometres	Train-kilometres (IM only) <sup>b</sup>
		in km	millions	millions	millions
ASTOC	SE	-	13,778	21,682	-
BDŽ Holding	BG	-	1,479	1,830	-
BLS	CH	520	1,034	2,757	14
BTS	LV	-	-	3,480 <sup>d</sup>	-
Bulmarket	BG	-	-	306	-
ČD	CZ	-	8,225	11,086	-
CFL	LU	271	443	-	8
CFL cargo	LU	-	-	2,517	-
CFM <sup>a</sup>	MD	-	-	-	-
CFR	RO	10,765	-	-	86
CFR Călători	RO	-	4,932	-	-
CFR Marfă	RO	-	-	4,602	-
CP	PT	-	4,104	-	-
DB	DE	33,440	86,978	88,237	1,086
DSB	DK	-	5,776	-	-
EURAIL <sup>a</sup>	NL	-	-	-	-
EUROFIMA <sup>a</sup>	CH	-	-	-	-
Eurostar	GB (UK)	-	5,138	-	-
Euskotren	ES	-	402	1	-
EVR	EE	794	-	-	6
FS Italiane	IT	17,555	43,702	20,927	405
GR <sup>a</sup>	GE	-	-	-	-
GySEV	HU/AT	509	312	1,295	8
HSH	AL	570 <sup>d</sup>	2 <sup>d</sup>	26 <sup>d</sup>	0,2 <sup>d</sup>
HUNGRAIL	HU	-	-	898	-
HŽ Infrastruktura	HR	2,605	-	-	21
HŽPP	HR	-	756	-	-
IÉ	IE	2,400	2,281	230	19

CER Member	Country	Length of lines	Passenger-kilometres	Freight tonne-kilometres	Train-kilometres (IM only) <sup>b</sup>
		in km	millions	millions	millions
ISR <sup>a</sup>	IL	-	-	-	-
JR East <sup>a</sup>	JP	-	-	-	-
LDz	LV	1,860	42	12,186	17
LG	LT	1,911	468	16,885	16
LINEAS	BE	-	-	6,462	-
MÁV	HU	7,082	5,518	-	101
Montecargo	ME	-	-	112 <sup>d</sup>	-
MRCE <sup>a</sup>	NL	-	-	-	-
NRIC	BG	4,030	-	-	29
NS	NL	-	18,535	-	-
ÖBB	AT	4,864	11,477	27,275	154
OSE	EL	2,293	-	-	11
PKP	PL	18,536	11,097	29,623	247
Rail Polska	PL	-	-	826 <sup>d</sup>	-
RB Rail <sup>a</sup>	LV	-	-	-	-
RDG <sup>a</sup>	GB (UK)	-	-	-	-
RENFE Operadora	ES	-	26,931	6,324	-
SBB CFF FFS	CH	3,228	17,958	8,256	182
SNCB/NMBS	BE	-	10,710	-	-
SNCF	FR	30,000	87,000	17,383	441
SŽ	SI	1,209	656	4,390	20
SŽCZ	CZ	9,406	-	-	173
Thalys	BE	-	2,692	-	-
TRAIÑOSE	EL	-	1,104	408	-
Trasse Schweiz <sup>a</sup>	CH	-	-	-	-
UZ <sup>a</sup>	UA	-	-	-	-
VDV	DE	2,527 <sup>c</sup>	2,992 <sup>c</sup>	17,408 <sup>c</sup>	21 <sup>c</sup>
VPE <sup>a</sup>	HU	-	-	-	-

CER Member	Country	Length of lines	Passenger-kilometres	Freight tonne-kilometres	Train-kilometres (IM only) <sup>b</sup>
		in km	millions	millions	millions
<b>VR Group</b>	FI	-	4,535	11,030	-
<b>VY</b> <sup>a</sup>	NO	-	-	-	-
<b>WKO</b>	AT	475	180	390	7
<b>ŽFBiH</b>	BA	601	30	807	3
<b>ŽICG</b>	ME	328 <sup>d</sup>	-	-	1 <sup>d</sup>
<b>ŽRS</b>	BA	417	9	370	1
<b>ŽRSM-Infrastructure</b>	MK	683	-	-	2
<b>ŽRSM-Transport</b>	MK	-	59 <sup>d</sup>	156 <sup>d</sup>	-
<b>ŽS Infrastructure</b>	RS	3,724	-	-	15
<b>ŽS Passenger</b>	RS	-	347	-	-
<b>ŽSR</b>	SK	3,627	-	-	52
<b>ZSSK</b>	SK	-	3,815	-	-
<b>ZSSK Cargo</b>	SK	-	-	6,729	-

- Not applicable

a Partner member of CER

b Train-path kilometres from the point of view of the infrastructure manager

c 2017 data

d Provisional or outdated data

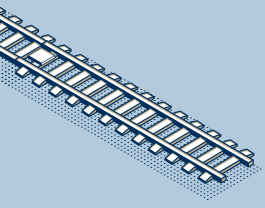
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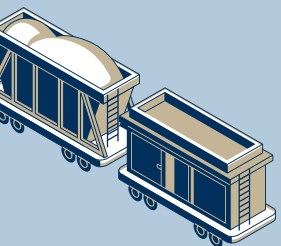
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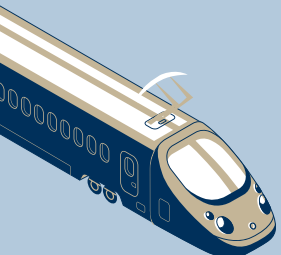
71%

of the European rail network length



76%

of the European rail freight business



92%

of rail passenger operations in Europe

