



ACTIVITY REPORT 2021

# THE FUTURE IS RAIL



**CER**  
*The Voice of European Railways*



## Foreword

# ANDREAS MATTHÄ

CER Chair

The year 2021 has been a challenging one for all of us. The Covid crisis has hit the railroad sector hard also during this second year of crisis. But although railways have been heavily impacted by Covid, the sector has successfully proven its resilience and reliability. When all other modes of transport were offering no or limited services, rail passenger services and rail freight services were up and running. Our trains continued to move throughout Europe. My special gratitude goes to the many thousands of colleagues who performed their duties with special dedication, often under difficult circumstances.

CER and its members are convinced that the solution to the current difficulties is a European one – and that CER is an important partner for all European stakeholders, making the railway sector and its concerns visible. In this respect, I would also like to thank my CEO colleagues for the confirmation of my mandate as CER Chair for a second two-year tenure at the CER General Assembly in Gdansk in September 2021.

2021 also brought new opportunities for our sector. In July, the European Commission adopted a set of proposals to make the EU's climate, energy, transport and taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. We will work hard to secure the railway sector an important role in this package. Furthermore, in many Member States the economic recovery and resilience plans focus on digital and green transformation. A strong rail sector will be a reliable and resilient partner for the European institutions and nations in achieving the climate targets set for

the transport sector. In addition, the debates at COP26 in Glasgow in November further underlined the future importance of rail for climate-friendly mobility and transport.

The European Year of Rail has once again raised the recognition and importance of rail for Europe. The Connecting Europe Express was the result of a unique cooperation between the European Commission and CER, with European rail operators, infrastructure managers and numerous partners collaborating at all levels. The Connecting Europe Express has not only completed a 20,000 km journey safely, but has also highlighted the challenges of cross-border rail transport in Europe.

It is now up to us to build on the positive momentum from the European Year of Rail. In 2022, we need to position the association in the political debate and decision-making on the most important topics in a highly visible way. Whether it is the TEN-T revision, the Green Deal, the Fit for 55 package, ticketing, cross-border passenger transport or the issue of a level playing field for rail freight transport, CER will voice the members' positions. In this context I would like to highlight the dedication of all CER experts and would like to thank Executive Director Alberto Mazzola and his team for their excellent work.

I would also like to thank all members for their commitment to CER during these challenging times, and I look forward to working with CER and all its members in the coming year.



## Foreword

# ALBERTO MAZZOLA

CER Executive  
Director

2021 has been a challenging year for railways and the impact of the Covid pandemic continues to be felt. Cumulative losses suffered by the whole rail sector from the beginning of the pandemic have surpassed the threshold of EUR 50 billion. CER continues to monitor the situation among its members and report data to relevant EU policymakers, pushing and obtaining important pro-rail relief measures, which range from special applicable track-access charges regimes to more structural reflections on the application of State aid rules to rail.

Despite the current difficulties, we have nonetheless managed to populate the European Year of Rail with so many important moments, so many successful initiatives – including, of course, the celebrated Connecting Europe Express.

I would like to take this opportunity to thank all CER members that participated, supported, and funded this unique initiative. For over five weeks this special train travelled across Europe, leaving Lisbon in early September, and arriving in Paris in the first week of October, carrying with it important EU messages on sustainability and digitalisation, far beyond the EU policymaking bubble. We managed to involve people in many major European cities and raise awareness on the competitive advantages of railways, our current challenges, our vision of the future and our plans for future innovative services, both for passengers and freight.

I want to thank the European Commission - and especially the Directorate-General for Mobility - for its engagement, and for promoting and believing in the initiative. The Connecting Europe Express has been, among other things, a way to assess the status of rail interoperability across Europe, to see what is already possible and understand what still needs to be achieved. Together, we will build on these elements to continue our cooperation on so many policy fronts: the upcoming revision of the TEN-T guidelines, the need to make ERTMS deployment faster and more efficient, how to design the governance of international passenger and freight corridors and how to shape rail ticketing to better serve our customers.

Finally, my thanks also go to the wider public that welcomed the train at each of its many stops. National stakeholders, media and the broader public have been a fundamental success factor for the Connecting Europe Express, and their enthusiasm has demonstrated that we are headed in the right direction in terms of inspiring in all citizens that behavioural change, which - together with a range of policy initiatives – will enable the achievement of the objectives set by the EU Strategy for Sustainable and Smart Mobility.

Among the successes of the past year, I want also to underline the historic adoption of the Women in Rail Agreement in November. This agreement is the first autonomous agreement at European level on gender equality. From the recruitment process, female employee retention and promotion, to enabling them to access management levels, we have no doubt the agreement will soon lead to concrete changes, for the benefit of all. I want to thank the European Transport Workers' Federation (ETF) for the great and productive cooperation.

Of course, I cannot forget to mention the extraordinary measures taken at EU level in support of the EU economy, to help it recover from the pandemic. The Recovery and Resilience Facility represented the biggest EU budget line ever with, so far (end 2021), a combined climate-related investment of around EUR 177 billion, EUR 34 billion of which are earmarked for rail projects. I take this not only as a very concrete help in boosting railways but also as a sign of EU and national recognition of the advantages of rail technology.

In 2021 CER prepared itself to continue its role as an authoritative interlocutor for all EU institutions. CER members adopted position papers on the revision of the TEN-T Regulation, another on ERTMS deployment and industrialisation, and a Ticketing Roadmap. We will proceed further in the coming months in defining railways' position on other key debates: on data governance and mobility data space, on rules for train drivers, on combined transport, and on sustainable tourism. Our positions have been given extra impetus by the work of Infrastructure Manager and Passenger CEOs' Coalitions, which met regularly throughout 2021 and plan to continue doing so in the years to come, complementing the work of Rail Freight Forward.

In 2022 we will keep on working to ensure that the core and comprehensive TEN-T network are equipped to deliver the necessary modal shift. We will ensure that the opportunity represented by Fit for 55 (namely the revision of ETS and energy fiscal rules) to redress intermodal competition is not missed. We will push for the necessary backing for the further digitalisation of the rail system, including for Digital Automatic Coupling.

Last but not least, I trust that you will find in this Activity Report not only the many important policy priorities it contains, but also the concrete proof of our sincere commitment to represent to all EU institutions, more effectively than ever, the voice of all European railways.





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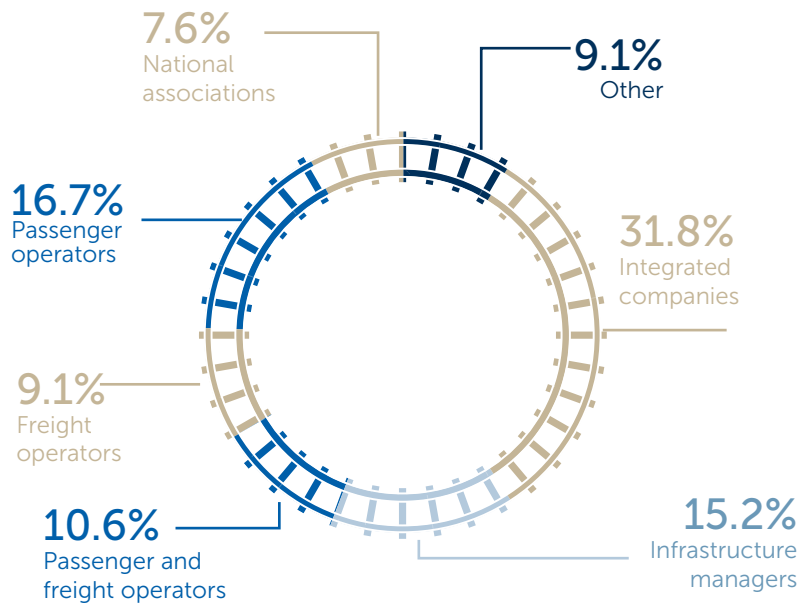
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# THE VOICE OF EUROPEAN RAILWAYS

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.



## 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.

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.

**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 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

# CER ACTIVITIES 2021

2021 was declared the **European Year of Rail**. The objective was to promote railways as a sustainable, cross-border mode of transport, capable of maintaining vital services even during unexpected crises, and increase their contribution to the EU's economy, industry and society.

## Association milestones

The **European Railway Award 2021** recognised the iLINT hydrogen train project in a special Year of Rail edition, where organisers CER & UNIFE also gave an 'Outstanding political contributor' accolade to European Parliament President David Sassoli and an 'Outstanding Citizen's Initiative' accolade to FreeInterrail founders Vincent-Immanuel Herr and Martin Speer.

CER launched its **Future is Rail** campaign for the EU Year of Rail, focussing on how rail makes transport smarter, cleaner and better connected. The campaign video was

promoted on Europe Day with the support of CER members in their own countries and the three campaign themes were promoted on social media during dedicated weeks highlighting member initiatives and messages from CEOs.

The EU's flagship initiative for the Year of Rail was the **Connecting Europe Express**. CER responded to the call for tender to become the European Commission's project manager for the technical and operational running of the train. CER and members worked together to deliver the train and proactively prepare and promote its journey from the unveiling of the route on Europe Day (9 May) to the departure from Lisbon on 2 September and arrival in Paris 36 days later.

CER announced the winners of its **2020 photography contest** in a 12-week digital showcase on social media.

The **CER Management Committee** met three times to discuss the general direction

of the association and priority EU agenda topics. They were joined in April by European Commissioner for Budget and Administration Johannes Hahn, who presented the support measures offered by the EU to help overcome the impacts of COVID including the Recovery and Resilience Fund.

The **CER General Assembly** gathered twice for its annual statutory meetings. In September CEOs gathered in Gdansk, where they elected a new Management Committee and welcomed the Connecting Europe Express to the TRAKO Fair.

CER formed its infrastructure and passenger **CEO Coalitions**, meeting at regular intervals to steer issues of strategic and political relevance. These two new steering groups complement the existing structure on the freight side of the Rail Freight Forward coalition.

**CER Assistants** gathered online for their three annual meetings to discuss the latest

developments in Brussels. They were joined at their December meeting by DG MOVE Director Herald Ruijters to discuss the Commission's upcoming 'Efficient and green mobility' package.

CER kicked off its new **CER Essay series** on 9 November with the Swiss experience on modal shift. Drafted by CER member CEOs and a national academic partner, the articles are a blend of academic analysis and business insight and will cover a range of topics. Launched during a high-level breakfast debate with Walter Goetz, Head of Cabinet of Transport Commissioner Adina Vălean, MEPs and other stakeholders at the Mission of Switzerland to the EU, the first CER essay *'The Swiss experience to support modal shift: Performance-based road-charging and efficient rail infrastructure'* was written by SBB CEO Vincent Ducrot together with Professor Konstantinos Boulouchos from ETH Zurich.



The European Railway Award 2021 'Year of Rail' edition.



CER's Future is Rail campaign for the EU Year of Rail.



CER partnered with the European Commission to deliver the Connecting Europe Express.



A new CER Essay Series was launched, giving a blend of academic analysis and business insight.

## CER ACTIVITIES 2021

### Social affairs in the spotlight

After three years of negotiations, interrupted due to COVID, CER and the European Transport Workers' Federation (ETF) signed the **Women in Rail Agreement** on 5 November in the presence of the European Commission. This binding EU-level autonomous agreement aimed at promoting employment of women in rail transport marked a significant accomplishment in the European Year of Rail.

CER and ETF pursued their joint activities as social partners within the **Sectoral Social Dialogue Committee for Rail**.

CER celebrated **International Women's Day** highlighting how railways promote women in the sector.

CER continued work on the **EDA Rail Project** on **Employability** in the railway sector in the light of **Digitalisation** and **Automation**, participating in the first two project workshops organised in Copenhagen and Frankfurt.

CER helped get **STAFFER** off the ground, one of the largest skill alliance projects funded by the European Commission. The 4-year project held its first annual meeting in November.

### Sector cooperation & platforms

CER continued its role as secretariat of the **Group of Representative Bodies (GRB)**. Working closely with the **European Union Agency for Railways (ERA)**, the sector addressed a **letter** in November to the European institutions calling for sufficient budget for ERA.

CER attended the plenaries and joint sessions of the European Commission's **PRIME** and **RU-Dialogue** platforms dealing respectively with infrastructure manager and railway undertaking priority topics.

CER followed and supported the activities of the **European DAC Delivery Programme (EDDP)** as a member of its Supervisory Board, which in September endorsed

an agreement on a standard DAC coupler head.

CER took part in the **European Rail Research Advisory Council (ERRAC)** Plenary sessions, where new Chair Roland Moser (SBB) was elected in June.

CER took part in the meetings of the Governance Board of the **European Rail Facilities Portal**.

CER attended the gatherings of the **Sector Statement Group (SSG)**, composed of representatives of the sector associations, rail freight corridors, infrastructure managers, rail operators, terminals and intermodal operators.

CER hosted the 61<sup>st</sup> **Joint Customs-Railways meeting** gathering rail companies, European Commission officials and Customs Authorities.

In June, the Chairs of CER and the **Independent Regulators' Group - Rail (IRG-**

**Rail)** had their annual exchange. CER spoke at the 5<sup>th</sup> IRG-Rail Forum addressing timetabling revision (TTR).

CER supported the work of the Western Balkan **Transport Community Treaty (TCT)**. The priority in 2021 was the implementation of the Rail Action Plan, in particular transposition of EU legislation.

In November CER joined the **EU Domestic Advisory Groups (DAG) of the EU-UK Trade Cooperation Agreement**, where Alberto Mazzola was appointed transport sector representative.

In March CER discussed common priorities with Young Tae Kim, Secretary General of the **International Transport Forum (ITF)**. In May CER participated in the virtual sessions of the ITF Summit, which explored the role of transport innovation for sustainable development.



In September, the CER General Assembly confirmed a second two-year term for CER Chair Andreas Matthä.



The CER General Assembly welcomes the Connecting Europe Express in Gdansk.



The signing ceremony of the Women in Rail Agreement.





## CER ACTIVITIES 2021

### CER & the European Parliament

CER supported the work of **Rail Forum Europe**, the MEP platform dedicated to rail transport, and sponsored its first event of 2021 looking at rail's contribution to EU recovery. Further events discussed rail's sustainability and resilience, night trains and rail freight's contribution to the Green Deal.

CER kept up a good dialogue with **Members of the European Parliament** holding several bilateral meetings in Brussels and Strasbourg and ensuring a daily communication flow between the CER office and relevant advisors in the Parliament, contributing to parliamentary discussions on the various dossiers on the CER radar. For instance, CER took part in a parliamentary hearing on ERTMS hosted by MEP Izaskun Bilbao Barandica and outlined rail priorities at an event on the Sustainable and Smart Mobility Strategy (EUSSSM) hosted by MEP Maria Spyraiki of the European Parliament's Intergroup on

Climate Change, Biodiversity & Sustainable Development. Other roundtables focused on the Fit for 55 package.

### CER & the Council of the EU

CER continued its **EU Presidency event series** in 2021.

- In April CER and Portuguese Railways (CP), in cooperation with the **Portuguese Presidency**, organised an event on **Employment and Education in the European Year of Rail**. Portuguese Minister for Infrastructure and Housing, Pedro Nuno Santos, welcomed participants by video message and Commissioner for Jobs and Social Rights, Nicolas Schmit, gave a keynote speech.
- In December, CER and Slovenian Railways (SZ), in cooperation with the **Slovenian Presidency**, organised the event **'Building back better with rail'** looking at how recovery spending and a revised TEN-T

policy can help deliver sustainable mobility. Slovenian Minister of Infrastructure Jernej Vrtovec opened the event.

In May CER was invited to contribute to the **Portuguese Presidency's High-Level Forum for Sustainable Tourism**.

On 3 June, CER welcomed two important sets of **Council Conclusions** adopted by European Transport Ministers on EU rail and on the EU Strategy on Sustainable and Smart Mobility.

CER organised a **lunch seminar on TEN-T with the Slovenian Presidency** on 4 October to discuss the upcoming Regulation revision and welcome the Connecting Europe Express to Brussels.

CER met Ambassador Fabrice Dubreuil in view of **France's upcoming Presidency** of the EU Council during the first half of 2022.

### COVID & Recovery

CER published 5 updates of the **CER COVID Impact Tracker** in 2021, reporting on the evolution of the revenue and volume losses suffered by railways due to the COVID-19 pandemic according to membership survey results.

In March, CER met with European Commissioner for Transport **Adina Vălean** to discuss among other topics the **impact of the pandemic** on the sector.

While the temporary framework for State Aid was prolonged and expanded, CER brought **State support to railways** more specifically on the agenda of DG Competition with letters to Executive Vice-President Margrethe Vestager and several meetings with her services, including her Head of Cabinet Mr Kim Jørgensen. CER published a position paper on the upcoming revision of State Aid Guidelines for railways.



CER's event with the Portuguese Presidency 'Employment & Education in the Year of Rail'.



CER's event with the Slovenian Presidency 'Building back better with rail'.



CER's lunch seminar on TEN-T with the Slovenian Presidency.



## CER ACTIVITIES 2021

CER welcomed the extension of relief measures regarding the validity of certain certificates, licences, periodic checks and training required in the transport sector and further called for the extension of the Regulation allowing the **temporary reduction of track access charges**. CER joined forces on this topic with fellow sector associations ALLRAIL, ERFA, UIP and UIRR in a [joint letter](#) to the European Commission. In June the Commission confirmed the extension till end 2021.

CER monitored the development of the EU's **Digital COVID Certificates** and attended several meetings and workshops organised by the Commission for transport stakeholders. Digital COVID certificates were successfully applied as of 1 July to help re-open EU travel.

CER closely followed the adoption in February and subsequent deployment of the **Recovery and Resilience Facility (RRF)**,

making EUR 627.50 billion in grants and loans available for public investment and reforms in the 27 Member States. CER met with **Céline Gauer, Head of the European Commission's RECOVER** taskforce, and organised a webinar for members to gain a better understanding of the fund.

CER discussed **green recovery** and railways with the cabinet of Executive Vice-President Frans Timmermans.

In February CER underlined the importance of EU cohesion policy for railways at a key meeting with **EU Cohesion and Reform Commissioner Elisa Ferreira**. CER also met DG REGIO Director for Smart and Sustainable Growth Nicola De Michelis about the opportunities offered to rail projects by the EU cohesion policy.

In June CER met **Valère Moutarlier, Head of Cabinet of Commissioner Thierry Breton**,

following the publication of the Commission's updated industrial strategy for Europe.

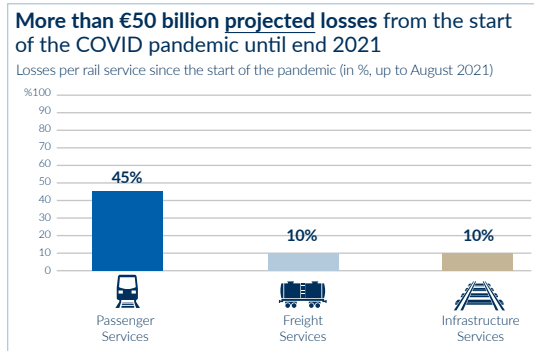
### Funding & financing

In April CER joined other rail companies in a meeting with Andreas Boschen, Head of Department for the Connecting Europe Facility (CEF) at the Climate, Infrastructure and Environment Executive Agency (CINEA), on the future implementation of the **Connecting Europe Facility** and other budget lines. The Regulation establishing the Connecting Europe Facility was adopted on 7 July.

In April CER attended an event hosted by Commissioner Paolo Gentiloni and Executive Vice-President Frans Timmermans to present the EU's outlook on **green taxation**. The European Commission adopted on 21 April an ambitious and comprehensive package on **sustainable EU Finance**, complemented on 6 July by a Strategy for financing the transition

to a sustainable economy and a proposal for a Regulation on the European **Green Bond Standard**.

In November CER, EIM and UNIFE hosted a webinar on the **Most Economically Advantageous Tender (MEAT)** principle addressing public procurement experts from their respective memberships.



CER sponsored the first Rail Forum Europe event of 2021 discussing rail's sustainability and resilience.



## CER ACTIVITIES 2021

### Rail & Climate

CER joined the European Commission's **Clean Hydrogen Alliance**, contributing to the CEO Roundtable on clean hydrogen for mobility and participating in several gatherings including the European Hydrogen Forum.

In February CER published a [statement](#) and joined the European Commission's stakeholder event on the **Zero Pollution Action Plan**, which was later adopted on 12 May.

In April CER published its [reaction](#) to the **EU Sustainable and Smart Mobility Strategy**, underlining the need in light of COVID to use the Strategy to achieve a sustainable, resilient recovery by building back better mobility.

In June CER attended the **Climate Pact Day of Action** hosted by Commission Executive Vice-President Frans Timmermans. Earlier in the year, CER Executive Director Alberto Mazzola became an Ambassador

to the European Climate Pact, a movement launched by the Commission in 2020 to generate discussion and action among EU citizens to realise the Green Deal.

In July CER welcomed the European Commission's **Fit for 55 Package** with a [press release](#) and a new [fact sheet](#) on carbon pricing as a tool for delivering sustainable mobility. In May CER had published a [joint position paper](#) reminding that the decarbonisation of EU transport requires fair and transparent intermodal conditions. Another position paper with more detailed amendments was shared with key stakeholders in December.

CER also joined the call of the Corporate Leaders Group (CLG) Europe for policymakers to seize the opportunity of 'Fit for 55' to demonstrate leadership in the run up to the COP26 Summit.

On 22 October CER discussed the Fit for 55 package, in particular the use of EU Emissions Trading System revenues to support railway infrastructure with **DG CLIMA Director General Mauro Petriccione**.

The **COP26 Climate Summit** took place in Glasgow from 31 October to 12 November.

- CER supported the **Climate Train to COP26**, an initiative of Youth for Sustainable Travel and ProRail in partnership with Eurostar, NS, Avanti West Coast, Infrabel, SNCF Réseau, Getlink, HS1, SNCB and EWS Schönaau. At the train's Brussels stop on its way from Amsterdam to Glasgow on 30 October, CER spoke alongside the project partner CEOs at an event with Executive Vice-President Frans Timmermans. CER also joined the partners' ['Message to Glasgow'](#) pledge committing to remain the most sustainable form of motorised transport and calling for greater support for international rail passenger routes in order to accelerate growth in sustainable travel.

- On 12 November CER co-organised **a side event at the COP26 EU Pavilion** with ERA, UIC and UITP promoting rail as a green solution for carbon-neutral transport.

### Passenger services

CER co-chaired the Sector Mirror Group to the **International Rail Passenger Platform (IRP)**, a platform of European Transport Ministries launched in 2020 by the Ministry of Infrastructure and Water management of the Netherlands to tackle the issue of enhancing and increasing international rail services.

In March CER joined stakeholders representing railway undertakings, infrastructure managers, suppliers, passenger and consumer organisations, travel companies and distributors in publishing the **Sector Statement on International Rail Passenger Services**.



The Climate Train to COP26 which travelled from Amsterdam to Glasgow on 30 October.



Alberto Mazzola signing the 'Message to Glasgow' pledge.



Rail's joint side event at the EU Pavillion at COP26.



Passenger rail CEOs at the annual CER-UIC High-Level Passenger Meeting.



## CER ACTIVITIES 2021

CER also worked with its own members on concrete proposals for targeted action in key areas for development of international rail passenger services. An overview was set out in an interim position paper published in June.

CER brought together rail companies and representatives of customer associations at two gatherings of CER's **Customer Liaison Group** focussing on Year of Rail activities, the closing of the Passenger Rights Regulation and CER's Ticketing Roadmap.

In February, CER participated in the Commission **workshop on the passenger rights** framework, exploring good practices across transport modes.

In a **joint statement** on the **EU's Urban Mobility Framework**, published on 23 September, a broad coalition of transport stakeholders, including CER, stressed that public transport and active mobility must be

the foundation on which to build the change we need in our urban mobility systems.

CER and UIC held their annual **High-Level Passenger Meeting** in Paris in October where rail passenger CEOs heard from DG MOVE Land Transport Director Kristian Schmidt on the Commission's activities and were presented the **CER Ticketing Roadmap**.

In December CER reacted to the Commission's newly published **EU Action Plan** to boost long-distance and cross-border passenger rail services.

### Rail freight

In February, CER, ERFA, UIRR and UIP issued a statement to the European Union Agency for Railways expressing commitment to boost rail freight together.

In March a CER-led Joint Sector Group on the facilitation of combined transport was set up.

CER published its **position** on the upcoming **revision of the Combined Transport Directive** in September, following the release in August of the Commission's draft roadmap.

In June, CER and UIC hosted the annual **High-Level Freight Meeting** where rail freight CEOs discussed all aspects of the sector's modernisation with DG MOVE Land Transport Director Kristian Schmidt, Shift2Rail Executive Director Carlo Borghini and EU ERTMS Coordinator Matthias Ruete.

CER took stock of the trilogue agreement reached on 15 June by EU decision makers on the revision of the **Eurovignette Directive**, **commenting** that it was a path to modal shift but not yet the destination.

The **Rail Freight Forward** coalition released a **series of videos** promoting the technologies paving the way to seamless, borderless, flexible, easier and faster rail freight.

### Rail infrastructure

The **revision of the TEN-T Regulation** was a major topic in 2021. Ahead of the publication of the Commission proposal on 14 December, CER prepared a **position** adopted at its September General Assembly and organised many meetings on TEN-T topics including a fruitful exchange of views with seven TEN-T Corridor Coordinators in June 2021, and discussions with DG MOVE as well as the cabinet of Commissioner Vălean. CER also produced **two fact sheets on TEN-T**.

The **CER-EIM High-Level Infrastructure Meeting** was hosted by Infrabel in Brussels on 17 November. Infrastructure CEOs discussed the future of corridors, the contribution of IMs to realise seamless international rail passenger services and how to enable interoperability by means of digitalisation.



Rail infrastructure CEOs at the annual CER-EIM High-Level Infrastructure Meeting.

## CER ACTIVITIES 2021

### Safety & Interoperability

CER closely supported the European Railway Agency's European Rail Safety Climate Survey. Launched to all rail professionals in June 2021, the first results were presented at the **European Rail Safety Days** in Porto in November 2021.

CER kept up its good relations with **National Safety Authorities** (NSAs), taking part in the annual joint meeting of the NSA Network and rail's Network of Representative Bodies (NRBs), as well as holding bilateral meetings.

In February, CER and EIM issued their position on the implementation of the **Common Safety Method for the Assessment of Safety Level and Safety Performance (CSM ASLP)**.

CER intensively worked with the sector and the European Railway Agency on the 2022 package of revisions of the **Technical Specifications for Interoperability (TSIs)**, attending ERA working parties and leading a Sector statement on TSI Migration and Transitions.

CER continued its analysis of the **4<sup>th</sup> Railway Package (4RP) Technical pillar** contributing with the return of experience (REX) to the ERA Management Board Steering Group and leading a sector statement on the proposal to increase 4RP Fees and Charges. In a June letter to the Commission, CER raised the issue of the role of infrastructure managers in the vehicle authorisation process.

In July, CER adopted a position paper on the **extension of Regulation (EU) 2020/2222** on certain aspects of railway safety and connectivity relating to the Channel Tunnel post-Brexit.

CER collaborated with Allrail, ERFA and EIM on the **"Route Compatibility Check" Handbook** and with UIP on a Guidance for entities in charge of maintenance on the use of **SAIT**.

In September CER provided a full technical **report on the Great Belt Bridge**, having provided earlier in the year recommendations for transport with semi-trailers on pocket wagons in Denmark. In October CER co-

signed a letter to the Danish transport authorities on the need for a risk assessment for the Great Belt Bridge.

### Digital transformation & new technology

CER progressed the sector dialogue with the Commission on the digital transformation of railways, meeting with DG Connect Director General Roberto Viola and taking part in the **High-Level Digital Round Table** gathering DG Connect, DG MOVE, ERA, Shift2Rail and rail representatives.

CER followed the activities of the **Digital Transport and Logistics Forum (DTLF)**.

CER led the sector's input to the **electronic freight transport information (eFTI)** Business Process Model, data requirements, and architecture principles, and contributed with CIT and UIRR to the Commission's eFTI Delegated Act Expert Group.

CER joined several Commission workshops on the revision of the **Intelligent Transport Systems Directive**.

In March CER published an initial position on **hyperloop**.

CER held several exchanges with the European Commission's DG MOVE and European Coordinator for ERTMS Matthias Ruete on accelerating **ERTMS deployment**. CER commented on the European Parliament Own Initiative Report on ERTMS. In June CER, EPTTOLA, ERFA & UNIFE signed a letter to the Commission and Member States seeking an urgent solution on ETCS base level 2 updates. In September the CER General Assembly approved a CER position paper. CER also signed a memorandum of understanding with EIM and EUG on ETCS.



The European Rail Safety Days 2021 in Porto.



CER works closely with the EU Agency for Railways. Pictured: Executive Director Josef Doppelbauer.



Discussing ERTMS deployment with the EU's ERTMS Coordinator Matthias Ruete on board the Connecting Europe Express.



The High-Level Digital Round Table with DG Connect, DG MOVE, ERA, Shift2Rail and rail representatives.



## CER ACTIVITIES 2021

CER/EIM/UNIFE/EUTravelTech called on DG MOVE to define appropriate technical means of ensuring access to **real-time passenger information** in a joint position published in June.

CER contributed to a number of **workshops on data** organised by the European Commission and other bodies including ERA and RNE to discuss wide-ranging issues such as governance, interoperability and linked data. Council and Parliament reached a Provisional Agreement on the Data Governance Act in November.

CER co-chaired with DG MOVE the **Telematics Steering Committee** and **TSGA Advisory Board**. These regulatory committees are framed by the TAF and TAP TSI Regulation.

On 4 October, the rail sector published a statement on their **joint vision on Digital Capacity Management (DCM)** to make the modal shift a reality and bring more goods and people to rail.

In November, CER replied to the European Commission's inception impact assessment on the proposal for a Regulation on **Multimodal Digital Mobility Services** with a [position paper](#) calling for support of sector-based solutions as the starting point when improving multimodal ticketing.

CER contributed to the discussions on the System Pillar of **Europe's Rail**, the successor to the Shift2Rail Joint Undertaking. As a second pillar alongside Innovation, the System Pillar develops the operational concept and system architecture for railways, validates system targets and overall solutions, ensures migration and error corrections, impacts the revision of railway specifications and standards and ensures the railway system interface with multimodal mobility. The Council Regulation establishing Europe's Rail and 9 other new institutionalised European partnerships under Horizon Europe entered into force on 30 November.

## Security

CER participated in the meetings of the **ER-ISAC**, the European Rail Information Sharing and Analysis Centre, where IT professionals from 40 organisations in the railway sector discuss **cybersecurity** issues and developments. In March CER developed a position on the 'NIS2 Directive' on measures for a high common level of cybersecurity across the Union. A Council General Approach was reached on the proposal for this directive in November. CER and EIM developed a joint position on cybersecurity in December.

CER followed the work of the EU Rail security Platform (**RAILSEC**), discontinued in 2021, and the EU Expert Group on Land transport Security (**LANDSEC**).

## Collaborations & contributions

CER engaged with the **European Committee of the Regions (CoR)** on areas of collaboration during the Year of Rail and beyond. CER contributed to an episode of the '[Next stop](#)' podcast produced by the CoR as well as the event they organised in November with the East Poland House and PKP Polish Railways on the role and importance of rail transport in the European regions.

CER collaborated on several initiatives of the **Florence School of Regulation (FSR)** including the 21<sup>st</sup> Florence Rail Forum discussing international passenger corridors, an episode of their '[On the Right Track](#)' podcast and the FSR-Transport fringe event looking at the role of modal shift in transport decarbonisation, which took place at the European University Institute's flagship 'State of the Union' conference.



Alberto Mazzola at the Shift2Rail Innovation Days 2021, where the new Europe's Rail joint undertaking was launched.



## CER ACTIVITIES 2021

CER presented the 'Future of EU Transport' at **Lietuvos Davosas 2021**, the most prominent economic forum in Lithuania.

On 26 May CER provided rail's view on **sustainable tourism** at a conference organised by the regions of Western Greece.

On 27 May CER brought the rail perspective at the fourth event of the series "Together We Protect Romania", part of the **2021 Bucharest Summit: Cooperation for Development**.

In June CER attended the **Brussels-Paris by train 175<sup>th</sup> Anniversary event** organised by Thalys.

CER contributed in September to the **Friends of Europe** event for European Young Leaders in a session dedicated to the role of railways today in making the EU greener.

CER spoke at a conference of the **South East Europe Strategic Alliance for Rail Innovation (SEESARI)** on the topic of Green and digital transformation of railway corridors.

In October CER was invited to present the rail perspective during a **Citizens Dialogue with Commission Vice-President Dubravka Šuica** organised for youth in Strasbourg.

On 13 October CER took part in a conference organised by the South Tyrolean Presidency of the **Action group Brenner Railway** "Cross-

*border Railway in Europe: The Brenner Axis at the heart of the ScanMed Corridor*".

CER attended the opening of the **EUROPALIA** Trains & Tracks Arts Festival in Brussels running until May 2022.

CER spoke at the **9<sup>th</sup> Workshop on Interoperability and Safety** in Budapest jointly organised by the Hungarian Ministry of Innovation and Technology and the European Union Agency for Railways (ERA).

CER participated on 9 November in an event by the **Network of Alpine regions (iMONITRAFI)** on decarbonising freight transport with modal shift.

On 12 November CER contributed to the **'Shaping the Future of Mobility' Summit**, promoted by CP (Combois de Portugal), CRP (Centro Rodoferroviario Portugues), Infraestructuras de Portugal and UIC. As a contribution to the European Year of Rail, the Summit aimed to raise awareness of the fundamental contribution of rail transport to the construction of a smart and sustainable transportation system.

CER contributed to several events by the **European Economic and Social Committee (EESC)** promoting the European Year of Rail.

CER spoke at the **Danube Region Transport Day 2021**, a conference jointly organised by the European Union Strategy for Danube Region and UNECE.



The Brussels-Paris by train 175<sup>th</sup> Anniversary event by Thalys.



Speakers at the SEESARI conference in Ljubljana.



Citizens Dialogue for youth with Commission Vice-President Dubravka Šuica.



Alberto Mazzola at the 15 November EESC event dedicated to the Year of Rail.



# FUTURE RAIL



EUROPEAN YEAR OF RAIL 2021

 **SMARTER**

 **CLEANER**

 **CONNECTED**

The freedom that we depend on to go to work, to travel or to buy our favourite products is nothing without movement. But the way that Europe moves needs to change. It needs to become smarter, more connected and cleaner.

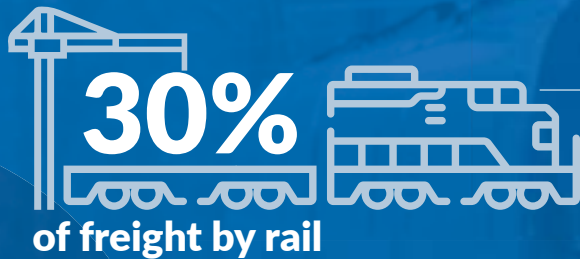
The CER 'Future is Rail' campaign, launched for the Year of Rail, aimed to show rail as the cornerstone for the future of transport in Europe.



Visit the website:  
[futureisrail.cer.be](http://futureisrail.cer.be)

## THE FUTURE IS RAIL

Movement is precious. The freedom we depend on to go to work, travel or buy our favourite products is nothing without movement, something we've all become acutely aware of in the past two years. Demand for transport is growing, but so are its effects on our environment and the climate. The way Europe moves needs to change. With rail, it's possible! With rail, Europe can move more, move freely, stimulate economic activity and still meet pressing climate objectives. Transport can become smarter, more connected and cleaner. That's why our aim by 2030 is to double the amount of rail passengers and ensure that at least 30% of freight moves by rail. When it comes to the future of transport, the future is rail!



**MILLIONS** of tons of CO<sub>2</sub>  
**BILLIONS** of € in transport costs on society

**OUR  
2030  
GOALS**



**Creating:**  
**SUSTAINABLE**  
economic growth & jobs



## SMARTER = RAIL

Rail contributes to a smarter transport system by embracing technology to maximise capacity and provide safe, efficient, cost-saving, quality services.

Digital solutions are helping to get more trains on tracks, enabling a greater shift to railways and improving existing services. A single system to manage all rail traffic in Europe (ERTMS) will help make the best use of rail capacity, which is increasingly managed digitally. Technologies such as predictive maintenance will help ensure that track repairs can be planned in advance and with the least possible disruption to traffic. Railways are investing in these technologies alongside network upgrades that are increasing punctuality and paving the way for longer trains. Overall total infrastructure expenditure increased by 58% over 5 years in the past decade.



### Digital Capacity Management



Facilitating the complete capacity management process, from advance planning to the train run

### ERTMS



A single system to manage all rail traffic in Europe



Supporting digital rail operations and enhancing passenger's on-board experience

## Key ingredients in rail digitalisation



### Digital Automatic Coupling

Enabling simpler, safer, more efficient rail freight operations



### Predictive maintenance

Track repairs planned in advance with minimal disruption to traffic



### Automatic Train Operation

Automated and highly optimised train control

## Digitalisation is helping to deliver:



Top quality, reliable, safe rail infrastructure and more capacity



Efficient, customer-oriented freight services



Comfortable, user-friendly passenger services for an exceptional travel experience

## CLEANER = RAIL

When it comes to clean transport, railways are way ahead of the game and full decarbonisation of rail is already within reach.

Rail pollutes 8x less and emits 9x less CO<sub>2</sub>. With four out of five trains already running on electricity, and plans to phase out the remaining diesel trains by 2050 thanks to alternative fuels, the total decarbonisation of rail transport is within reach. Even now it accounts for just 0.4% of greenhouse gas emissions from transport in Europe, while carrying 17% of freight and around 8% of passengers. Increasing the amount of goods and people travelling by rail will help the EU reach its climate goals outlined in the EU Green Deal, including net zero emissions in the wider EU economy by 2050.



## The way to 2050 and a decarbonised economy is with rail

**Rail pollutes 8x less and emits 9x less CO<sub>2</sub>**  
than other modes of transport



Every additional freight train means  
**40 less trucks** on our roads

**7x more energy efficient** than road transport



**4/5 trains already run on electricity,**  
and there are plans to phase out  
the remaining diesel trains by 2050.

**Under 2% of EU transport  
energy consumption**



Just 0.4% of greenhouse gas emission from transport in Europe,  
while carrying 17% of freight and around 8% of passengers

**1/3 of the energy**  
consumed by EU rail  
already comes from renewables



**2050**

**To reach our EU Green Deal  
climate goals, we need more trains for  
more sustainable mobility in Europe**



## CONNECTED = RAIL

Rail offers Europe a truly connected future with more choice for customers.

The rail network of tomorrow is being built today, transporting Europe's citizens – from students to business travellers, commuters to tourists – and all manner of goods across regions, countries and the entire continent. Cooperation among rail actors is already leading to a more seamless rail network. Key cooperation areas include alignment on timetabling processes, ensuring train drivers can overcome language barriers, and simplification of national rules and EU-level technical requirements for trains to operate across borders.



## Rail offers Europe a truly connected future with more choice for customers

New infrastructure capacity

Connected regions, cities and capitals

Connections to ports, industrial sites and capitals

Seamless multimodal transport

Door-to-door travel

More CHOICE

More FLEXIBILITY

Cooperation across borders on

- timetabling
- language
- interoperability

High-speed connections

Night services

Real alternatives to short-haul flights

# 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.

## 200 161 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%

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.

COVID impact



## -10%

estimated loss in rail infrastructure revenues, EU27, since the beginning of the pandemic.

## 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.

## 9.8 bn

Number of passengers transported by EU railways in 2019

## >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



## -45%

estimated loss in rail passenger revenues, EU27, since the beginning of the pandemic.

## -55%

estimated drop in rail passenger numbers in 2020 (EU27).

## 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.

## 406 bn tonne-km

Estimated rail freight volumes in the EU27 in 2019, down 6% from the previous year. Of these, about half were cross-border and half (national) domestic traffic.

## 17%

of inland freight was transported by rail in the EU27 in 2019, compared to an estimated 18.5% in 2018.

## 73%

Road

## 4%

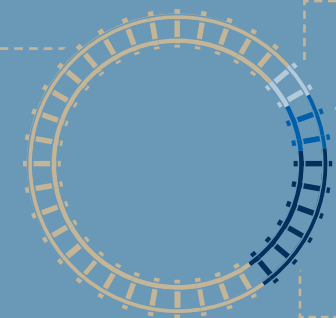
Pipeline

## 6%

Inland waterways

## 17%

Rail



COVID impact



## -10%

estimated loss in rail freight revenues, EU27, since the beginning of the pandemic.

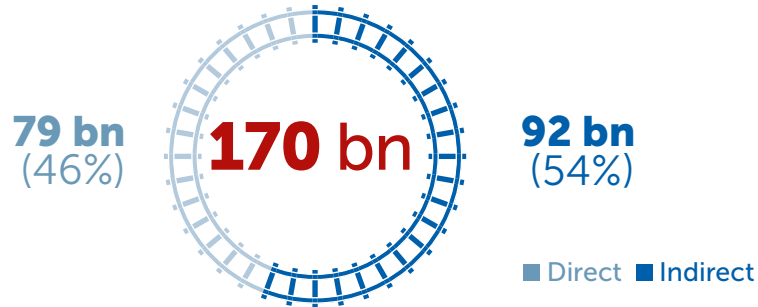




# ECONOMIC FOOTPRINT

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

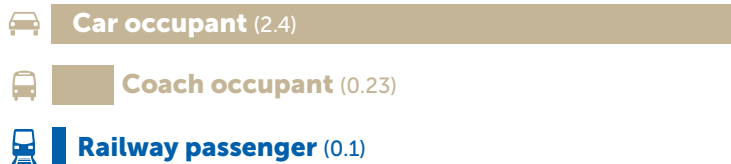
**ONE** job in railway transport creates more than **ONE** other job in indirectly dependent economic activities.



# 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)



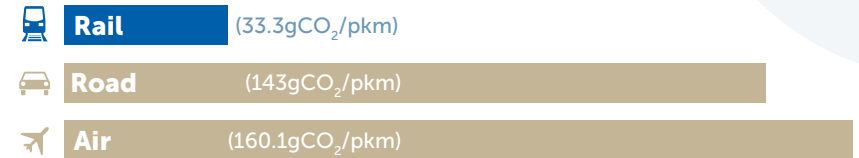
# ENVIRONMENT

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

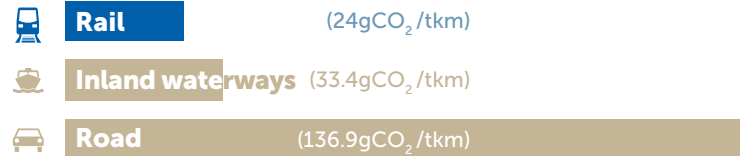
## Specific CO<sub>2</sub> emissions per transport mode

Rail is 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

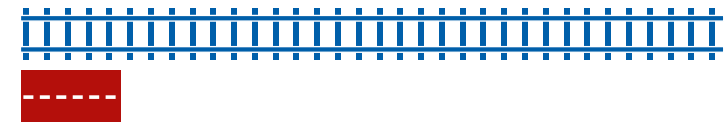


### Freight



## 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 **1.8% of total EU energy consumption in transport**, while it carried 17% of freight and around 8% of passengers of EU27 inland transport in 2019.

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)



**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)



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



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



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



**Luigi Ferraris**  
Member  
Ferrovie dello Stato  
Italiane (FSI)



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



**Marjan Rintel**  
Member  
Nederlandse  
Spoorwegen (NS)



**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)



**Geert Pauwels**  
Associated Member  
Lineas (LINEAS)



**Traian Preoteasa**  
Associated Member  
CFR Călători

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.



# 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)

**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.

**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. 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

# 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



## eu travel tech



## European institutions





# CER TEAM IN 2021



**Alberto Mazzola**  
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



**Soline WHOOLEY**  
Policy Adviser – Social and EU Public Affairs

## Press and Communications



**Cliona CUNNINGHAM**  
Head of Communications



**Laura HENRY**  
Communications Manager



**Scott MAGALICH**  
Communications Officer

## Freight



**Jacques DIRAND**  
Head of Rail Freight Services

## Infrastructure



**Marina POTAPIDOU**  
Policy Adviser – Infrastructure

## Passenger



**Blaz 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

# MEMBER STATISTICS

Data from 2020

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	-	8,129	22,094	-
BDŽ Holding	BG	-	1,524 <sup>d</sup>	2,231 <sup>d</sup>	-
BLS	CH	420 <sup>d</sup>	1,034 <sup>d</sup>	2,757 <sup>d</sup>	13,628 <sup>d</sup>
Bulmarket	BG	-	-	370 <sup>d</sup>	-
ČD	CZ	-	5,127	8,790	-
CFL	LU	271 <sup>d</sup>	463 <sup>d</sup>	-	8,028 <sup>d</sup>
CFL cargo	LU	-	-	2,346	-
CFM <sup>a</sup>	MD	-	-	-	-
CFR	RO	10,769	-	-	76,675
CFR Călători	RO	-	3,270	-	-
CFR Marfă	RO	-	-	2,770	-
CP	PT	-	2,201	-	-
DB	DE	33,399	47,439	78,670	1,066,000
DSB	DK	-	3,583	-	-
EURAIL <sup>a</sup>	NL	-	-	-	-
EUROFIMA <sup>a</sup>	CH	-	-	-	-
Eurostar	GB (UK)	-	4,704	-	-
Euskotren	ES	-	406 <sup>d</sup>	0.5 <sup>d</sup>	-
EVR	EE	798 <sup>d</sup>	-	-	6,210 <sup>d</sup>
FS Italiane	IT	17,556	16,965	20,133	343,017
GR <sup>a</sup>	GE	-	-	-	-
GyseV	HU/AT	509	223	1,326	7,536
HSH	AL	570 <sup>d</sup>	2 <sup>d</sup>	26 <sup>d</sup>	205 <sup>d</sup>
HUNGRAIL	HU	-	-	579 <sup>d</sup>	-
HŽ Infrastruktura	HR	2,617	-	-	20,023
HŽ PP	HR	-	449	-	-
IÉ	IE	2,400	877	74	16,950
ISR <sup>a</sup>	IL	-	-	-	-

CER Member	Country	Length of lines	Passenger-kilometres	Freight tonne-kilometres	Train-kilometres (IM only) <sup>b</sup>
		in km	millions	millions	millions
LDZ	LV	1,859	18	6,030	11,501
LINEAS	BE	-	-	6,245	-
LTG	LT	1,911	260	15,865	16,906
MÁV	HU	7,243	3,400	-	100,938
Montecargo	ME	-	-	112 <sup>d</sup>	-
MRCE <sup>a</sup>	NL	-	-	-	-
NRIC	BG	4,029	-	-	29,592
NS	NL	-	8,258	-	-
ÖBB	AT	4,875	6,692	24,232	146,900
OSE	EL	2,345	-	-	9,073
PKP	PL	18,664	6,150	22,066	231,154
RB Rail <sup>a</sup>	LV	-	-	-	-
RDG <sup>a</sup>	GB (UK)	-	-	-	-
RENFE Operadora	ES	-	11,189	5,042	-
SBB CFF FFS	CH	3,260	11,666	15,978	180,221
SNCB/NMBS	BE	-	7,496	-	-
SNCF	FR	28,000	56,230	14,474	370,000
SŽ	SI	1,209	397	3,989	16,610
SŽCZ	CZ	9,377	-	-	167,914
Thalys	BE	-	858	-	-
TRAINOSE	EL	-	1,253 <sup>d</sup>	491 <sup>d</sup>	-
TVS <sup>a</sup>	CH	-	-	-	-
UZ <sup>a</sup>	UA	-	-	-	-
VDV	DE	2,478 <sup>c</sup>	2,972 <sup>c</sup>	37,772 <sup>c</sup>	20,402 <sup>c</sup>
VPE <sup>a</sup>	HU	-	-	-	-
VR Group	FI	-	2,820	9,914	-
VY <sup>a</sup>	NO	-	-	-	-
WKO	AT	475	74	390	7,000

CER Member	Country	Length of lines	Passenger-kilometres	Freight tonne-kilometres	Train-kilometres (IM only) <sup>b</sup>
		in km	millions	millions	millions
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	4	361	1,178
ŽRSM-Infrastructure	MK	683	-	-	1,461
ŽRSM-Transport	MK	-	25	340	-
ŽS Infrastructure	RS	3,333 <sup>d</sup>	-	-	13,262 <sup>d</sup>
ŽS Passenger	RS	-	157	-	-
ŽSR	SK	3,627	-	-	48,225
ZSSK	SK	-	1,968	-	-
ZSSK Cargo	SK	-	-	5,375	-

- Not applicable
- a Partner member of CER
- b Train-path kilometres from the point of view of the infrastructure manager
- c 2019 data
- d No input received - Provisional or outdated data

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79%

of the European rail network length

77%

of the European rail freight business

90%

of rail passenger operations in Europe

