CER

The Voice of European Railways

Customers and society first

The vision that CER has for the future of European mobility is one where railways

- are a competitive and viable **first-choice transport mode** in terms of price and service quality for both passengers and freight customers;

- are central to the delivery of Europe's goals of **cutting greenhouse gas emissions**, reducing air pollution, achieving energy security, and relieving congestion;

- are the backbone of a **seamless and integrated transport system** in close cooperation with the other transport modes, in particular by linking major urban centres with high speed connections and connecting peripheral urban areas with city centres;

- are an enabling factor for the **competitiveness of the European economy,** supporting economic growth and job creation;

- contribute to **an inclusive EU society** by paying special attention to the needs of vulnerable segments of the population such as the elderly and citizens with reduced mobility;

- are an attractive, diverse and **socially responsible employer**, offering a wide range of professions, stimulating job creation at the local level, nationally and Europe-wide, and attracting talents;

- continue (and improve on) being **the safest mode** for land transportation, with an increased focus also on security;

- **embrace digitalisation** and exploit the opportunities linked to it for both infrastructure management and train operations.

Further digitalisation

Railways commit to

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

A more personalised service

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

Sustainability as a driver for modal choice

- Rail is the most sustainable mode of motorised transport and is fundamental in the path towards a more sustainable European mobility system and economy. Yet rail undertakings commit to **reduce their CO_2 footprint even further**: by 2030 railways want their total CO_2 emissions from railway operations to be 30% less than what it was in 1990 (and this notwithstanding the expected modal shift goals of the 2011 Transport White Paper).

Sustainable financing models for railways

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

Embracing new market opportunities

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

Ensuring a stable regulatory environment for the railway sector

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

Promoting digitalisation and innovation

- **ERTMS** should be at the center of the technical EU strategy. Developing the framework for **Automatic Train Operation**, improved connectivity and further digital developments relevant for rail should be at the top of the agenda. EU support is needed for the continuation of the **Joint Undertaking Shift2Rail**.
- The implementation of the **technical pillar of the 4th Railway Package** and a close cooperation with the European Union Agency for Railways are of key importance for the sector.

Ensuring adequate funding

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

Guaranteeing fair intermodal competitive conditions

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

Promoting environmental sustainability

- EU CO_2 reductions, set in the **2011 Transport White Paper**, will not be achieved without a substantial contribution from the transport sector. Rail is a key factor in this regard. **Decarbonisation of transport** should be at the top of the agenda in the new policy period, putting rail at the heart of the EU decarbonisation strategy.
- **Transport noise reduction** should also be addressed, with each mode of transport contributing to reaching this goal. Measures to improve the energy efficiency of rail are to be promoted too.

Promoting transport security

- The industry is willing to invest further to guarantee the **maximum level of security for passengers and freight**. Any new policy measure should however preserve the openness of the railway system: ease of access to train stations, trains and other portions of the rail system must be maintained.

## Ensuring efficient and sustainable connectivity between Europe and Asia

- Investment in **rail infrastructure** such as cross-border bottlenecks should be increased.
- **Regulatory alignment and technical interoperability** must be ensured between EU (TEN-T) and Chinese rail infrastructure initiatives (OBOR).

Brexit: a close future relationship

- The relation between future UK and EU rail markets should be **as close as possible** to the present regulatory and technical framework, through e.g. mutual recognition of licenses, continued interoperability of rolling stock and infrastructure, reciprocal market access for operators and industry

Five sectoral commitments

The right policies

The enablers of our vision

- **Further digitalisation of all processes and services**
- **Ensuring a stable regulatory environment**
- **Even more customer-oriented services**
- **Promoting digitalisation and innovation**
- **Even more sustainable railways**
- **Ensuring adequate funding**
- **Sustainable financing models for railways**
- **Guaranteeing fair intermodal competitive conditions**
- **Embracing new market opportunities**
- **Promoting environmental sustainablility**
- **Keeping close the EU-UK relationship**
- **Promoting transport security**
- **Ensuring connectivity with Asia**

Railways: the backbone of sustainable European mobility

European railways already deliver zero-emission transport

4 trains out of 5 are already running on **electricity**, which is becoming greener
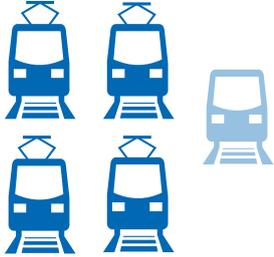
The railway sector is already **beyond the EU's 2030 renewable energy target** for transport

Rail's energy mix in the EU, 2015 compared to 1990

6.1%
1990

EU Target for 2030
14%

20.7%
2015

- Fossil Source
- Nuclear
- Renewable
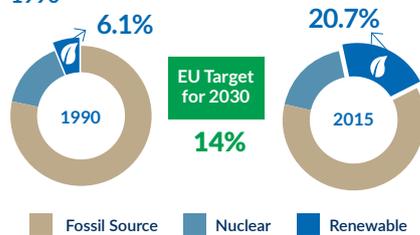
Railways create jobs and value added

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)

**80 bn €
(54%)**

149 bn €

**69 bn €
(46%)**

- Direct
- Indirect

Millions of persons employed

>1 million
million directly

1.3 million
million indirectly

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

Rail is 9x less CO_2 intensive than road for freight and air travel for passengers.

Specific CO_2 emissions per transport mode

Passenger

Rail
(28 gCO_2/pkm)

Road
(102 gCO_2/pkm)

Air
(244 gCO_2/pkm)

Freight

Rail
(16 gCO_2/tkm)

Inland waterways
(51 gCO_2/tkm)

Road
(140 gCO_2/tkm)

Rail is the safest mode of land transport

Fatalities per billion passenger-kilometres for different modes of transport (2011-2015)

3,0
2,5
2,0
1,5
1,0
0,5
0,0

Railway passenger

Bus/coach occupant

Car occupant
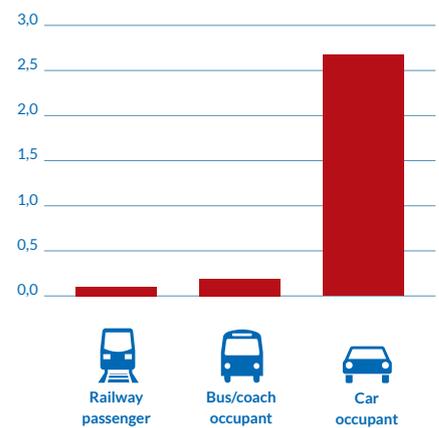
Rail is 6x more energy-efficient than road due to physical advantages such as lower rolling and air resistance.

Distance per energy unit consumed
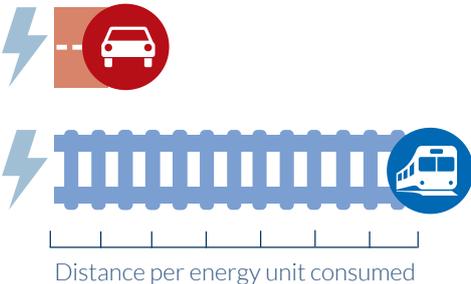
CER membership

71% of the European rail network length

76% of the European rail freight business

92% of rail passenger operations in Europe