

**CER**

*The Voice of European Railways*

# ACTIVITY REPORT 2020



## Foreword

# ANDREAS MATTHÄ

CER Chair

Dear Reader,

The year 2020 will be remembered as the year when a worldwide pandemic spread across the globe. The Covid crisis came fast, hitting the railway sector at its core - the transportation of people, and goods.

Citizens were no longer able to travel to their holiday destinations, go on business trips or commute to work the way they used to. In addition, the amount of goods transported - due to the overall negative impact the crisis had on our economies - decreased rapidly. In the first semester of 2020 alone, the rail freight volume throughout the EU collapsed by 15 percent, resulting in an estimated loss of EUR 1.25 billion.

Nevertheless, the Covid crisis has also shown that under these extraordinary circumstances the railway sector in Europe can be relied upon. Railroad employees have ensured that Europeans are provided with necessary goods, like food and medicines. Furthermore, railways maintained essential travel connections for those people who were dependent on transport during the crisis.

In this difficult year, CER has actively supported its members and the entire sector on many fronts. By coordinating and collecting data for the European Commission, which clearly showed how massively the sector was affected or through targeted lobbying for legal measures - like the possibility to waive track access charges - thereby helping to reduce the severe economic impacts of the crisis.

In addition to all Covid-related activities, the day-to-day business of representing the interests of the railway sector at European level had to be

maintained. This task is manifold and particularly challenging at the beginning of a new European Commission but the CER team made sure that the sector is included in a variety of initiatives launched by the von der Leyen Commission.

2021 will certainly be equally challenging. Unfortunately, the Covid crisis will continue to accompany us for some time. Our sector will continue to need financial support to overcome the difficult economic situation.

With the European Green Deal, the European Commission has recognised that climate change and other environment-related challenges are *"this generation's defining task"*. We can only succeed if sustainable transport is to be put squarely in the centre of all initiatives undertaken in the transport sector, and if capital expenditure as well as all financing, funding and subsidy systems in the traffic sector focus on promoting rail transport as the most climate-friendly mode of mass transport in the European Union. Europe needs more rail, and the railroads need more Europe!

The representation of interests at European level is teamwork and the CER team under its outgoing Executive Director Libor Lochmann has done an excellent job in this difficult year. I would like to thank Libor Lochman for his tremendous work and his outstanding commitment over the last years. As of 1 January 2021 Alberto Mazzola has taken over as Executive Director of CER. Having recruited such a distinguished expert as Executive Director will certainly add to the excellent standing of the Association and I wish him every success in his new position.



## Foreword

# LIBOR LOCHMAN

**CER Executive Director  
(2012-2020)**

There is one question that traditionally divides EU political scientists on as many fronts as there are institutional buildings between Place du Luxembourg and Rond-point Schuman: who is the real agenda setter in Brussels?

Whatever answers have been given in the past, 2020 will certainly deserve a chapter of its own, with just one possible answer to that question: the one and only agenda setter of this past year has been a

virus. There is no doubt that the massive impact of Covid-19 on all sectors of the EU economy has been the biggest driver of policymaking in Brussels. And for good reasons, of course: ad hoc policy measures had to be elaborated in all areas to slow down the pandemic, fight the public health crisis, help the economy get moving again.

Of course, CER had to change its plans accordingly and reverted its main focus on all the extraordinary legislation produced late spring. Of particular importance, in May 2020 the Commission put on the table a new multi-annual financial framework (MFF) proposal with the greatest budget ever seen in European history. CER followed the dossier very closely until its approval in December, when institutions agreed on a financial envelope of EUR 1,074 bn, completed by a top up called 'Next Generation EU' equal to EUR 750 bn, which will be financed by a brand new mechanism of own-resources. With these additional resources a new budget line called the 'Recovery and Resilience Facility' (RRF) could be created – and here we are today.

The coming year will certainly be occupied by the work on the national recovery plans that should be able to attract RRF funds. Incidentally, 2021 will also be the European Year of Rail – something that

we should like to hope will inspire Member States' governments when deciding about the distribution of the extraordinary national envelopes.

Declaring a European Year of Rail in 2021 was a deliberate and most welcome decision to shine a light on rail's important role in achieving EU Green Deal objectives. Far from neglecting such aims amidst the pandemic, EU policymaking will enter a season of bold proposals under the aspect of climate policy, with a special attention to energy: a revised Emission Trading System, a revised Effort Sharing Regulation, a new Energy Efficiency Directive, a Directive on renewable energy, one on energy tax and one on alternative fuel infrastructure. It is most certainly our hope that all these efforts will be consistent with the ambition we read in the EU Strategy on Sustainable and Smart Mobility published just one month ago.

Last but not least, I cannot forget that this is the last foreword I have the honour of drafting for the CER annual Activity Report. Since January 1st Alberto Mazzola took the reins of the association's secretariat in Brussels and will therefore have the responsibility to govern the activities of the association in these complicated times. Let me take this opportunity to wish him good luck, and to wholeheartedly thank all those readers that have followed CER's activities in the last years.

# ***CONTENT***



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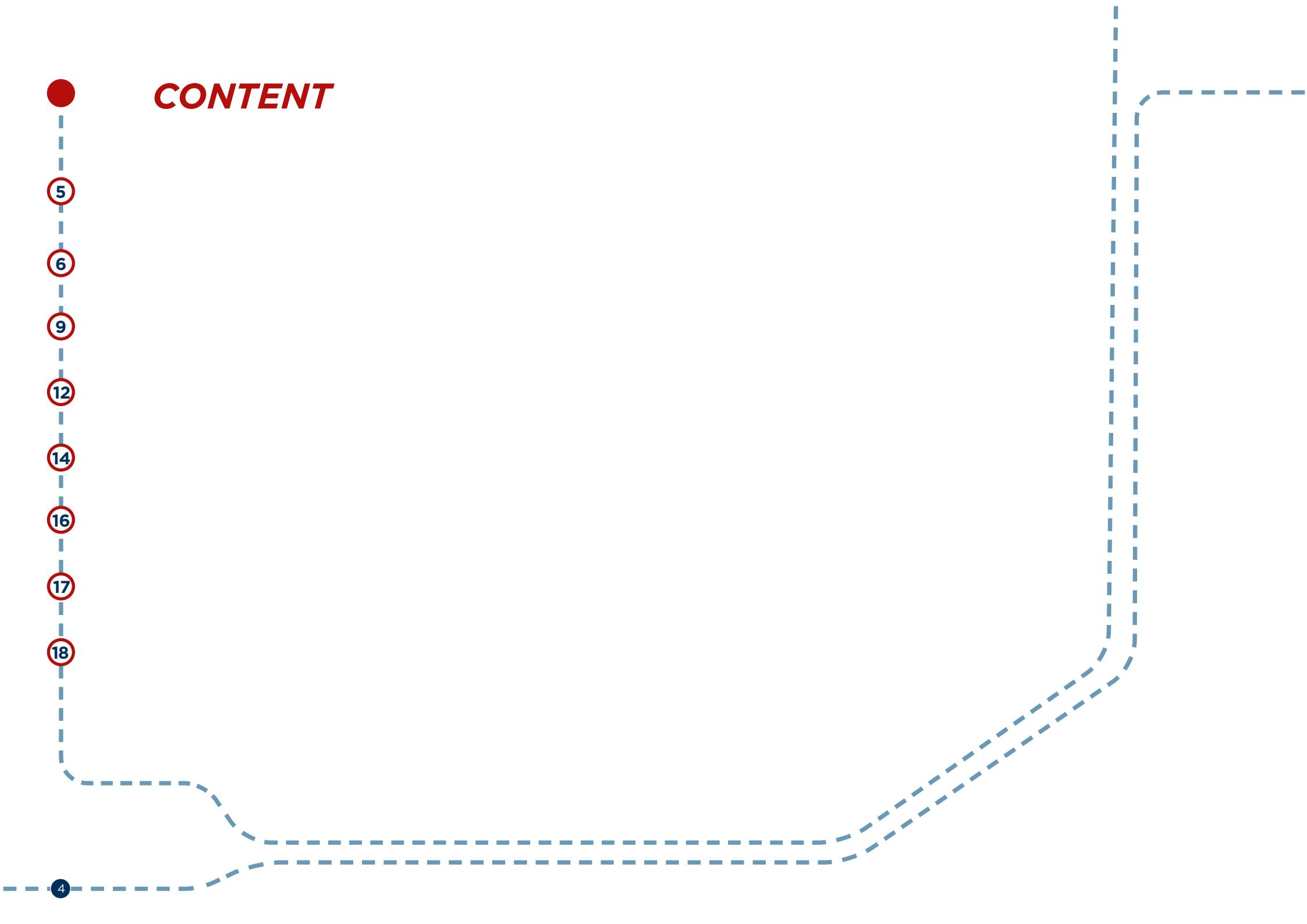
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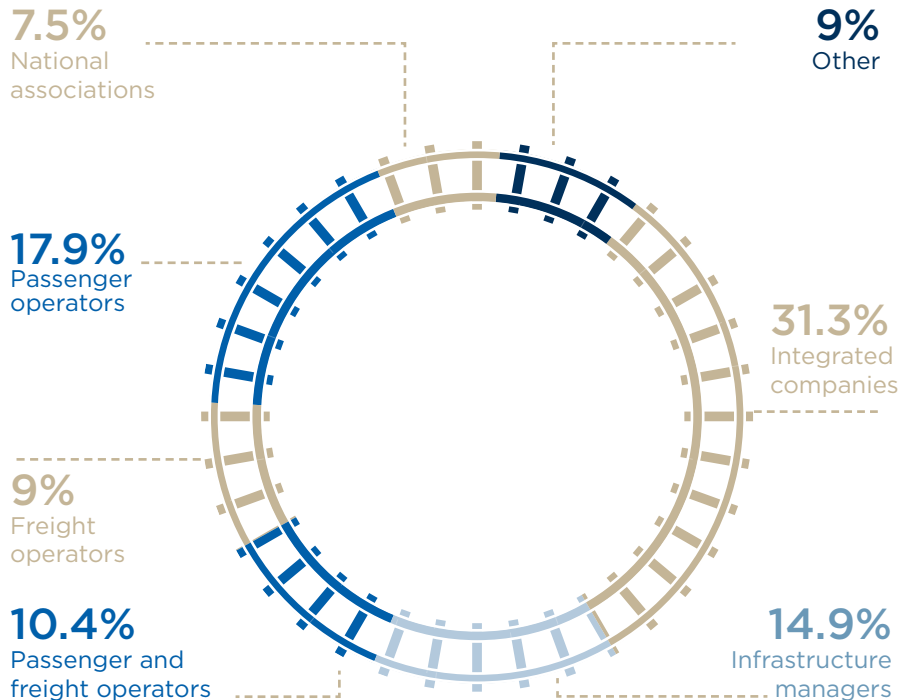
# THE VOICE OF EUROPEAN RAILWAYS

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.

73%

of the European rail network length

76%

of the European rail freight business

92%

of rail passenger operations in Europe

# CER ACTIVITIES IN 2020

## January

### Communication & collaboration

- The European Transport Workers' Federation (ETF) and CER hold second negotiation round to promote the employment of women in the sector.

### Meetings & events

- CER co-sponsors the first Rail Forum Europe reception after the EP elections, with MEP Andrey Novakov and MEP Anna Deparnay-Grunenberg.
- The heads of CER and NS meet Frans Timmermans, European Commission Executive Vice-President responsible for the European Green Deal.
- CER attends a European Commission meeting on international contingency management.



*Executive Vice-President Frans Timmermans at the CER Management Committee*

## February

### Communication & collaboration

- The third round of CER-ETF Women in Rail negotiations takes place.
- The national safety authorities (NSAs) gather for their annual joint meeting with the Network of Representative Bodies (NRB) including CER, in the presence of the European Union Agency for Railways (ERA).

### Meetings & events

- CER participates in the 6th meeting of the Rail Passenger Security Platform (RAILSEC).
- CER speaks at the Berner Tage conference on the impact of digitalisation on contracts of carriage in passenger and freight transport.
- The CER Management Committee meets Commission Vice-President Frans Timmermans to discuss the role of rail in the European Green Deal.
- Geert Pauwels receives the [European Railway Award 2020](#) organised by CER and UNIFE and followed by the annual reception.
- The CER General Assembly elects ÖBB CEO Andreas Matthä as Chair for a two-year period.

### Publications

- CER publishes its [2019 Activity Report](#).

## March

### COVID-19 impacts the CER office. As of mid-March, meetings and events are organised remotely until further notice.

### Communication & collaboration

- Rail stakeholders meet in Brussels in the Sector Statement Group, for which CER runs the Secretariat.
- CER collects data from its members to understand the full economic impact of the COVID-19 pandemic on rail passenger and freight services, and regularly updates the European Commission.
- CER starts a [COVID-19 news page](#) on its website.
- CER joins the COVID-19 Cross-Industries Platform, coordinated by BusinessEurope.
- A joint letter from the rail sector on the economic consequences of the COVID-19 pandemic is sent to the Commissioners for Transport, Cohesion and Reforms and the Executive Vice-President for Competition.
- CER and other organisations in the public transport field sign an open letter to the Presidents of the three EU institutions on basic continuity and survival of urban public transport and local mobility services.

- CER signs a public statement *Transport keeps us going* with 32 associations from the freight sector, supply chain and workers' representatives.
- CER welcomes the European Commission proposal to make 2021 the European Year of Rail.

### Meetings & events

- CER speaks at the Polish Infrastructure & Construction conference in Warsaw on new opportunities for Transport.
- The Freight CEO Task Force gathers in Brussels to discuss the next steps of the Rail Freight Forward initiative.
- At the Rail Baltica event *Connected Baltics in a connected Europe*, CER makes the case for a fair competitive framework for rail.
- CER meets by phone with EU Transport Commissioner Adina-loana Vălean to talk about the resilience of rail and the importance of a coordinated response to support the economic recovery of the sector.

### Publications

- CER launches the [Railway Law Portal](#), an online tool developed by CER to give users a comprehensive overview of the rail-relevant European legislation currently in force.

## April

### Communication & collaboration

- The CER/ETF steering committee of the new social dialogue project EDA Rail (Employability in the light of digitalisation and automation) meets online to kick-off the activities.
- CER sends a joint sector letter with other transport organisations urging EU leaders to integrate rail in the upcoming EU budget.

### Meetings & events

- CER takes part in a discussion on State Aid with the European Commission's DG MOVE and DG COMP.
- CER participates in a COVID-19 update call with the Head of Cabinet of Commissioner Vălean.
- CER Chair Andreas Matthä invites the CER Management Committee for an extraordinary video call to talk about the impact of COVID-19 on European railways.

### Publications

- CER and ETF release the [sixth annual Women in Rail report](#).
- CER and EIM publish the [Strategic Deployment Agenda for 5G](#) Connectivity and Spectrum for Rail as follow-up to the High-Level Digital Round Table held in autumn 2019.

## May

### Communication & collaboration

- CER attends the first formal meeting of the Stakeholder Group of the European Labour Authority (ELA). CER is an alternate member in the employers' delegation.

### Meetings & events

- MEP Karima Delli, Chair of the EP TRAN Committee, discusses actions to support rail freight with the Rail Freight Forward coalition.
- CER represents rail at a European Logistics Platform webinar on COVID-19.
- Members of the CER Management Committee discuss post COVID-19 economic recovery measures with Vice-President Timmermans.
- CER participates in a DG MOVE workshop on urban mobility.
- CER participates in an EU Rail Security Platform (RAILSEC) teleconference.
- The annual High-Level Freight Meeting takes place in an online format, focussing on the importance of research and innovation.

### Publications

- In a [Declaration](#), MEP Karima Delli and rail freight transport stakeholders, including the CEOs of the Rail Freight Forward coalition and CER, call on EU decision-makers to relaunch the transport of goods via rail.
- CER presents [rail's pledge and related actions to strengthen the European Climate Pact](#).

## June

### Communication & collaboration

- 25 countries sign a political statement for international rail passenger transport, to which CER has contributed.

### Meetings & events

- CER organises a webinar for EU policy makers on [health & safety aboard rail passenger services](#).
- CER co-hosts the webinar *The next generation of Shift2Rail – all you need to know*.

### Publications

- [CER comments](#) on the Commission's Guidelines on the progressive restoration of transport services and connectivity.
- CER publishes its [position paper Revision of TEN-T Regulation 1315/2013 - ensuring the core network](#)



CER's webinar on the EU Strategy for Sustainable and Smart Mobility

## July

### Communication & collaboration

- CER joins the new 4-year project *Skill Training Alliance For the Future European Rail System* (STAFFER).

### Meetings & events

- DG MOVE invites Brussels-based rail stakeholder organisations to a meeting on the European Year of Rail.
- CER meets EUROPALIA on their 2021 edition dedicated to rail.
- CER takes part in the meetings of LANDSEC and RAILSEC.
- The CER webinar [No sustainable and smart mobility without rail](#) features Transport Commissioner Adina Vălean as keynote speaker.

### Publications

- CER, UNIFE and EIM outline [rail's contribution to sustainable and smart mobility in Europe](#).
- CER publishes [Europe's economic recovery after Covid-19: help finance it by applying user-pays and polluter-pays principles in transport](#).
- The [CER input to the EU Strategy on Sustainable and Smart Mobility](#) is formally endorsed by the CER Management Committee.
- CER and Rail Freight Forward publish the [position paper 30 by 2030 - how rail freight achieves its goals](#)
- CER and EIM publish [recommendations](#) ahead of the revision of the Rail Freight Corridor Regulation.

## September

### Communication & collaboration

- CER and ETF resume negotiations on women's employment and equal opportunities.
- CER takes part in the first Supervisory Board meeting kicking off the EU Delivery Programme for Digital Automatic Coupling (DAC).
- The International Rail Passenger Platform, to which CER is a strong contributor, launches its work to improve the market of international rail passenger transport.

### Meetings & events

- Meeting remotely, the CER General Assembly unanimously elects Alberto Mazzola as next CER Executive Director succeeding Libor Lochman on 1 January 2021.
- CER co-hosts a remote high-level stakeholder exchange with the European Commission and the Shift2Rail Joint Undertaking on the next generation of Shift2Rail.
- CER's Customer Liaison Group discusses how to regain passengers' confidence in light of COVID-19.
- CER contributes to the ERA workshop *Rail & the EU Green Deal*

### Publications

- The Sector Statement Group (SSG) welcomes the Berlin Declaration by the German Presidency of the EU and publishes its [progress report](#).
- CER publishes a [Compendium](#) on alternative fuels and power trains.
- CER publishes the fifth edition of its [Longer Trains report](#).

## October

### Communication & collaboration

- In a [joint letter](#), CER, UNIFE, UIP and EIM express the strong commitment of the railway community to contribute to future European railway research.
- CER welcomes the full transposition of the Fourth Railway Package's Technical Pillar.

### Meetings & events

- CER takes part in the EU Tourism Convention by DG GROW.
- The High-Level Passenger Meeting focusses on international rail services.
- The Group of Representative Bodies (GRB) holds its annual informal event with ERA Executive Director Josef Doppelbauer.
- CER speaks at a workshop organised by the World Customs Organization.
- During the EU Week of Regions and Cities, CER co-organises a workshop *Smart Rail for EU Green Recovery*, jointly with DG MOVE, Shift2Rail, and the Committee of the Regions.
- The Shift2Rail Innovation Days 2020 take place with a strong CER presence.
- CER participates in the second DG MOVE stakeholder meeting on the 2021 EU Year of Rail.
- CER participates in the regular RAILSEC and LANDSEC meetings.

### Publications

- CER releases a [statement](#) on the Revision of the Energy Taxation Directive.
- [CER comments](#) on the European Commission's competition policy supporting the Green Deal.

## November

### Meetings & events

- CER takes part in the first meeting of the Sector Mirror Group to the International Rail Passenger Platform.
- CER participates in the first plenary meeting of the Fit4Future Platform, a high-level expert group that will help the Commission to simplify EU laws.
- CER speaks on the role of railways in the European Green Deal at the Scandinavian Rail Optimisation conference
- CER speaks at the 72nd COLPOFER General Assembly.
- CER participates in the 2020 Digital Transport Days.
- CER takes part in the ERRAC Plenary and final event of the TER4RAIL project.
- CER, together with the German Presidency of the EU and DB, organises the online event [Unlocking the full potential of rail freight](#).
- The CEO's of CER's Management Committee decide to put a strong focus on communications for the 2021 Year of Rail.
- CER attends high-level forum during EU Hydrogen Week.
- CER joins ERA's 8th Workshop on Safety & Interoperability.

### Publications

- CER co-signs an [EU rail sector declaration](#) on traction energy metering and settlement.
- CER publishes a [technical position paper](#) on the Safety Alert and Information Tool (SAIT).

## December

### Communication & collaboration

- CER and its consortium partners kick off the 4-year project [Skill Training Alliance For the Future European Rail system](#) (STAFFER), funded by Erasmus+.
- CER teams up with CEEP, Eurocities and UITP in a [joint letter](#) to the Commission urging support for public transport during and after COVID-19.
- [CER comments](#) on the publication of the EU Strategy for Sustainable and Smart Mobility.

### Meetings & events

- The CER Group of Human Resources Directors gathers online for their regular strategy meeting.
- The Steering Committee of the European Sectoral Social Dialogue for Railways meets online to talk about their joint activities.
- CER takes part in the European Rail Freight Day.
- Rail Freight Forward CEOs meet DG MOVE.
- CER attends a Rail Forum Europe event dedicated to the EU Year of Rail.
- CER is present at the ELP webinar looking at sustainable and smart mobility.
- CER joins the GRB Plenary followed by an ERA webinar on safety.
- CER represents rail at a joint Board/stakeholder meeting of the ELA.

### Publications

- CER publishes its position on the System Pillar, adopting an approach for the railway architecture to identify opportunities for better or new services, operations and assets.



# THE JOURNEY TO SUSTAINABLE AND SMART MOBILITY BEGINS WITH RAIL

With the European Green Deal, the European Commission proposed the most ambitious plan ever for a supranational institution: to make Europe the world champion of sustainability. European railways support this agenda with the full strength of their own undisputed sustainability credentials.

To pave the way to a greener future through sustainable and smart mobility, four overarching goals are pivotal:



**Net-zero** greenhouse gas (GHG) emissions from transport **by 2050** at the latest

→ This is key to achieve **net-zero emissions in the wider EU economy by 2050** and requires agreement on GHG emission reduction milestones for transport:

- 25%\* by 2030 (amounts to -42% for 2017-2030)
- 65%\* by 2040
- 100% by 2050 (climate-neutral transport)

\* on 1990 levels



**Marginal social-cost pricing** (MSCP) promoted in all transport policy reflection.

→ This is key to **implement the 'polluter-pays' and 'user-pays' principles** across all transport modes, so as to internalise transport externalities. Railways comply with these principles better than any other mode; now others must follow.



A rail freight modal share of at least **30% by 2030**

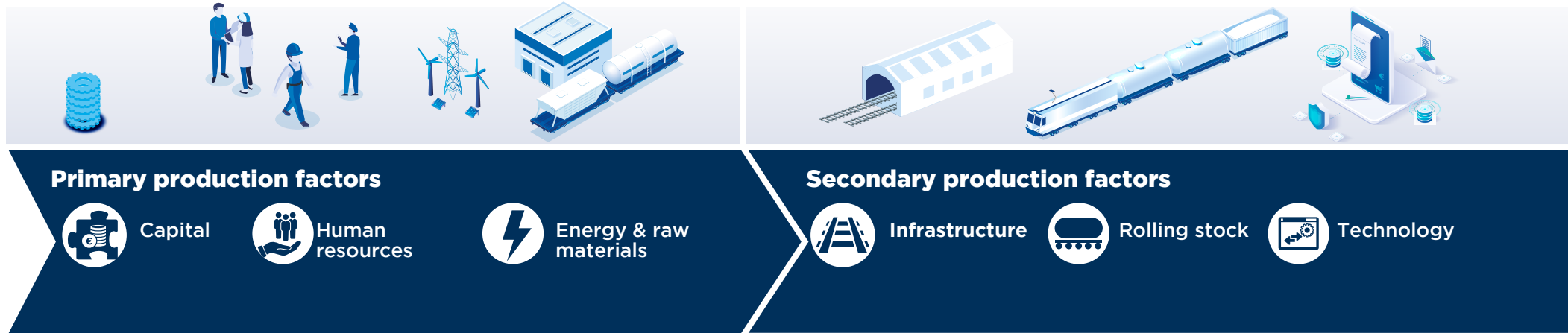
→ This is key to meet rising transport demand without more emissions and requires a **pan-European deployment plan for rail freight digitalisation** based on a system approach where all technologies are interlinked.



A rail modal share of passenger traffic of at least **15% by 2030** and **20% by 2050**

→ This is key to realise sustainable travel ambitions and relies on **an enhanced digitalised purchasing and travel experience** accessible to all passengers in both national and international rail services.

# TO SUPPORT THESE GOALS, TARGETED POLICY LEVERS AND ACTIONS



**Capital**  
**Connecting Europe Facility (CEF) and European Structural and Investment (ESI) funds** to provide support to rail infrastructure, station capacity, ERTMS, digitalisation, accessibility, TEN-T expansion, rolling stock.  
**Private investments** to be scaled up via sustainable finance.

**Human resources**  
**EU Sectoral Social Dialogue for Railways** must be supported.  
 CER/ETF project on **impact of digitalisation and automation on rail employability** to be considered in future initiatives.  
 Educational programmes for sustainable travelling behaviours and **skill-building** for future rail employees.

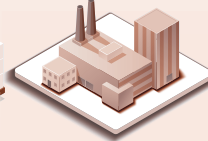
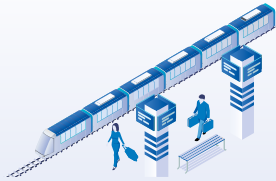
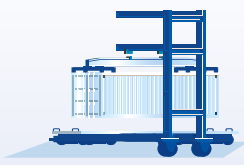
**Energy & raw materials**  
**EU-wide carbon pricing for transport** through ETS, taxation and user charges.  
 Tax exemption must end for aviation and maritime shipping fuel.

**Infrastructure**  
**TEN-T network completion** to be sped up.  
**740m freight trains and 22.5-tonne axle load** to be enabled.  
**Local freight network** to be promoted.  
 A European **high-speed core network** to be completed by 2035.  
**Alternative fuel infrastructure deployment** should include the rail network.

**Rolling stock**  
**CEF and ESI funds** to finance rolling stock upgrading and renewal.  
**Private investments'** role in rolling stock financing must increase.

**Technology**  
**Uniform functional reference system** to be defined for implementing interoperability, interchangeability, modularity, evolvability, plug-and-play interfaces.  
 Deployment of **5G mobile infrastructure** and services to be started.  
 A **new institutionalised European partnership** must be established as the next generation of Shift2Rail.

# ARE NEEDED ACROSS THE WHOLE VALUE CHAIN OF RAIL



## Operations



Freight services



Passenger services



Infrastructure management

## Customers



Freight



Passengers

## Market

### Freight services

Freight automation to be supported through:

- Digital Automatic Coupling,
- Digital Capacity Management,
- EU-wide Data Exchange Platforms,
- Digitalisation of accompanying transport and customs documents,
- ERTMS.

The **customs guarantee burden** for rail freight must be reduced.

### Passenger services

**EU-level incentives** are needed to promote international passenger transportation by rail.

**High-speed and night trains** can become an alternative to cheap flights.

with a range of 1000 km if appropriate political support is provided.

New **ticketing models and cooperation for through-tickets** must be based on commercial agreements.

### Infrastructure management

The competences of **Rail Freight Corridors** should be enhanced, with better coordination with TEN-T governance structures.

**Timetabling and capacity redesign including digital scheduling** must become a reality.

**Transport eco-labelling** to help shippers and travellers make well-informed choices for low-carbon mobility.

### Freight

**Last-mile rail connection** of industrial sites to main rail network must be enabled.

**Multimodal** rather than road-only **end-to-end solutions** must be enabled.

**Grouping of industries** in logistics parks or freight villages linked to rail must be promoted for bundling of freight flows.

### Passengers

Travel to be simplified by **harmonising booking time intervals** and **clarifying liability** between rail service distributors.

Customers to benefit from tailored **Mobility-as-a-Service (MaaS)** models through close collaboration

of all transport providers in a city or region.

All passengers to benefit from an **accessible railway system** fit for an ageing population and persons with disabilities or reduced mobility.

**Market rules have been defined for both the freight and passenger services – most recently with the Fourth Railway Package – and must remain stable.**

# 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.

## 226 726 km

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

## 8 952 km

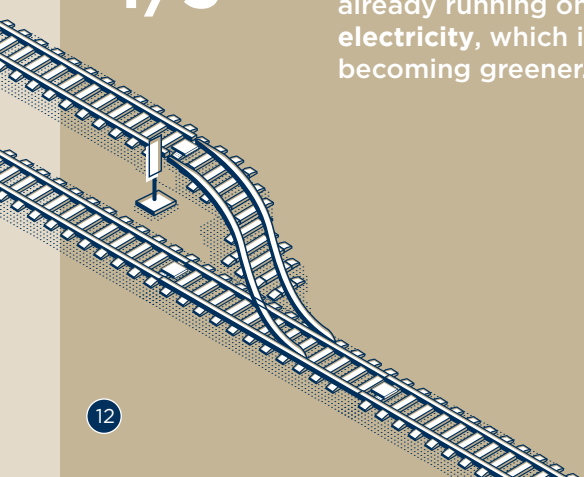
is the length of the high-speed rail network in Europe, and it keeps growing.

## >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.



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

Number of passengers 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).

COVID impact

## -35%

estimated loss in rail passenger revenues, EU27, first half 2020

PASSENGER 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.

## 430 bn tonne-km

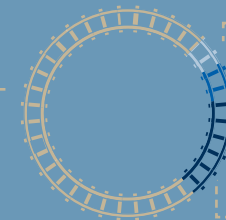
Estimated rail freight volumes in the EU28 in 2018, up 3.4% from the previous year. Of these, 51% were national (domestic) traffic and 49% international (cross-border)

## 18%

of inland freight was transported by rail in the EU in 2018, compared to 16.5% in 2017.

## 72%

Road



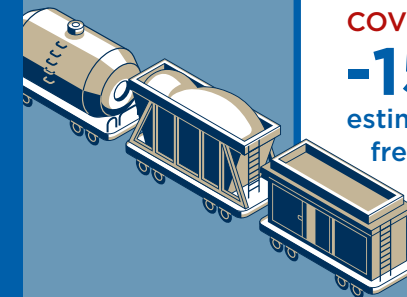
4% Pipeline

6% Inland waterways

18% Rail

## 43%

of rail cargo is transported by rail-road combined transport, 62% of it by maritime containers, 17% by swap bodies, and 21% by semi-trailers.



COVID impact

## -15%

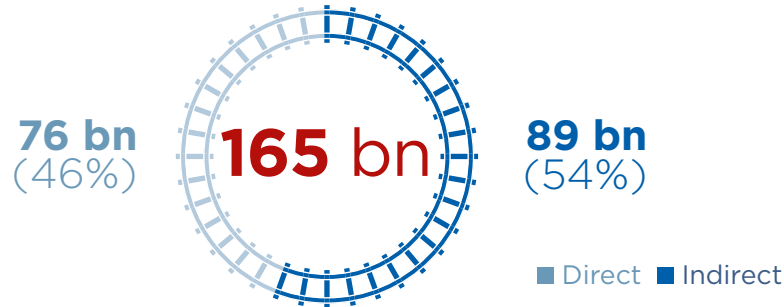
estimated loss in rail freight revenues, EU27, first half 2020

FREIGHT TRANSPORT

## 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 (2014-2018)

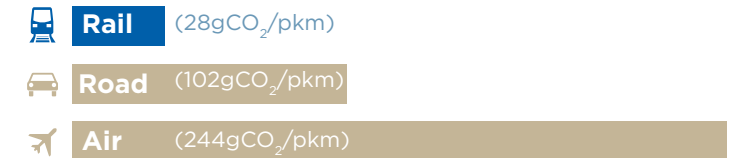
## ENVIRONMENT

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

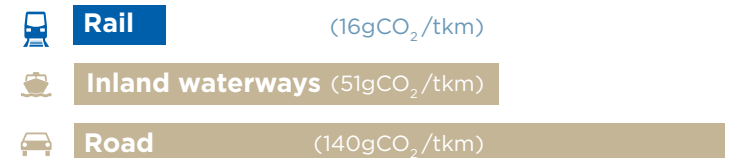
### Specific CO<sub>2</sub> emissions per transport mode

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

#### Passenger

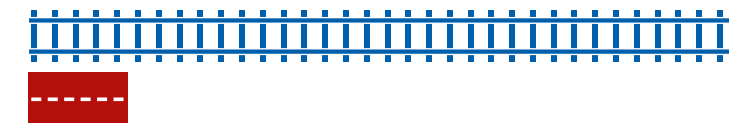


#### Freight



### Energy efficiency of rail

Rail is **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 2% of total EU energy consumption in transport**, while it carried 18% of freight and 8% of passengers of all transport modes in 2018

# 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**  
**Andreas Matthä**  
Österreichische  
Bundesbahnen  
(ÖBB)



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



**Róbert Homolya**  
Vice-Chair  
Hungarian State Railways  
(MÁV)



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



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



**Mantas Bartuška**  
Member  
Lietuvos Geležinkeliai  
(LTG)



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



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



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



**Vincent Ducrot**  
Member  
Schweizerische Bundesbahnen/  
Chemins de Fer Fédéraux  
Suisse/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)



**Jean-Pierre Farandou**  
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)

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.

## 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





# CER TEAM IN 2020



**Libor LOCHMAN**  
Executive Director

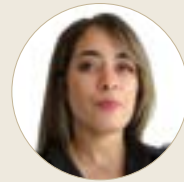
## Finance, Administration and HR



**Paule BOLLEN**  
Head of Administration



**Isabelle TSHIAMS**  
Administrative Assistant



**Ahd OUARDAOUI**  
Receptionist

## Public Affairs



**Ilja Lorenzo VOLPI**  
Head of Public Affairs and Operations



**John MORTELL**  
Senior Policy Adviser - EU Public Affairs

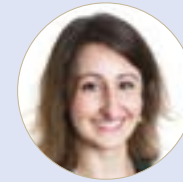


**Ester CALDANA**  
Senior Policy Adviser - Social and Public Affairs

## Press and Communications



**Eva BÖCKLE**  
Head of Communications



**Laura HENRY**  
Communications Manager

## Freight



**Jacques DIRAND**  
Head of Rail Freight Services



**Marina POTAPIDOU**  
Policy Adviser - Infrastructure

## Passenger



**Ulrich FIKAR**  
Senior Policy Adviser - Passenger

## Transport and Environment Economics



**Stefan TOBIAS**  
Head of Economics and Tax Policy



**Ethem PEKIN**  
Senior Environmental Economist - Sustainability Affairs

## Legal Services and Customs



**Elizabeth BRAGINA**  
Legal Adviser

## ERA, Safety and Interoperability



**Enno WIEBE**  
Technical Director



**Piero PETRUCCIOLI**  
Senior Adviser on ERA issues and ERTMS Coordinator



**Yann SEIMANDI**  
Senior Adviser on ERA issues and Interoperability

# MEMBER STATISTICS

Data from 2019

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 <sup>d</sup>	21,682 <sup>d</sup>	-
BDŽ Holding	BG	-	1,479 <sup>d</sup>	1,830 <sup>d</sup>	-
BLS	CH	420	1,034	2,757	13,628
Bulmarket	BG	-	-	370	-
ČD	CZ	-	8,685	9,740	-
CFL	LU	271	463	-	8,028
CFL cargo	LU	-	-	2,440	-
CFM <sup>a</sup>	MD	-	-	-	-
CFR	RO	10,765	-	-	86,318
CFR Călători	RO	-	5,233	-	-
CFR Marfă	RO	-	-	3,762	-
CP	PT	-	4,436	-	-
DB	DE	33,423	88,137	85,005	1,090,000
DSB	DK	-	5,676	-	-
EURAIL <sup>a</sup>	NL	-	-	-	-
EUROFIMA <sup>a</sup>	CH	-	-	-	-
Eurostar	GB (UK)	-	4,704	-	-
Euskotren	ES	-	406	0	-
EVR	EE	798	-	-	6,210
FS Italiane	IT	17,553	43,666	21,544	412,786
GR <sup>a</sup>	GE	-	-	-	-
GySEV	HU/AT	509	318	1,278	7,649
HSH	AL	570 <sup>d</sup>	2 <sup>d</sup>	26 <sup>d</sup>	205,0 <sup>d</sup>
HUNGRAIL	HU	-	-	898 <sup>d</sup>	-
HŽ Infrastruktura	HR	2,617	-	-	21,842
HŽPP	HR	-	734	-	-
IÉ	IE	2,400 <sup>d</sup>	2,281 <sup>d</sup>	230 <sup>d</sup>	18,800 <sup>d</sup>

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	41	10,314	15,230
LINEAS	BE	-	-	6,462	-
LTG	LT	1,911	479	16,181	16,906
MÁV	HU	7,243	5,466	-	101,146
Montecargo	ME	-	-	112 <sup>d</sup>	-
MRCE <sup>a</sup>	NL	-	-	-	-
NRIC	BG	4,030 <sup>d</sup>	-	-	29,113 <sup>d</sup>
NS	NL	-	18,335	-	-
ÖBB	AT	4,877	11,096	25,855	156,400
OSE	EL	2,293 <sup>d</sup>	-	-	11,009 <sup>d</sup>
PKP	PL	18,679	11,647	25,234	246,389
RB Rail <sup>a</sup>	LV	-	-	-	-
RDG <sup>a</sup>	GB (UK)	-	-	-	-
RENFE Operadora	ES	-	27,272	6,201	-
SBB CFF FFS	CH	3,236	19,607	16,377	185,760
SNCB/NMBS	BE	-	11,067	-	-
SNCF	FR	30,000	94,333	16,733	442,000
SŽ	SI	1,209	698	4,414	19,512
SŽCZ	CZ	9,396	-	-	174,985
Thalys	BE	-	2,692 <sup>d</sup>	-	-
TRAIÑOSE	EL	-	1,253	491	-
Trasse Schweiz <sup>a</sup>	CH	-	-	-	-
UZ <sup>a</sup>	UA	-	-	-	-
VDV	DE	2,558 <sup>c</sup>	2,916 <sup>c</sup>	25,631 <sup>c</sup>	21,055 <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
VR Group	FI	-	4,924	10,088	-
VY <sup>a</sup>	NO	-	-	-	-
WKO	AT	475	180	390	7,000
ŽFBiH	BA	601 <sup>d</sup>	30 <sup>d</sup>	807 <sup>d</sup>	3,307 <sup>d</sup>
ŽICG	ME	328 <sup>d</sup>	-	-	919 <sup>d</sup>
ŽRS	BA	417	16	402	1,391
ŽRSM-Infrastructure	MK	683	-	-	1,819
ŽRSM-Transport	MK	-	62	350	-
ŽS Infrastructure	RS	3,724 <sup>d</sup>	-	-	15,452 <sup>d</sup>
ŽS Passenger	RS	-	285	-	-
ŽSR	SK	3,629	-	-	52,312
ZSSK	SK	-	4,003	-	-
ZSSK Cargo	SK	-	-	6,070	-

- Not applicable

<sup>a</sup> Partner member of CER

<sup>b</sup> Train-path kilometres from the point of view of the infrastructure manager

<sup>c</sup> 2018 data

<sup>d</sup> Provisional or outdated data

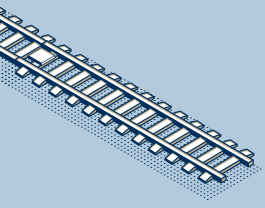
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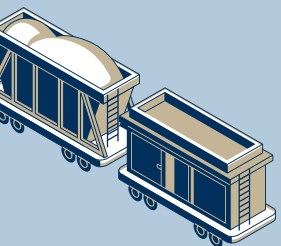
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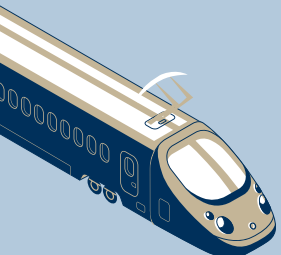
73%

of the European rail network length



76%

of the European rail freight business



92%

of rail passenger operations in Europe

