



Annual Report

2014-2015



The Voice of European Railways

The Community of European Railway and Infrastructure Companies (CER) brings together more than 70 European railway undertakings, their national associations as well as infrastructure companies and vehicle leasing companies. CER represents the interests of its members towards the European institutions as well as other policy makers and transport actors. CER's main focus is promoting the strengthening of rail as essential to the creation of a sustainable transport system which is efficient, effective and environmentally sound.

For more information, see www.cer.be

Annual Report 2014-2015

Table of contents

P4

Foreword



1 P6

CER at a glance



2 P22

Economic footprint



3 P28

Core activities



4 P54

CER governance



P62

Annexes



Foreword

**Christian
Kern**

CER Chairman

During the last twelve months the EU political landscape has changed, with the European Parliament holding its eighth elections since 1979 and a new College of Commissioners coming into office.

And it is with a certain sense of solemnity that we look at these moments: they are in fact an occasion to reinforce our commitment to represent the European rail sector vis-à-vis the European institutions; to give voice to the concerns of rail businesses while constituting a reliable partner for all EU stakeholders; and to give a European dimension to the ambitions of each one of our members.

Like every year, the Annual Report provides a round-up of CER's work over the past year. It is a good way, we find, to take stock of all those important steps we took together towards a more sustainable, better-connected and more prosperous European railway area.

Over the past months, we have repeatedly advocated policies fostering rail freight. We have worked hard to encourage the European Commission to establish rail freight as the backbone of the EU logistics chain for goods. We have highlighted how this will require a fair intermodal environment, which needs to be further pursued so that train operators can realise their full potential. A revitalisation of all policies aimed at internalising external costs is thus urgently needed.

Infrastructure investments have been at the core of our message, and we have witnessed an aggressive, ambitious attempt to attract private resources for key infrastructure projects in the shape of the proposal for a European Fund for Strategic Investments – an attempt which we nevertheless believe should be remodelled to some extent.

We have seen the Council work on the Fourth Railway Package and taken concrete steps forward on all its parts. While we do give clear preference to the Technical Pillar, we hope the Package as such will be the last major rail regulatory bundle for the next decade.

As for the future, we look forward to the 2011 Transport White Paper assessment. We would like to see that the ambitious goals of the Paper are re-confirmed, especially regarding the modal-shift targets. Because curbing mobility is not an option; but neither is business as usual.

With growing demand and constantly improving customer services, rail passenger operators will contribute to a shift towards the safest, least polluting and most energy-efficient mode of transport – especially in the case of long-distance and urban travel – and will play a role in promoting sustainability. Moreover, railway operators play a positive role in society, providing millions of green jobs and offering access to employment.

Furthermore, a new buzzword, already familiar in our companies' strategy departments, has started echoing in the Brussels' corridors: digitalisation of railways. Clearly this is simply the latest in the string of challenges our sector has already taken up. In an ever more connected world, where technology helps businesses break efficiency barriers, we are fully committed to lowering those barriers even further.

Last but not least, we will continue to work strenuously for the promotion of our policy priorities for 2014-2020, which we have been developing over the past months: the stabilisation of the EU acquis for rail; the promotion of a pro-growth agenda which can foster high-speed services, a buoyant rail freight market and reliable infrastructure financing; and the establishment of equal pricing and fiscal policies across all modes.

We hope you will enjoy reading our Annual Report, and we look forward to continuing working together for the sake of the European rail sector!



Christian Kern
CER Chairman



Libor Lochman
CER Executive Director

**Libor
Lochman**
CER Executive Director

1

CER at a glance

- 1.1 The Voice of European Railways
- 1.2 CER members
- 1.3 CER activities and political events
- 1.4 The European Railway Award





1.1 The Voice of European Railways

Recognised as the voice of European railways for more than 25 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.

Our members

The Community of European Railway and Infrastructure Companies (CER) is the leading European railway association. It was founded in 1988 with twelve members and now brings together more than 70 European railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. Thus CER is the only European association that represents the entire railway system. The membership is made up of long-established bodies, new entrants and both private and public enterprises.

CER members represent



73%

of the European rail network length



80%

of the European rail freight business



96%

of rail passenger operations in Europe

We work with

▶ More than

70

members and partners

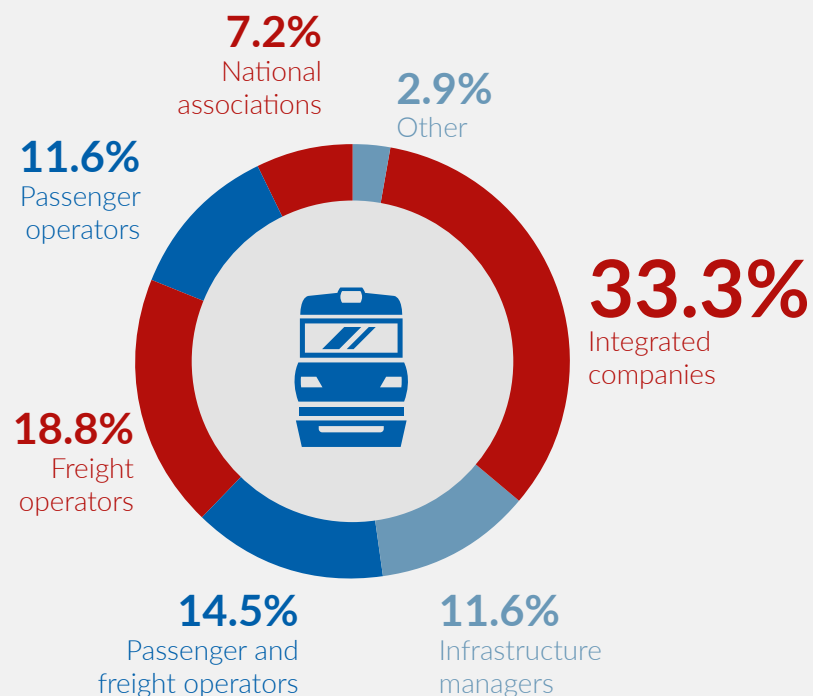
▶ **European institutions**

Council of the EU, European Commission, European Parliament, European Railway Agency (ERA)

▶ **Other organisations including:**

ASECAP, CEEP, CIT, EBRD, EIB, EFRTC, EIM, EPF, ERFA, ETF, IRU, OTIF, OSJD, RNE, SEETO, T&E, UIC, UNIFE, UIP, UIRR, UITP, and World Bank

CER has a diversity of members



Our objectives

CER is based in Brussels and represents the interests of its members to the European Parliament, European Commission and Council of Ministers, as well as to other policy makers and transport stakeholders. CER's objectives are to contribute to a regulatory environment that enhances business opportunities for European railway and railway infrastructure companies.

CER's interests cover all policy areas that have the potential to affect rail transport. CER monitors and evaluates the implementation of policies in close cooperation with its members. Through our permanent dialogue with the legislators we provide strategic visions as well as detailed opinions on the laws in order to promote better regulation.

Our partners

CER constantly strives to be a reliable, competent and committed partner, building stable relationships based on active and transparent dialogue between the sector and the European institutions. To achieve this, CER fosters a common and united European railway community.

Other rail organisations are regularly invited to participate in CER working groups. Discussions on infrastructure, freight, and passenger issues are frequently held between CER experts from the Brussels office, CER members, and representatives from the European Rail Infrastructure Managers (EIM),

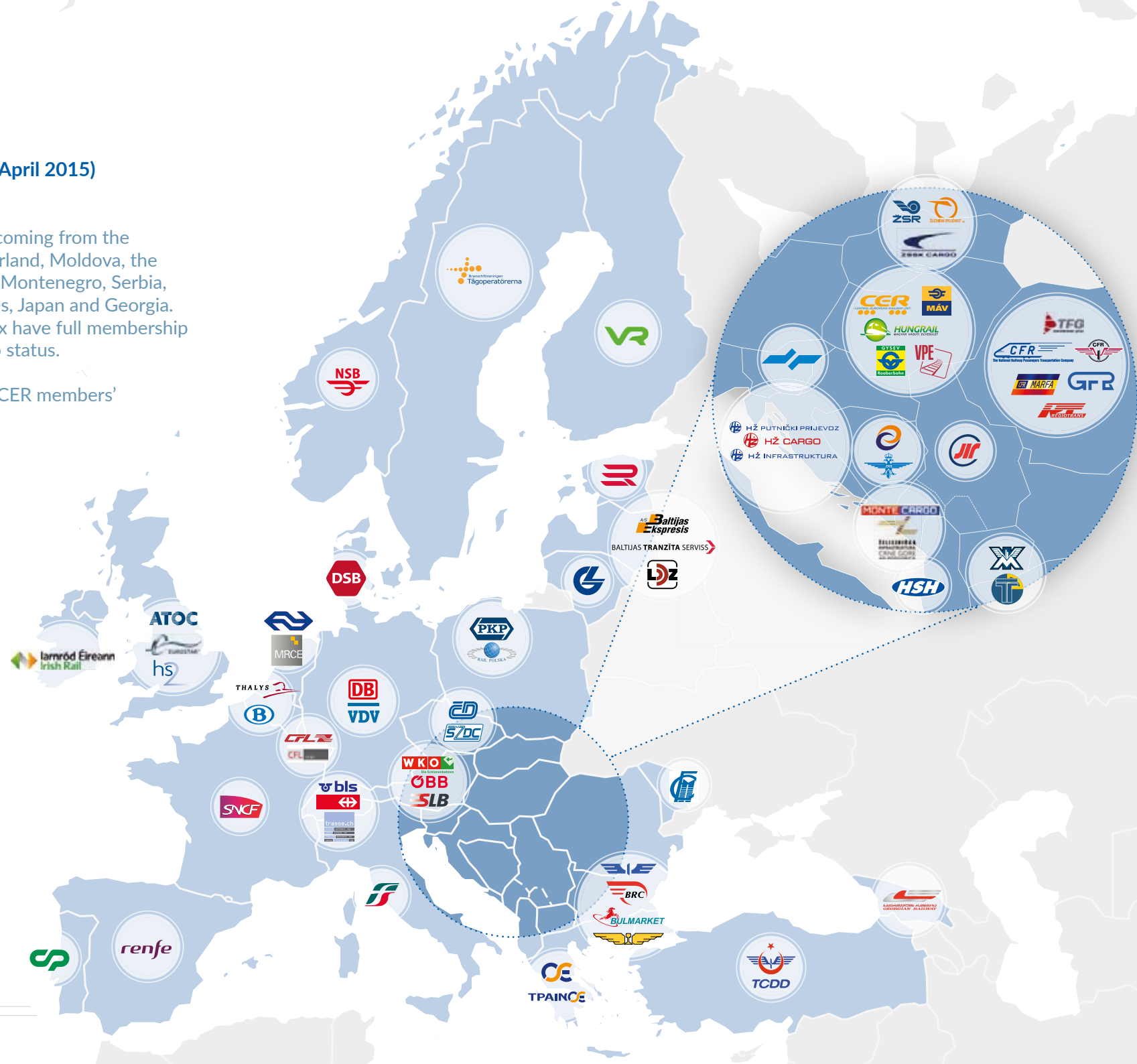
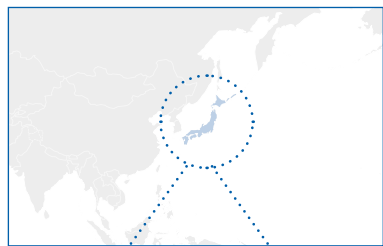
the International Union of Railways (UIC), the Association of the European Rail Industry (UNIFE), the International Union of Wagon Keepers (UIP) and the International Union of Public Transport (UITP). Recent activities have also led to close cooperation between rail associations on technical issues. Since its creation by the EU in 2004, the European Railway Agency (ERA) has become a key partner in the field of interoperability and most technical harmonisation issues.

CER also maintains close relationships with the European Federation of Railway Trackworks Contractors (EFRTC), the European Transport Workers' Federation (ETF), the International Union of combined Road-Rail transport companies (UIRR), RailNetEurope (RNE), the International Rail Transport Committee (CIT), the European Rail Freight Association (ERFA), the European Centre of Employers and Enterprises providing Public Services (CEEP), the Intergovernmental Organisation for International Carriage by Rail (OTIF) and the Organisation for Co-operation between Railways (OSJD), amongst others. On specific issues, CER liaises with non-rail organisations too, including NGOs, such as Transport and Environment (T&E), road lobbying organisations, such as the International Road Transport Union (IRU) or the European Association with tolled motorways, bridges and tunnels (ASECAP), regional transport organisations, like the South-East Europe Transport Observatory (SEETO), as well as financial bodies, such as the European Investment Bank (EIB), the World Bank and the European Bank for Reconstruction and Development (EBRD).

1.2 CER members (as of April 2015)

CER has seventy-one members, coming from the European Union, Norway, Switzerland, Moldova, the candidate countries (Macedonia, Montenegro, Serbia, Turkey), Western Balkan countries, Japan and Georgia. Among these companies, sixty-six have full membership status, and five enjoy partnership status.

This map depicts the location of CER members' headquarters.





Country	Name	Logo
ALBANIA	Hekurudha Shqiptare (HSH) Albanian Railways	
AUSTRIA	Fachverband der Schienenbahnen (WKO) Austrian Railway Association	
AUSTRIA	Österreichische Bundesbahnen (ÖBB) Austrian Federal Railways	
AUSTRIA	Salzburger Lokalbahn (SLB) Salzburg Regional Railway	
BELGIUM	Société Nationale des Chemins de Fer Belges/Nationale Maatschappij der Belgische Spoorwegen (SNCB/NMBS)	
BELGIUM	Thalys International (Thalys) Thalys International	
BOSNIA-HERZEGOVINA	Željeznice Federacije Bosne i Hercegovine (ŽFBH) Railways of the Federation of Bosnia-Herzegovina	
BOSNIA-HERZEGOVINA	Željeznice Republike Srpske (ŽRS) Railways of the Republic of Srpska	
BULGARIA	Balgarski Daržavni Železnitsi (BDŽ Holding) Bulgarian Rail Operator	
BULGARIA	Bulgarian Railway Company (BRC) Bulgarian Railway Company	
BULGARIA	Bulmarket (Bulmarket) Bulmarket	
BULGARIA	Nacionalna Kompania Železopatna Infrastruktura (NRIC) Bulgarian National Railway Infrastructure Company	
CROATIA	Hrvatske Željeznice Putnički Prijevoz (HŽ Putnički Prijevoz) Croatian Railway Passenger Company	

Country	Name	Logo
CROATIA	Hrvatske Željeznice Cargo (HŽ Cargo) Croatian Cargo Railway Company	
CROATIA	Hrvatske Željeznice Infrastruktura (HŽ Infrastruktura) Croatian Infrastructure Railway Company	
CZECH REPUBLIC	České Dráhy (ČD) Czech Railways	
CZECH REPUBLIC	Správa Železniční Dopravní Cesty (SŽDC) Czech Railway Infrastructure Administration	
DENMARK	Danske Statsbaner (DSB) Danish State Railways	
ESTONIA	Eesti Raudtee (EVR) Estonian Railways	
FINLAND	VR-Yhtymä Oy (VR Group) VR-Group- Finnish Railways	
FRANCE	Société Nationale des Chemins de Fer Français (SNCF) French National Railway Company	
GERMANY	Deutsche Bahn (DB) German Railway Group	
GERMANY	Verband Deutscher Verkehrsunternehmen (VDV) German Railway Association	
GREAT BRITAIN	Association of Train Operating Companies (ATOC) Association of Train Operating Companies	
GREAT BRITAIN	Eurostar (UK) (Eurostar) Eurostar (UK)	
GREAT BRITAIN	High Speed Two (HS2) High Speed Two	
GREECE	Organismo Siderodromôn Elladas (OSE) Hellenic Railways Organisation	

Country	Name	Logo
GREECE	TRAINOSE (TRAINOSE) TRAINOSE - Greek National Passenger Train Operating Company	
HUNGARY	Central-European Railway (CER Cargo) CER Central European Railway Transport, Trading and Service Company	
HUNGARY	Magyar Vasúti Fuvarozói Egyesülés (HUNGRAIL) Hungarian Railway Association	
HUNGARY	Magyar Államvasutak (MÁV) Hungarian State Railways	
HUNGARY	Győr-Sopron-Ebenfurth Vasút (GySEv) Raabodenburg-Ebenfurter Eisenbahn	
IRELAND	Iarnród Éireann (IÉ) Irish Rail	
ITALY	Ferrovie dello Stato Italiane (FS Italiane) Italian Railway Group	
LATVIA	Baltijas Ekspressis (BE) Baltic Rail Freight Company	
LATVIA	Baltijas Transita Serviss (BTS) Baltic Transit Services	
LATVIA	Latvijas Dzelzceļš (LDZ) Latvian Railways	
LITHUANIA	Lietuvos Geležinkeliai (LG) Lithuanian Railways	
LUXEMBOURG	Société Nationale des Chemins de Fer Luxembourgeois (CFL) Luxembourg National Railway Company	
LUXEMBOURG	CFL cargo Luxembourg Cargo Company	

Country	Name	Logo
MACEDONIA	Makedonski Železnici Infrastruktura (PE MZ Infrastruktura) Railways of the Former Yugoslav Republic of Macedonia Infrastructure	
MACEDONIA	Makedonski Železnici Transport (PE MZ Transport) Railways of the Former Yugoslav Republic of Macedonia Transport	
MOLDOVA	Calea Ferată din Moldova (CFM) Moldovan Railways	
MONTENEGRO	Montecargo (Montecargo) Montenegro National Freight Operating Train Company	
MONTENEGRO	Željeznicka Infrastruktura Crne Gore (ZICG) Rail Infrastructure Montenegro	
NETHERLANDS	Nederlandse Spoorwegen (NS) Dutch Railways	
NORWAY	Norges Statsbaner (NSB) Norwegian State Railways	
POLAND	Polskie Koleje Państwowe (PKP) Polish State Railways	
POLAND	Rail Polska Rail Poland	
PORTUGAL	Comboios de Portugal (CP) Portuguese Railway Company	
ROMANIA	Compania Națională de Cai Ferate (CFR) Romanian National Infrastructure Company	
ROMANIA	Societatea Națională de transport Feroviar de Călători (CFR Călători) Romanian National Passenger Train Operating Company	

Country	Name	Logo
ROMANIA	Societatea Națională de Transport Feroviar de Marfă (CFR Marfă) <i>Romanian National Freight Operating Train Company</i>	
ROMANIA	Grup Feroviar Roman (GFR) <i>Romanian Railway Group</i>	
ROMANIA	Regiotrans Brasov <i>Romanian Transport Brasov</i>	
ROMANIA	SC Transferoviar Grup SA (TFG) <i>Romanian Railway Company</i>	
SERBIA	Železnice Srbije (ŽS) <i>Serbian Railways</i>	
SLOVAKIA	Železnice Slovenskej Republiky (ŽSR) <i>Slovak Infrastructure Company</i>	
SLOVAKIA	Železničná Spoločnosť Slovensko (ZSSK) <i>Slovak Rail Passenger Operator</i>	
SLOVAKIA	Železničná Spoločnosť Cargo Slovakia (ZSSK Cargo) <i>Slovak Rail Freight Company</i>	
SLOVENIA	Slovenske Železnice (SŽ) <i>Slovenian Railways</i>	
SPAIN	RENFE Operadora <i>National Spanish Railway Operator</i>	
SWEDEN	Sveriges Branschföreningen Tågoperatörerna (ASTOC) <i>Association of Swedish Train Operators</i>	
SWITZERLAND	BLS <i>Swiss Railway Company</i>	

Country	Name	Logo
SWITZERLAND	Schweizerische Bundesbahnen/Chemins de Fer Fédéraux Suisses/Ferrovie Federali Svizzere (SBB/CFF/FFS) <i>Swiss Federal Railways</i>	
TURKEY	Türkiye Cumhuriyeti Devlet Demiryolları (TCDD) <i>Turkish State Railway</i>	

Partners

Country	Name	Logo
JAPAN	East Japan Railway Company (JR East) <i>East Japan Railway Company</i>	
GEORGIA	Georgian Railway Ltd (GR) <i>Georgian Railway</i>	
HUNGARY	Vasúti Pályakapacitás-Elosztó (VPE) <i>Hungarian Railway Capacity Allocator</i>	
NETHERLANDS	Mitsui Rail Capital Europe (MRCE) Dispolok <i>Locomotive Leasing Company</i>	
SWITZERLAND	Trasse Schweiz AG (Trasse Schweiz) <i>Swiss Train Path Allocating Body</i>	

1.3 CER activities and political events

2014

May

June

(6 May) The Eurotunnel linking France and the UK celebrates its 20th anniversary.

(8 May) The Greek Presidency of the EU hosts an EU-Western Balkans ministerial conference in Thessaloniki, with a focus on transport and energy connectivity.

(14 May) CER organises with the Greek Presidency of the EU a day trip to the Port of Zeebrugge, in order to demonstrate the potential of rail in connecting seaports with their hinterland.

(21 May) The CER General Assembly meets in Paris. The plenary meeting of the European Sectorial Dialogue Committee in the rail sector takes place in Brussels. CER and DG TAXUD meet for their annual Joint Customs Meeting in The Hague.

(22-25 May) European elections in the 28 Member States of the EU: 751 Members of the European Parliament are elected, with a majority of 221 seats going to the EPP.

(23 May) CER organises a side-event at the International Transport Forum Summit in Leipzig, focusing on the economic impact of railways.

(3 June) CER Executive Director Libor Lochman speaks at the 'Connecting Europe with Asia' conference in Riga.

(4 June) Rail freight CEOs meet in Stockholm for the annual CER-UIC High-Level Freight Meeting.

(5 June) The joint CER-EIM High-Level Infrastructure Meeting takes place in Stockholm.

(5 June) The Transport Council reaches a political agreement on the revision of the Safety Directive, in the context of the discussions on the Fourth Railway Package Technical Pillar.

(6 June) The European Commission presents its Strategic Framework on Health and Security at Work for the period 2014-2020.

(13 June) CER Executive Director Libor Lochman meets for the first time with João Aguiar Machado, new Director-General of the European Commission's Directorate-General for Mobility and Transport.

(16 June) CER co-organises with ETF a seminar in Split on the social dialogue in South-West Europe.

(17 June) CER holds a policy session on climate, energy and transport policies towards 2030, during the UIC Energy Efficiency Days in Antwerp.

(16 June) The Council of the EU formally adopts the Regulation establishing the Shift2Rail Joint Undertaking to lead rail research and development over the next six years.

(26 June) The European Railway Agency celebrates its 10th anniversary.



23 May - ITF Summit

From left to right:
JR East Vice-President Masaki Ogata, Head of Sweden's Government Committee on Railway Sector Organisation Gunnar Alexandersson, CER Chairman Christian Kern, TCDD Deputy Head of Research, Planning and Coordination Nazim Bükülmez

(1 July) Start of the European Parliament's 8th term. Martin Schulz is re-elected as President of the European Parliament until January 2017. 14 Vice-Presidents are also elected. Italy takes over the rotating Presidency of the Council of the European Union from Greece.

(3 July) The European Parliament votes on the composition of its 20 committees.

(7 July) Constitutive meeting of the EP Transport and Tourism committee. MEP Michael Cramer is elected as Chairman.



22 July - CER Summer Cocktail

From left to right: CER Chairman Christian Kern, EP TRAN Committee Chairman Michael Cramer, CER Executive Director Libor Lochman

(30 August) Donald Tusk is appointed President of the European Council until 31 May 2017. Federica Mogherini becomes High Representative of the Union for Foreign Affairs and Security Policy.

(8 September) CER takes part in the annual Social Dialogue Liaison Forum gathering all European social partners and the European Commission.

(17 September) CER Executive Director Libor Lochman meets the Latvian Minister for Transport Anrijs Matīss in Riga on the occasion of the *Global Transport Development Vision 2050 Conference* organised by Latvian Railways.

July

August

September

(9 July) Shift2Rail and six other public-private partnerships are launched under the EU's research funding programme Horizon 2020.

(15 July) Jean-Claude Juncker is elected President of the European Commission for a five-year term.

(22 July) CER organises a summer cocktail to welcome the newly elected Members of the European Parliament.



23 September - CER Management Committee

(22 September) The CER General Assembly meets in Berlin.

(23 September) The CER Management Committee meets DG MOVE Director-General João Aguiar Machado on the opening day of *InnoTrans*, the leading International Trade Fair for Transport Technology.

(8 October) The CER High-Level Passenger Meeting takes place in Amsterdam on the occasion of the 175th anniversary of Dutch rail operator NS.

(15 October) CER presents its policy priorities for the 2014-2019 period, as well as its study on the economic impact of railways in Europe, during an event organised in Brussels.

(22 October) The European Parliament approves the the Juncker Commission, including new Commissioner for Transport Violeta Bulc.

(1 November) The new European Commission takes office.

(4 November) CER Executive Director Libor Lochman presents CER's policy priorities at the 12th European Transport Congress organised in the European Parliament.

(4 November) The European Rail Research and Advisory Council (ERRAC), gathering all major rail research stakeholders, adopt their Strategic Rail Research and Innovation Agenda during their plenary meeting in Brussels.



5 November - European Rail Summit

From left to right: Infrabel CEO Luc Lallemand, CER Executive Director Libor Lochman, Railway Gazette Editor in Chief Chris Jackson, former ERA Executive Director Marcel Verslype, UNIFE Director General Philippe Citroën, CEO of Siemens Mobility Division Jochen Eickholt

(3 December) European Transport Ministers adopt a set of Council conclusions on transport infrastructure and the Trans-European Transport Network, as well as a Progress Report on the Political Pillar of the Fourth Railway Package.

(4 December) The Council of the EU agrees on a general approach on the reform of the Package Travel Directive and Assisted Travel Arrangement Directive.

October

November

December

(29 October) Catherine Trautmann replaces Pavel Telička as European Coordinator for the North Sea-Baltic core network corridor.

(30 October) The CER Human Resources Directors Group meets in Antalya.

(5 November) The urgency for rapid implementation of the Technical Pillar of the Fourth Railway Package is underlined by several speakers, including CER Executive Director Libor Lochman, at the 1st European Rail Summit.

(12 November) CER Executive Director Libor Lochman and Mikael Aro, CEO of VR, meet European Commission Vice-President for Growth, Jobs, Investment and Competitiveness Jyrki Katainen.

(20 November) The Group of Representative Bodies welcomes Josef Doppelbauer, new Director of the European Railway Agency, during an evening event organised in Brussels.

(25 November) European Commission President Jean-Claude Juncker presents his Investment Plan for Europe to the European Parliament.

(27 November) CER Executive Director Libor Lochman meets for the first time Violeta Bulc, new Commissioner for Transport, at the occasion of the European Rail Freight Days organised by the European Commission with the support of CER and UNIFE.

(4 December) CER and the Italian Presidency of the EU jointly organise an event on the role of rail in underpinning Europe's future mobility and growth.



4 December - Can rail help deliver a better future for Europe?

(9 December) The first freight train between China and Spain arrives in Madrid after 21 days and over 13 000 km.

(12 December) End of the United Nations Climate Change Conference held in Lima, setting the course for a global climate deal in Paris in 2015.

(16 December) The European Commission publishes its Work Programme for 2015. The Council of the EU approves the agreement on the revision of Directive 96/53 on trucks' weights and dimensions, rejecting the Commission's proposal to allow cross-border circulation of megatrucks between Member States.



From left to right: Alessandro Violi (Ministry of Transport and Infrastructure, Italy), FSI International Affairs Senior Vice-President Alberto Mazzola, DG MOVE Director European Mobility Network Olivier Onidi, European Corridor Coordinator Mathieu Grosch, MEP Isabelle De Monte, MEP Wim Van de Camp, CER Executive Director Libor Lochman

(1 January) Latvia takes over the Presidency of the Council of the European Union. Josef Doppelbauer takes office as Executive Director of the European Railway Agency.

(13 January) The European Commission publishes its legislative proposal for the creation of a European Fund for Strategic Investment.

(12 February) Markku Markkula is elected President of the Committee of the Regions.

(24 February) CER and the Latvian Presidency of the EU jointly organise a debate on intermodality and the transport of goods from Asia to the EU.

(25 February) The European Commission launches its Energy Union strategy.

(27 February) The joint CER-CIT annual meeting takes place in Geneva.

2015

January

February

(21 January) Lord Andrew Adonis, former Secretary of State for Transport in the UK, and industrial designer Alexander Neumeister receive the European Railway Award 2015.

(22 January) Girts Bramans, Counsellor for Land Transport of the Permanent Representation of Latvia presents the goals of the Latvian Presidency of the EU at the 54th CER General Assembly in Brussels.

(26 January) CER Executive Director Libor Lochman meets Polish Minister of Infrastructure and Development Maria Wasiak.



24 February - Transporting goods from Asia to the EU - What role for intermodality?

From left to right: Ekol Logistics Intermodal Director Oliver Schuhbauer, DB Schenker Rail Polska Chairman Hans-Georg Werner, Transport Commissioner Deputy Head of Cabinet Desiree Oen, CER Executive Director Libor Lochman, CEO of LDZ Latvian Railways Ugi Magonis, CEO of HUPAC Bernhard Kunz

1.4 The European Railway Award 2015

Jointly organised by CER and UNIFE, the European Railway Award 2015 was presented on 21 January to Lord Andrew Adonis, former Secretary of State for Transport in the UK, for political achievements and to industrial designer Alexander Neumeister for technical achievements.

Keynote speaker of the gala evening was the recently-appointed European Commissioner for Transport, Violeta Bulc, who congratulated the winners and reflected on her work as Transport Commissioner to improve rail transport, remarking: "Rail is an essential part of my vision of transport for next five years. The adoption of the Fourth Railway Package is my main priority for that sector. It should finally ensure stability of the regulatory framework as there will not be any 'Fifth Railway Package' if the fourth one as adopted by Council and European Parliament is sufficiently ambitious."

Latvia's Minister of Transport Andrijs Matīss presented the plans of the Latvian Presidency of the EU. Representing the European Parliament, MEP Michael Cramer (Greens/EFA, DE), Chairman of the Committee on Transport and Tourism, addressed the work of his Committee on rail transport under his leadership



From left to right: UNIFE Director General Philippe Citroën, UNIFE Chairman Lutz Bertling, CER Chairman Christian Kern, Oliver Stotz (Mia Seeger Foundation), MEP Michael Cramer, European Commissioner for Transport Violeta Bulc, Technical Award winner Alexander Neumeister, CEO of Siemens Mobility Division Jochen Eickholt, CER Executive Director Libor Lochman



“ Rail is an essential part of my vision of transport for the next five years.

Violeta Bulc
European Commissioner for Transport

and commented: "The European Railway Award puts the spotlight on the most environmentally-friendly mode of transport. It shows that we should not be shy in communicating how attractive, comfortable and sustainable travelling by train can be!"

Political Award

As UK Secretary of State for Transport (2008-2009), Political Award winner Lord Andrew Adonis spearheaded the plan for High Speed 2, the proposed high-speed railway line from London to Birmingham and the north of England, which was adopted by the British Government in 2010. He was also a key leader in promoting the electrification of railways throughout the UK. Under his leadership in the Ministry

for Transport, the British rail system has improved extensively as a result of his many initiatives in high speed and mainline electrification. Moreover, he played a key role in the development of the National Skills Academy for Railway Engineering.

Jochen Eickholt, CEO of Siemens Mobility Division, gave the laudatory speech for Lord Andrew Adonis.

Technical Award

The laureate for the Technical Award 2015, Alexander Neumeister, is one of the most renowned industrial designers worldwide. Some of his famous designs include the German ICE-3 high-speed trains, the MagLev train 'Transrapid', the Japanese 'Shinkansen 500 Nozomi', the German DMU trains 'Talent' and 'Desiro' or the C1 and C2 train generations of the Munich subway.

The laudatory speech for Alexander Neumeister was given by Pablo Vázquez Vega, President of Renfe Operadora.



From left to right: CER Executive Director Libor Lochman, Political Award winner Andrew Adonis, Teach First Executive Director James Westhead, UNIFE Director General Philippe Citroën



From left to right: CER Executive Director Libor Lochman, Technical Award winner Alexander Neumeister, UNIFE Director General Philippe Citroën



“ The European Railway Award puts the spotlight on the most environmentally-friendly mode of transport.

Michael Cramer
(Greens/EFA, DE) Chairman of the European Parliament Committee on Transport and Tourism

The European Railway Award honours outstanding political and technical achievements in the development of economically and environmentally sustainable rail transport. The award comes with prize money, which is donated to charity organisations of the laureates' choice. The jury for the European Railway Award 2015 consisted of CEOs of railway and rail industry companies as well as stakeholders from the transport sector and the EU institutions.

For more information, visit:
www.europeanrailwayaward.eu

The European Railway Award - History

The European Railway Award was initiated by CER in 2007. It is now organised jointly with the Association of the European Rail Industry (UNIFE).

► Political Award Winners



2007
Karel van Miert
Former European Commissioner for Transport



2009
Moritz Leuenberger
Former Swiss Transport Minister



2010
Felipe González
Former Spanish Prime Minister



2011
Ken Livingstone
British Labour politician and former Mayor of London



2012
Karel Vinck
European ERTMS Coordinator



2013
Benedikt Weibel
Former CEO of the Swiss Federal Railways (SBB)



2014
Jacques Barrot
Former European Commissioner for Transport



2015
Lord Andrew Adonis
Former UK Secretary of State for Transport

► Technical Award Winners



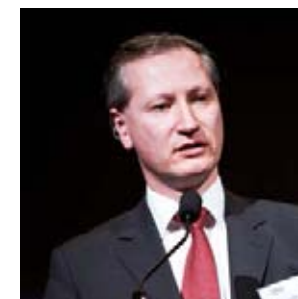
2007
Jean Dupuy
Former Director General of SNCF



2009
Bengt Sterner
Inventor of the ETCS electronic train control system



2010
Roland Heinisch
Former Member of the DB Board and former
Chairman of DB Netz



2011
Stefan Haas
Managing Director, Knorr Bremse Austria



2012
François Lacôte
Senior Vice-President and Technical Advisor, Alstom



2013
Johannes Nicolin
Technical Director, AAE Holding AG



2014
Giorgio Diana
Researcher and Professor of Mechanical Engineering
at Politecnico di Milano



2015
Alexander Neumeister
Industrial designer

2

Economic footprint

- 2.1 Railways make sizeable contribution to Europe's economy
- 2.2 Recovery of rail freight and passenger traffic in Europe





Photo: fotolia.com

2.1 Railways make sizeable contribution to Europe's economy

While some impacts of railways on the wider economy are quite visible, others are less obvious. A study commissioned by CER quantifies and illustrates the economic impacts of railways in the EU. Railways generate 1.1% of GDP and 2.3 million jobs. Moreover, railways stand out as one of the cleanest transport modes and have a strong safety record.

The report also estimates indirectly-generated gross value added and employment, i.e. through upstream supplier effects or infrastructure investments. This covers, for example, the jobs and value added that depend on supply relationships with railway transport operations (e.g. manufacture of locomotives, maintenance, catering, accounting) or are created through railway infrastructure investments (e.g. laying tracks or building tunnels). More than 1.2 million persons are indirectly employed by the railway transport sector which, in turn, generates an additional EUR 77 billion of indirect annual GVA, corresponding to 0.6% of EU GDP.

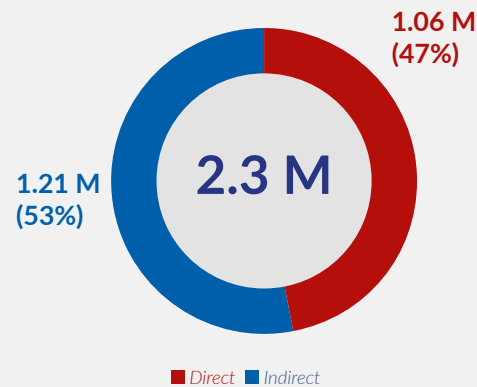
The report *The economic footprint of railway transport in Europe* analyses the economic impact of railways in the European Union, namely in terms of gross value added (GVA), employment, exports and other key economic variables. Commissioned by CER and compiled by Ecorys, a leading European research and consultancy company, the report was published in October 2014.

It provides estimates of the economic size of the rail sector in the form of directly-generated gross value added and employment. This includes employment resulting directly from the transport of persons or freight and the associated infrastructure management, as well as the value added created by these activities. The EU railway transport sector employed around 1.1 million people in 2012 and generated a value added of EUR 66 billion, corresponding to 0.5% of EU GDP.



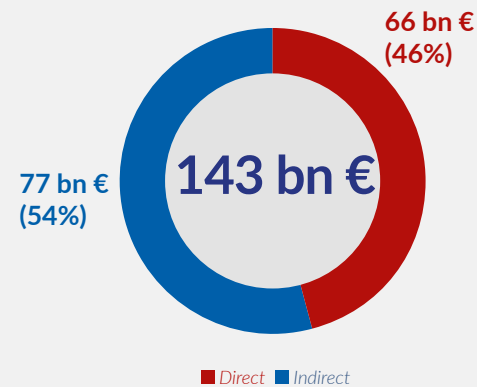
The size of the railway transport sector in 2012 in persons employed and GVA

Figure 1: Millions of persons employed



Source: Ecorys, 2014

Figure 2: Gross value added



Therefore, one direct job in railway transport creates slightly more than one additional job in indirectly dependent economic activities, with total employment related to railways at 2.3 million people. In total the railway transport sector, including indirect GVA, accounts for 1.1% of the European Union's economy.

Additionally, there are induced effects, or 'income effects'. These reflect the jobs and value added created as a result of spending by those workers who, directly or indirectly, earn incomes from railway transport. Induced effects in terms of additional annual gross value added are estimated to account for EUR 35.5 – 106.5 billion (0.3 to 0.8% of EU GDP), or, in terms of additional employment, 575 000 – 1 725 000 persons in work.



The report's chapter on the social aspects of the rail sector highlights rail's function in promoting social inclusion and mobility for all. Specifically, vocational training schemes by the railways, like those in Austria, France and Germany, show rail's positive impact on youth employment.

The report also provides a snapshot of rail's environmental performance. Railways contribute to a more sustainable transport system by emitting very low amounts of CO₂.

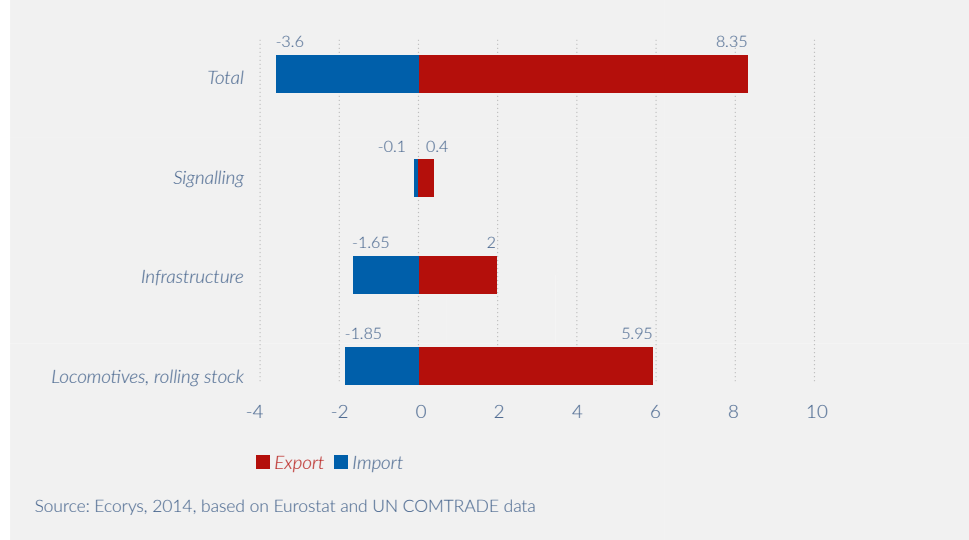
As shown in Figure 9 (p.45), CO₂ emissions per passenger-kilometre and per tonne-kilometre for road transport are respectively 2.6 times and 3.6 times higher than for rail transport. Comparing high-speed rail to air transport estimates on energy consumption (per seat mile) indicates that high-speed rail consumption is 2.4 times lower than comparable air transport.

Finally, the report shows that the railway scores well in terms of safety: railway transport is 1.5 times safer than bus transport and 24 times safer than car transport.

The report also discusses the wider economic benefits of railway - whether passenger or freight. Enhanced transport possibilities contribute in terms of agglomeration impacts and to more effective labour and product markets. Transport improvements help cities grow and diversify, thus making 'learning, matching and sharing' easier for firms and households.

Innovation in the rail transport sector strengthens the competitive position of railway operators, but it also enhances the global competitive position of the European railway supply industry by enabling it to retain its technologically-advanced position relative to other global competitors. The European railway supply industry has a significant net export position (excluding EU internal trade) with the rest of the world, which is driven mainly by the locomotive and rolling stock segment.

Figure 3: EU import/export of the rail supply industry in 2010 (in bn €)



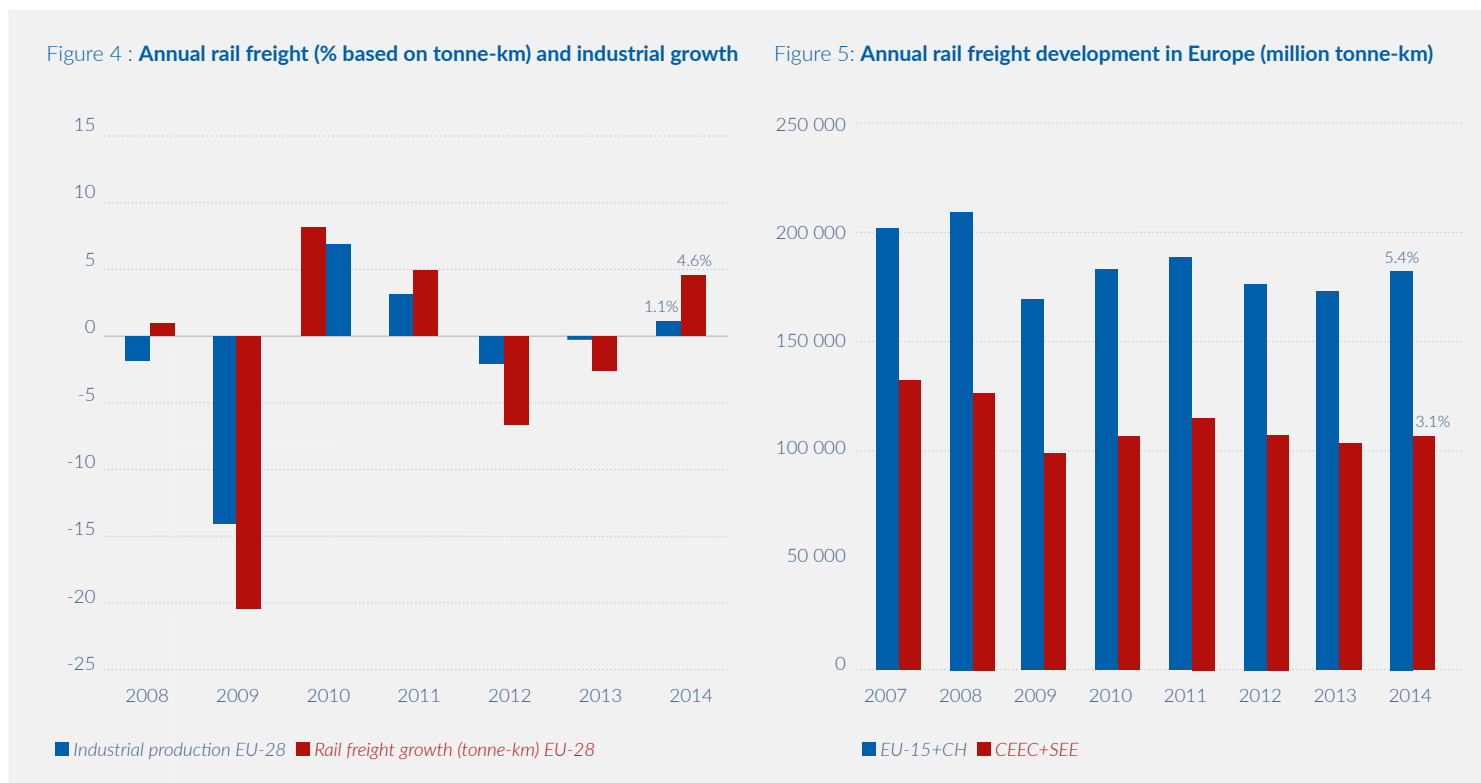
2.2 Recovery of rail freight and passenger traffic in Europe

After several years of continued decline, a survey¹ conducted by CER shows that in 2014 European rail operators in Central and Eastern Europe (CEEC) and South-East Europe (SEE) improved freight performance by 3.1% and passenger performance by 0.5%. Likewise, rail operators in the EU-15 were able to boost freight performance by 5.4% and passenger performance by 0.7%.

Positive rail freight growth across Europe

Following the decline of rail freight traffic in 2012 (-6.7%) and 2013 (-2.6%), the results for 2014 show that tonne-kilometres in Europe grew by 4.6%. As can be seen in Figure 5, the European rail freight sector outperformed the rate of growth of industrial production² in 2014, which only increased by 1.1% over the same period. Despite this growth, tonne-kilometres in Europe in 2014 still remain 14.2% below the pre-crisis level of 2008.

As reflected in Figure 5, the tonne-kilometres in the EU-15 (+CH) grew by 5.4% in 2014 following a decline in 2012 (-6.5%) and 2013 (-2%). The growth in EU-15 (+CH)



was stronger in the first half of 2014 (+7%) compared to the second half (+3.9%).

Similarly, Figure 5 shows an increase in tonne-kilometres in CEEC+SEE of 3.1% in 2014, following two consecutive years of

decline recorded for 2012 (-6.9%) and 2013 (-3.6%). The growth in CEEC+SEE took place mostly in the first half (+5.9%) of 2014, with only moderate growth achieved in the second half (+0.4%).

1 CER conducts regular surveys among its members on the performance of the rail passenger and freight sectors.

2 Industry Production Index (which includes mining and quarrying, manufacturing, electricity, gas, steam and air conditioning supply), Eurostat, April 2015

Figure 6: Quarterly rail freight development in Europe (% growth based on tonne-km)

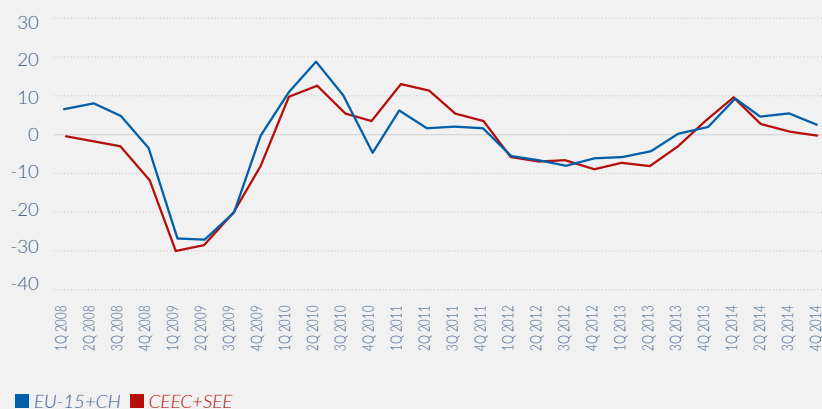
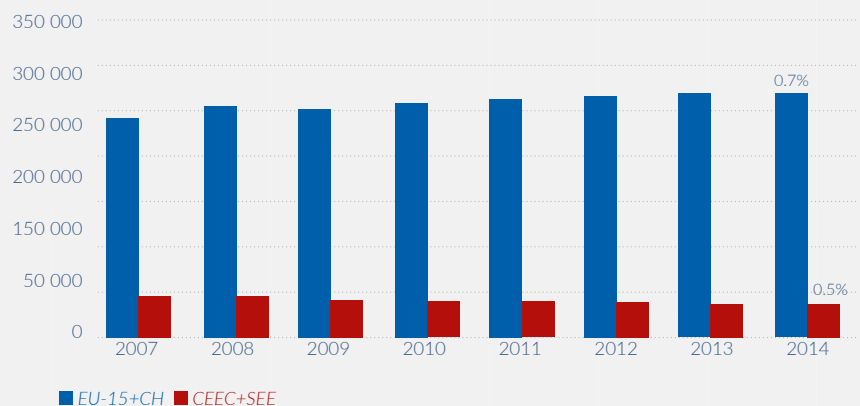


Figure 7: Annual rail passenger development (million passenger-km)



Increase in rail passenger traffic

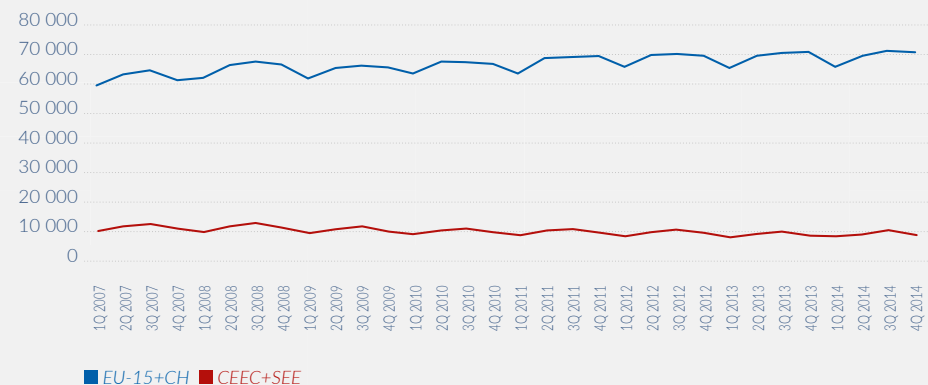
The rail passenger sector in Europe experienced moderate growth in 2014. Compared to the previous year, passenger-kilometres in Europe increased by 0.7% in 2014. During the same period, the unemployment rate³ for the EU-28 decreased by 6.4%, from 10.9% in 2013 to 10.2% in 2014.

In general, unlike their counterparts in the EU-15 (+CH), rail passenger operators in CEEC+SEE had been experiencing moderate yet steady decline in passenger-kilometres for over a decade. It is therefore remarkable that, as shown in Figure 7, this long-term negative

trend was interrupted in 2014, achieving a small growth in passenger-kilometres of 0.5%. While passenger-kilometres declined by 0.3% in the first half of 2014, they increased by 1.3% in the second half.

Passenger-kilometres in the EU-15 (+CH) also increased slightly by 0.7% in 2014 compared to 2013. This follows a long period of modest but steady growth, which was only interrupted in 2009 as a result of the economic crisis. While passenger-kilometres increased by 0.2% in the first half of 2014, the growth was more pronounced in the second half, increasing by 1.2% compared to the same period in the previous year (see Figure 8).

Figure 8: Quarterly rail passenger development (million passenger-km)



3 Unemployment rate, Eurostat, April 2015

3

Core activities

- 3.1 The new EU institutional scenario: a refreshing opportunity!
- 3.2 The Fourth Railway Package
- 3.3 Rail infrastructure – Investing in the future
- 3.4 Serving passengers: our mission
- 3.5 Freight: back on the agenda!
- 3.6 ERA – On its way to becoming the railway authority in Europe
- 3.7 A sustainable future for transport
- 3.8 EU social dialogue
- 3.9 Implementing and adapting the legal framework
- 3.10 Rail research and innovation in Europe
- 3.11 Europe's security challenges





3.1 The new EU institutional scenario: a refreshing opportunity!

2014 was a year of change in the European institutional landscape. CER took this opportunity to publish a set of 'policy priorities' for the 2014-2019 mandate – recommendations for EU policy makers that CER believes will be conducive to effective EU railway and transport policies in the years to come.

A brand new European Commission...

In July 2014, Jean-Claude Juncker received the mandate from the European Parliament to form a new College of Commissioners.

To take into account the international political scenario, the distribution of Commissioners' portfolios was reshuffled with the aim of creating synergies between interconnected policy areas.

Juncker's Commission introduced a brand new structure: seven Vice-Presidents entrusted with a number of well-defined priority projects reflecting the key areas of the Political Guidelines, who have an overview on and steer the work of the other twenty Commissioners. This will allow for a better focus on political priorities and a much stronger cooperation amongst members of the College.

Violeta Bulc, from Slovenia, was appointed new Transport Commissioner. In the next five years, she will work together with the Vice-President for the Energy Union, Maroš Šefčovič, and the Vice-President for Jobs, Growth, Investments and Competitiveness, Jyrki Katainen, to improve the competitiveness of the transport sector in Europe.

...and European Parliament

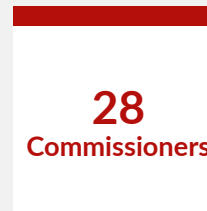
In May 2014, European citizens voted for their representatives within the eighth legislature of the European Parliament, which officially started on 1 July 2014.

Overall, the make-up of the institution representing European democracy has not radically changed, though a higher presence of Eurosceptic parties can be noticed.

As far as the Committee on Transport and Tourism (TRAN) is concerned, the turnover was rather high as new members joined the Committee while others were either not re-elected or chose to be part of another committee.

MEP Michael Cramer (Greens/EFA, DE) was elected the new Chairman of the TRAN Committee, and MEPs Dominique Riquet (ALDE, FR), Dieter-Lebrecht Koch (EPP, DE), Tomasz Piotr Poreba (ECR, PL) and Istvan Ujhelyi (S&D, HU) are Vice-Presidents.

The new European Commission



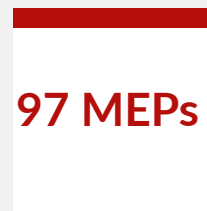
19 Men
(68%)



9 Women
(32%)

Source: European Commission, 2014

The new European Parliament's TRAN Committee



60 Men
(61.5%)



37 Women
(38.5%)

23 nationalities

14 Germany	6 Spain	3 Austria	1 Bulgaria
10 Italy	5 Netherlands	3 Portugal	1 Lithuania
9 France	5 Romania	2 Hungary	1 Latvia
8 UK	4 Croatia	2 Finland	1 Belgium
7 Poland	3 Greece	1 Luxembourg	1 Slovenia
6 Czech Republic	3 Sweden	1 Ireland	

Member states that are not represented: Cyprus, Denmark, Estonia, Malta, Slovakia

Source: European Parliament, 2014

CER and the renewed institutional landscape

In order to lay the foundation for future interactions with EU policy makers, CER took the time to reflect on the priorities which should be the basis for the work of the renewed EU institutions, outlining its vision for the future of the European rail sector.

Transport, energy, and climate policies play a crucial role in strengthening Europe's economic security, its economic competitiveness, and its ability to pursue a robust external policy. Rail, as a low-oil, low-carbon transport mode should constitute the backbone of a new-generation transport system and facilitating its development will deliver positive growth and employment impacts.

What has been summarised in the *CER policy priorities for the 2014-2019 mandate* rests fundamentally upon three main ideas:

1. Stabilising the legislative framework

Top priority should be given to the implementation of the existing legislative acquis. Directive 2012/34 for example, which re-shaped the way in which railway undertakings and infrastructure managers run their business, must be absorbed by national legal frameworks and trigger its potential to create a more efficient and fair rail market, for both passenger and freight.

The Fourth Railway Package, which once again revises the matters covered by Directive 2012/34, can then be seen as rail's last major legislative act for a number of years to come.

On the technical side, all efforts are to be made in order to harmonise the rail system across Europe: the Fourth Railway Package revision of the ERA Regulation and of the Interoperability and Safety Directives must constitute a solid basis for the rail market to grow in the decades to come.

2. Pursuing a pro-growth agenda

Furthermore, high-speed and cross-border passenger services must be fostered; a European Master Plan for rail freight developed in order to achieve the goals set by the 2011 Transport White Paper; and research and development pushed so that any open points of Technical Specifications for Interoperability (TSIs) can be closed and the ERRAC Roadmap can be pursued.

3. Developing an intermodal strategy

As a last point, fair conditions for intermodal competition need to be secured, so that each transport mode can do what it does best. Pricing policies (infrastructure charging, internalisation of external costs, taxation) as well as climate and energy policies must be designed in a way that they apply evenly across modes. Also, better solutions for intermodal cooperation must be found, in particular for triggering the full potential of

efficient rail-port connections. At the same time, passenger stations and airports must be linked whenever necessary and efficient, and private transport has to work closely with public transport solutions.

The *CER policy priorities for the 2014-2019 mandate* can be found on the CER website: www.cer.be



Photo: fotolia.com

3.2 The Fourth Railway Package

The Fourth Railway Package is a comprehensive package of measures aiming to deliver better quality and more choice in railway services in Europe. Rail is a vital part of EU transport, with a key role to play in addressing rising traffic demand, congestion, fuel security and decarbonisation.

After much work done by both the European Parliament and the Council after the publication of the European Commission proposal in January 2013, the Package has faced some difficult times in the second part of 2014.

Although everything looked ready for the Council and the European Parliament to engage in vigorous triologue negotiations on the Technical Pillar – CER advocated this course of action - the Italian Presidency decided to move forward with discussions on the Market Pillar of the Package (the revision of Directive 2012/34, known as the Recast Directive, and of Regulation 1370/2007 on public service obligations) in view of opening the debate in the Council and preparing the work of future presidencies. In the end, only a Progress Report outlining the Council's general position on these dossiers was delivered by the December 2014 Transport Council.

Work on the Technical Pillar was therefore limited up until the end of 2014. Under

the Latvian Presidency, as from January 2015, work picked up in view of finding an inter-institutional agreement by the June Transport Council. CER has been actively supporting the triologue negotiations by giving input on all aspects of the dossiers.

The Latvian Presidency also made some progress with the discussion on the Market Pillar, promoting a policy debate at the March Transport Council where Member States debated on the definition of the notion of infrastructure manager, on the powers of Regulatory Bodies, on the PSO award procedure as well as on how to guarantee fair access to rolling stock to PSO candidate undertakings.

The Technical Pillar: time to act

Over the past year, CER continued to reiterate that the rail sector urgently needs concrete progress at least on the Technical Pillar of the Fourth Railway Package. Rolling stock worth € 1.5 billion is parked waiting for cumbersome authorisation procedures to come to an end. The current diversity of national rules prevents a truly European Single Rail Area from being established.

The completion of the Technical Pillar would therefore be a major step forward in rail legislation, with a direct impact on the balance sheets of European railway undertakings. And beyond this, a finalised Technical Pillar would help the market

prepare for the implementation of the new rules defined by the Market Pillar.

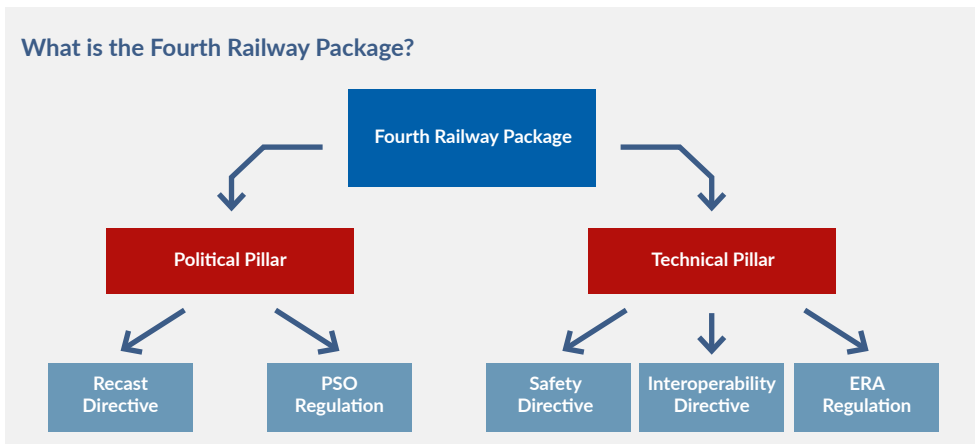
The Market Pillar: numerous details to be agreed on

Current discussions in the Council on the Market Pillar are fragmented on a number of aspects, however there is scope for consensus to be found on a few issues at least.

Going against the Commission proposal on the governance of infrastructure managers, the majority of national delegations seem to agree that a good deal of flexibility should be built into the text and that separated as well as integrated infrastructure managers could coexist in the EU without endangering fair competition between railway undertakings. From the point of view of the sector, this is a necessary and welcome correction of the Commission proposal.

The Council seems therefore to agree that essential functions of the infrastructure manager should be individuated (as it is already foreseen by Directive 2012/34: path allocation, infrastructure charging) and have special independence criteria applied to them.

Financial transparency, the Council believes, should be enhanced for all companies and all models. Cooperation among infrastructure managers should, on the other hand, be regulated in a much softer way than envisaged by the Commission proposal.



Fourth Railway Package - History



Contrary to the Commission's proposal to eliminate the possibility of awarding public service contracts directly, the Council seems to agree that the possibility should be kept – at least in some form and to some extent. While the competitive award of public service contracts could be accepted as a general principle, direct award might remain an option for the competent authority.

What next?

CER is looking forward to seeing a swift conclusion of the trialogue negotiations on the Technical Pillar and hopes this will be achieved at the June Transport Council.

Further efforts are to be made on the Market Pillar in view of reaching a Council General Approach before the end of the year.



Photo: fotolia.com

3.3 Rail infrastructure – Investing in the future

The rail network in Europe enables the transport of passengers and goods across Member States with high efficiency and low emissions. Over the past year, CER has been working on a number of activities to further leverage a dialogue both among its members as well as with the European institutions.

CER workshops on EU financial instruments for rail projects

Together with the European Commission and the European Innovation and Networks Executive Agency (INEA), CER co-organised two training workshops in 2014 on EU financial instruments for co-financing railway projects.

The workshops focused on the Connecting Europe Facility (CEF) and the Cohesion Fund, the two main EU financial instruments available for rail for the period 2014-2020. The aim was to inform the rail operators and infrastructure companies about EU funding priorities, eligibility criteria, and project application processes. With EUR 26.3 billion dedicated to transport, out of a total CEF budget of EUR 33.2 billion, rail projects stand to benefit from a large chunk of the CEF budget. In order for this to happen, the European Commission expects the rail sector to submit high-quality applications for mature rail projects.

In addition, CER produced two briefings highlighting the CEF funding priorities for rail freight and passenger operators following the publication of the 2014 CEF Transport Calls. In addition, two exchanges of views on CEF and the Cohesion Fund took place with DG MOVE and INEA at the 2014 High-Level Freight meeting and the 2014 High-Level Passenger meeting respectively.

Juncker's plan for fostering strategic investments

EU Commission President Jean-Claude Juncker launched a plan in November 2014 to revitalise the EU economy by:

- Stabilising the legislative framework while focusing efforts only on those aspects for which EU legislation is essential;
- Creating a hub for infrastructure projects which could facilitate the access to information to potential investors;
- Setting up a European Fund for Strategic Investment (EFSI), which should help attract private investors to key infrastructure projects by offering them low-risk investment opportunities.

While a plan to revitalise the EU's economy is certainly welcomed by the transport sector, CER together with a number of other transport associations raised strong concerns regarding the proposed source of financing for the EU guarantee fund, which would be drawn mainly from the CEF budget for transport and Horizon 2020.



160 000 km
of railway lines
are managed by
CER member
companies. This
is equivalent to
travelling around
the Earth about
five times.



+90%
of Europe's
passenger trains
are on time.

80%
of rail traffic is
already carried by
electric traction.



+50%
of railway lines in
Europe are electrified.

Longer trains

In the face of intense price competition and network capacity constraints, rail infrastructure managers have been reflecting on how the existing network can be used more efficiently and effectively in order to better serve its freight customers.

The 2011 White Paper for Transport forecasts that total freight volumes will increase by more than 80% by 2050. Rail freight operators

are expected to participate in this growth. One cost-effective solution for using the existing network more efficiently is to operate longer trains, exceeding the 740-meter legal standard that is currently to be reached on the TEN-T core network by 2030 and on the comprehensive network by 2050. In order for longer trains to be a win-win situation for both rail operators and infrastructure managers alike, their service is supposed to be launched on specifically identified corridors with sufficient market demand.

Although the situation regarding the maximum length of trains differs greatly between countries, there already exists some examples of successful daily operations of longer trains in Europe. Enabling a broader operation of longer trains would imply a significant shift for the railway system, requiring the adaptation of infrastructure, technical equipment and railway operations.

CER infrastructure experts produced, in cooperation with their freight colleagues, a detailed information paper entitled *Longer trains – Facts and experiences in Europe* which consolidates the knowledge and experience about longer trains in Europe. The paper was presented to rail infrastructure CEOs at the High-Level Infrastructure Meeting in Stockholm in June 2014. As a result of this work, the rail infrastructure CEOs asked the expert group to identify the key elements and relevant criteria for a business case for longer trains. CER therefore organised two workshops, the first on 5 November 2014 and the second on 2 February 2015, with the aim of identifying all factors influencing the business case, such as market demand, capacity constraints, and infrastructure investments.

Green light for six Rail Freight Corridors

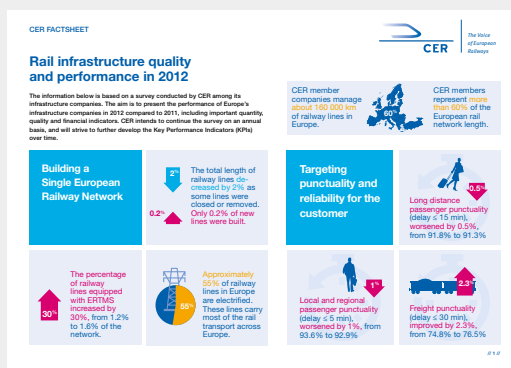
The first six out of a total of nine Rail Freight Corridors became operational on 10 November 2013, thereby respecting the challenging implementation deadline as requested under Regulation 913/2010

concerning a European rail network for competitive freight. The six implemented corridors are Rail Freight Corridors 1, 2, 4, 6, 7 and 9, which are geographically aligned

with the TEN-T Core Network Corridors. By 10 November 2015, the three remaining Rail Freight Corridors are expected to become operational as foreseen by the Regulation.

CER Infrastructure Factsheet

Rail infrastructure companies are often viewed as slow, old-fashioned extensions of government institutions, which lack innovation, efficiency, and drive. In order to combat this image and show how rail infrastructure companies manage the challenges of today, CER together with the support of its infrastructure members launched the *CER Infrastructure Factsheets*. In this annual publication, CER presents a series of key performance indicators (KPIs) which show the performance of rail infrastructure managers in terms of quality, quantity and financial results. The first factsheet, containing the KPIs from 2012, was published in 2014. It is available on the CER website: www.cer.be



3.4 Serving passengers: our mission

Passengers' needs are core to the railways' priorities, from the provision of smart travel information and tickets to the delivery of efficient services and of comprehensive customer care practices.

Passenger rights

Over the past year CER has continued to engage with EU institutions, passengers' associations and stakeholders to promote best practices and solutions to improve the customers' travel experience.

CER's bi-annual gatherings with Brussels-based passengers' associations in the framework of the CER Customer Liaison Group (CLG) addressed key aspects such as accessibility, information to passengers, and international trains and night trains. Discussions between customer and railway associations led to common understanding and messaging, for example during the European Parliament hearing on international trains on 4 November 2014. During this hearing, it was highlighted that transport modes should compete on an equal footing in order to see international rail transport further develop.

CER also continued to exchange views with EU officials on the implementation of Regulation 1371/2007, which frames the

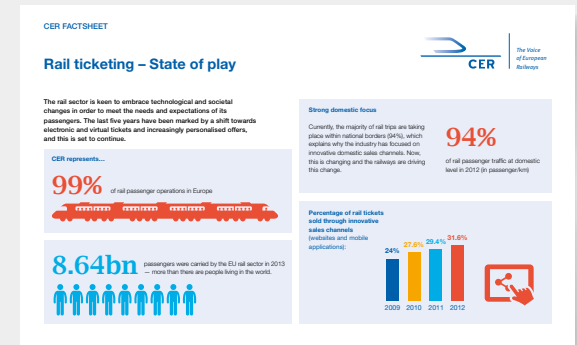
EU's and national policies on passenger rights in the rail sector. As the European Commission is preparing to publish interpretative guidelines to facilitate the application of Regulation 1371/2007, CER contributed to making the particularly customer-friendly attitude of the rail sector known to EU officials. The railways' current well-established practices in handling claims and implementing Regulation 1371/2007 should indeed be recognised and adequately reflected in the guidelines.

Ticketing

Ticketing remained one of the central issues for CER members and the Passenger Department of CER in 2014. The focus, this year, has been on raising awareness about existing developments in the field of rail and multimodal ticketing. To this end, CER produced a factsheet on ticketing with the support of its Ticketing Group. CER also continued supporting the Full Service Model initiative (FSM) which aims at developing a cost-effective way of distributing railway products across Europe. In partnership with the ticket-vendor community, FSM was presented to passenger organisations, European Commission services and other relevant stakeholders such as representatives from other modes.

CER Ticketing Factsheet

CER developed a factsheet on rail ticketing to take stock of past developments and provide information on the ticketing lifecycle and future trends. The factsheet is available on the CER website: www.cer.be



Full Service Model initiative

In October 2013, the rail sector, together with ticket vendors, launched a joint initiative called the 'Full Service Model' (FSM) with the aim of designing standardised interfaces in order to seize the opportunities of the web and to address the shortcomings of existing technical standards. FSM will improve rail customers' travelling experience by providing customers with easier access to rail offers through a wider diversity of channels, facilitating comparisons between available rail offers and contributing to the enhancement of customer service quality, from the provision of in-journey information to after-sale support.

Access to transportation data

The main focus of CER's work in this field over the past year was the forthcoming policy package on access to public and private travel and traffic data. Throughout the year, CER maintained a close dialogue with the relevant unit at the European Commission's DG MOVE to provide input from the sector. CER's priority was to ensure that passengers would have access to quality and reliable information through a wide variety of channels. CER also participated in an expert's workshop on access to data organised by DG MOVE in May 2014. Finally, in collaboration with the Ticketing Group, CER developed a reflection paper on access to transport

data, highlighting some of the sector's key concerns and proposals to feed into the Commission's reflection on this issue.

Crisis management: serving customers in spite of extreme conditions

On 7 May 2014, the Commission released a staff working document Continuity of passenger mobility following disruption of the transport system. The paper praised some individual and sectorial initiatives of the railways in the field of crisis management, such as the CER-ACI recommended practices in case of major disruptions. The main conclusion from this paper was that the Commission services do not consider, at this

stage, that there is a need for specific EU legislation to further address the continuity of passengers' mobility following disruption in the transport system, in line with the position of CER.

As in 2013, CER and a delegation of its members also participated in a nuclear crisis simulation exercise organised by EUROCONTROL on 19 and 20 November, showing that CER takes preparedness very seriously. The exercise allowed rail participants to test the impact that such a crisis would have on the rail network and on mobility as a whole.



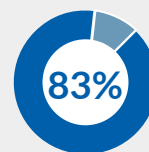
8.6 bn

passengers were carried by the EU rail sector in 2014 – more than there are people living in the world.



80%

of the modal split is obtained by high speed trains in relation to air transport when travel time by train is less than 2.5 hours.



More than eight out of ten Europeans live within **30 minutes** of a railway station.



3.5 Freight: back on the agenda!

With the recent institutional changes at EU level, rail freight is back on the political agenda. This is an opportunity to reach the goals set in the 2011 Transport White Paper for the benefit of Europe's economy, competitiveness and environment.

European Rail Freight Days

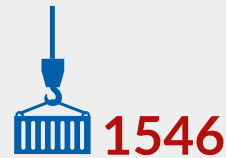
On 27 November 2014, newly-appointed Transport Commissioner Violeta Bulc opened the EU Rail Freight Days, the biggest event focusing on rail freight since the start of the market opening in 2003. The two-day conference, which took place in Brussels in front of 250 participants, was co-organised by DG MOVE, CER and UNIFE. Seven years after full market opening (2007), the conference provided an opportunity to take stock of the main issues to be addressed by politicians and stakeholders.

After the keynote address of Transport Commissioner Bulc, five round-table discussions took place focusing on the following topics:

- Development of the Rail Freight Corridors;
- Interoperability and ERTMS;
- Revival of single wagonload;
- Future of combined transport;
- Rolling stock.

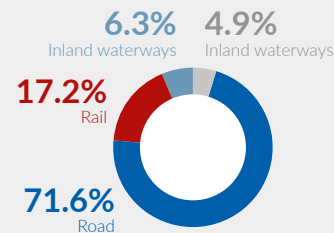
Through the organisation of this conference, the new Transport Commissioner and DG MOVE sent a strong signal that rail freight is back on the EU agenda. Recommendations from the panellists are likely to contribute to future

activities of DG MOVE, including a potential action plan or roadmap for rail freight. A second edition of the Rail Freight Days is likely to take place in the autumn of 2015.



were transported by CER members in 2014 – more than 150 000 times the weight of the Eiffel tower.

17.2% of inland freight was transported by rail in the EU in 2012.



Main goods transported by rail



CER factsheet on rail freight

CER produced a factsheet on rail freight in November 2014, on the occasion of the Rail Freight Days. The factsheet, which contains useful statistics and background information on rail freight as well as concrete recommendations, can be accessed on the CER website: www.cer.be

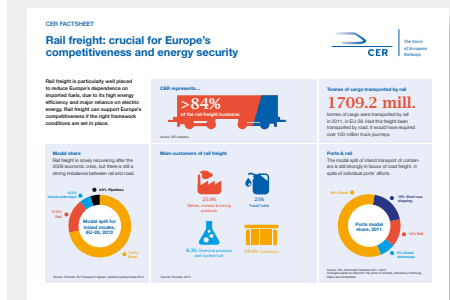




Photo: fotolia.com

Reviving single wagonload

In July 2013, DG MOVE commissioned a study on single wagonload traffic in Europe, addressing challenges, prospects and policy options to support the future development of single wagonload. In order to feed into this exercise, CER adopted a set of recommendations for the revival of single wagonload in autumn 2013, which focused on the four following priorities:

- Appropriate funding to essential infrastructure – including last-mile infrastructure (such as private sidings);
- Harmonisation of technical requirements to achieve a single European rail area and to facilitate cross-border operations of single wagonload;
- A level playing field between transport modes;
- Measures to encourage a modal shift from road to rail for medium- and long-distance freight.

Many of these recommendations, such as funding for construction and rehabilitation

of private sidings or a level playing field with other modes, feature in the study. Recommendations are expected to be taken up by DG MOVE as part of their 2014-2019 work plan.

Last-mile infrastructure: the missing link?

In January 2015, DG MOVE launched a new project on 'design features for support programmes for investments in last-mile infrastructure'. CER is a member of the winning consortium, which is led by PwC, with the involvement of HaCon and Panteia. This study will give CER members the opportunity to make their voice heard about what features a support program for last-mile infrastructure should entail.

Combined transport - The way forward

Intermodality in freight transport was one of the issues at stake in the revision of Directive 96/53 on trucks' weights and dimensions. The existing rules, supported by CER, stabilised the dimensions of lorries in Europe. This is key to avoid any barrier to intermodal transport that would compromise the ability of freight wagons to carry trailers. CER was therefore pleased with the general outcome of the negotiations in the European Parliament and in the Council on the revision of Directive 96/53, which ensures that future trailers will be compatible with wagons used in combined transport.

PwC report on single wagonload for DG MOVE

The finalised PwC study was presented for the first time during the European Rail Freight Days which were co-organised by CER, UNIFE and the European Commission on 27 and 28 November.



In 2014 the Commission also took a fresh look at Directive 92/106 on combined transport to evaluate whether it is still 'fit for purpose'. While a decision from the Commission on this issue is still pending, CER is closely following this dossier and has prepared a sector position in response to the public consultation which took place

in summer 2014. CER's policy priority here is for the EU legislative framework to continue to recognise combined transport as an efficient and sustainable transport solution and for a possible future revision of the Regulation to be based on the need to incentivise the use of sustainable transport modes for long segments of freight transport by land.

Day trip to Zeebrugge harbour: intermodality at work

One of the issues currently at the centre of the European agenda for transport is the necessity to guarantee efficient hinterland links for European seaports, given the significant volumes of freight transiting by sea and the growing use of containers for the transport of goods. Rail is an ideal solution to this logistical challenge, due to its strong environmental record. This was precisely the key message of a day trip to the Port of Zeebrugge organised by CER, together with the Greek Presidency of the EU and with the support of SNCB/NMBS, on 14 May 2014. This event was attended by around 70 participants from national permanent representations in Brussels and from the European Commission.

3.6 ERA – On its way to becoming the railway authority in Europe

With its new role as a one-stop shop for vehicle authorisation and safety certification, as outlined in the Fourth Railway Package, ERA is on its way to becoming the railway authority in Europe. CER actively contributes to ERA's mission by helping shape and establish a common approach to safety and interoperability in Europe.

ERA's work involves the development and implementation of technical specifications for interoperability (TSIs) and a common approach to questions concerning railway safety. The Agency's main task is to manage the preparation of these measures and support Member States in the implementation of the new European legal framework.

CER's work on ERA-related issues

In accordance with Article 34 of the Regulation on the European Railway Agency, ERA has established a network of representative bodies from the railway sector acting at EU level. CER is an active part of this network, known as the Group of Representative Bodies (GRB), contributing to and facilitating the exchange of information related to railway safety and interoperability, and promoting good practices and the provision of data on railway safety to the Agency. CER holds the position of GRB secretariat.

CER also provides input to the Agency at the Administrative Board and its subcommittee, where it raises the rail operating community's needs and concerns through its appointed representative – the CER Executive Director.

In order to ensure smooth communication with the Agency and be able to properly position itself on the topics ERA addresses, CER monitors all ERA Working Parties and hosts mirror groups, known as CER Support Groups, to shape common positions. The work of the CER Support Groups is steered and monitored by the CER ERA Steering Unit, which is the CER decision-making body for technical matters, coordinated by the three CER technical advisors.

Interoperability

The CER Support Groups have been very active during the past year promoting the interests of the rail operating community at ERA and RISC level. RISC is the Railway Interoperability and Safety Committee, which is made up of the Member States.

As a result of much hard work, a new set of TSIs and DV29bis/Annexes V and VI to the Interoperability Directive were published in the Official Journal of the European Union and entered into force. CER actively contributed to these and other interoperability-related documents.



Technical specifications for interoperability (TSIs)

- Locomotives and Passenger Rolling Stock TSI (LOC&PAS TSI);
- Safety in Railway Tunnels TSI (SRT TSI);
- Energy TSI (ENE TSI);
- Infrastructure TSI (INF TSI);
- Persons with Reduced Mobility TSI (PRM TSI);
- Noise TSI (NOI TSI);
- Telematic Applications for Freight TSI (TAF TSI);
- Control-Command and Signalling subsystems of the trans-European rail system TSI (CCS TSI).

Other interoperability-related documents that entered into force

- Recommendation 2011/622: procedure for demonstrating the level of compliance of existing railway lines with the TSIs;
- DV29bis on the placing in service and use of structural subsystems and vehicles under Directives 2008/57 and 2004/49;
- Amendment Annexes V and VI to Interoperability Directive 2008/57;
- Decision on the Register of Infrastructure (RINF).

CER Technical Monitor

The CER Technical Monitor is a monthly newsletter sent to 1500 readers informing about all CER work related to technical issues. It provides a complete overview of the CER members involved in the technical work as well as the Speakers and Deputies acting at ERA level.



Despite the extensive work put into drafting the TSIs, 34 open points remain in the various new and merged TSIs. The sector is prepared to renew their efforts in order to close these open points.

Safety

In 2014 the CER Safety Support Group and UIC Safety System Management Group, in a fruitful cooperation with ERA, UNIFE and EIM, found a consensus on quantitative targets to be used in the design of railway technical systems. These targets should allow simpler and mutually recognised safety certifications.

The overall process of safety certification is undergoing a revision which also started in 2014 and aims at achieving a single safety certificate. Today, CER is involved in the process of adapting the common safety method for conformity assessment, monitoring and supervision.

Moreover, CER actively contributed to the set-up of the new Joint Network Secretariat's (JNS) Urgent Procedure – proposing measures mitigating discovered safety risks at European level – and defended the sector's needs to the Agency and the National Safety Authorities (NSAs) involved.

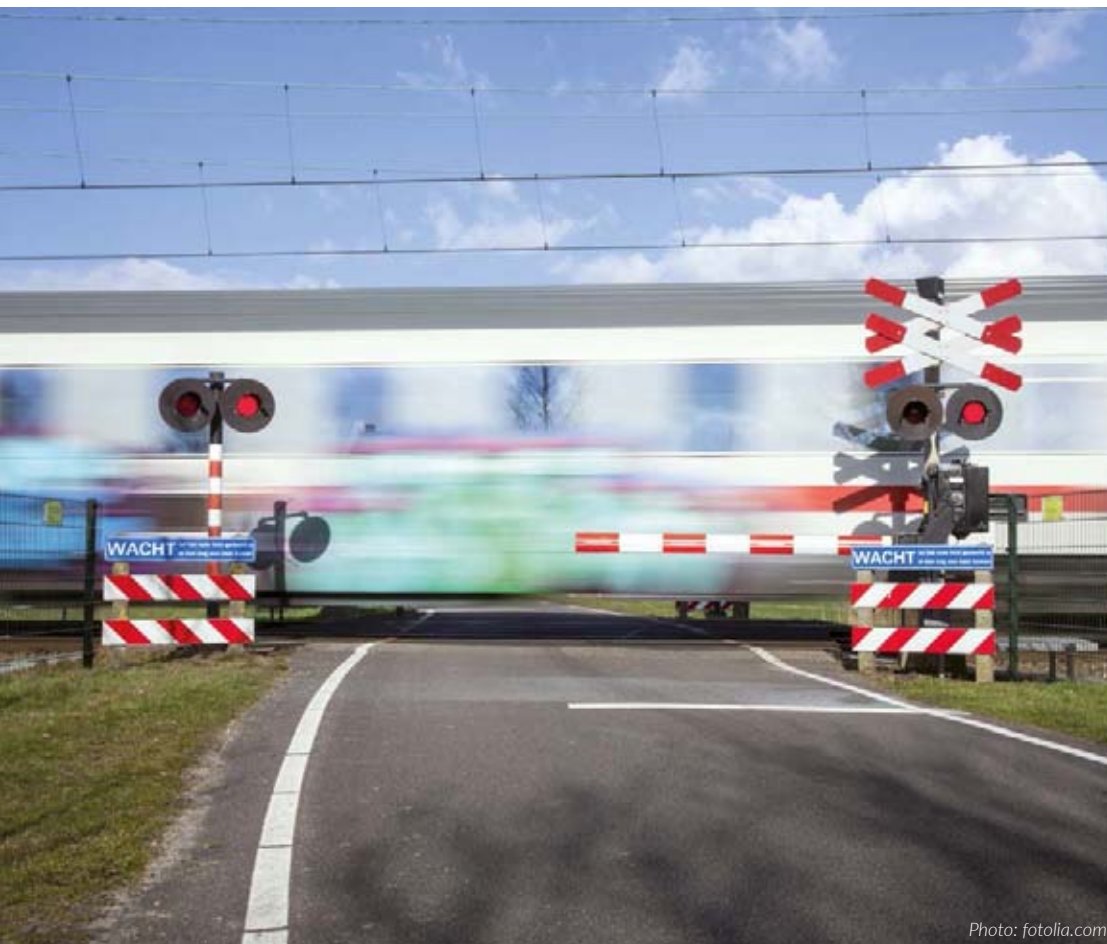
CER has started and will continue to develop a common understanding and harmonised approach to safety.

Cross acceptance (XA)

CER has been influencing ERA's activities to facilitate cross acceptance. It supported the collection of national rules as well as the equivalence check carried out by the NSAs in the Geographical Interest Groups (GIG).

the clean-up of national rules has become a high priority, CER has been contributing to getting a common understanding about the parameters used in XA and TSIs. In particular, the review of the Fourth Railway Package for matters concerning XA of vehicles was a major activity in 2014.





Registers

CER closely monitors ERA's work on European registers so that they are defined in a practical, efficient and user-friendly format to support business needs. This past year, CER has been supporting the Rationalisation of Vehicle-Related Registers (RVRR) project and the Register of Infrastructure (RINF) providing infrastructure parameters. There has also been a strong focus on the Reference Document Database (RDD), intended to provide access to national rules applied for the authorisation of railway vehicles, and the national legal frameworks applied in the Member States of the European Union including Norway and Switzerland.

ERTMS – The European Rail Traffic Management System

The CER Control Command and Signalling Support Group (CCS SG) gathers once a month in order to prepare all ERTMS-related meetings. In 2014 most of the work was dedicated to the CCS TSI revision. CER's aim is to achieve a stable and interoperable ERTMS baseline and expects a step forward in this respect

thanks to the ERTMS breakthrough programme proposed by the Commission. The issues identified in CER positions and presentations were recognised and a roadmap was prepared for a more transparent and efficient ERTMS programme. It is now to be agreed and committed to by all actors involved.

The Global System for Mobile Communications for Railway (GSM-R) is another important issue dealt with by the CCS SG. GSM-R secures voice communication between drivers and traffic management centres. CER, together with the European Commission (DG MOVE, DG CONNECT), ERA, manufacturers, infrastructure managers, UIC and other rail stakeholder associations, are working on solutions to reduce the risk of a loss of communication during train operations caused by the interference from public mobile networks. In 2014, the stakeholders involved collected relevant evidence and published solutions to GSM-R interference. CER also proposed and promoted key user requirements to define long-term solutions to replace GSM-R once the technology will not be supported anymore (2025-30).

Extension of TSI applicability beyond the EU

CER works closely with OTIF (Intergovernmental Organisation for International Carriage by Rail); in 2014 most of OTIF's work centred on transposing European regulation to make it applicable for all OTIF contracting states (states in or outside the EU). In particular the LOC and PAS TSIs were transposed in uniform technical prescriptions and ATMF (procedure for the technical admission of railway vehicles and other railway material used in international traffic) was revised to take into account the new actors defined in EU legislation (entities in charge of maintenance (ECM) and keepers). Finally work was initiated to develop requirements to facilitate passenger coach interchangeability.

Fourth Railway Package

CER's Technical Department also worked intensively on the Technical Pillar of the Fourth Railway Package and provided advice on various issues concerning interoperability, safety and the set-up of the new European Railway Agency as the one-stop shop for vehicle authorisation and safety certification.

2014-2015 ERA-related work at a glance

- 4 CER ERA Steering Unit meetings per year;
- 2 CER Speakers meetings per year (CER's representatives at the ERA Working Parties);
- 60 ERA Working Parties, ad-hoc task forces and platforms monitored;
- 200 Support Group meetings and workshops coordinated;
- 500 experts registered in the CER Technical Monitor;
- 30 position papers or official letters published;
- Hundreds of amendments proposed to the TSIs and other EC/ERA documents.

Technical specifications for interoperability (TSIs)

TSIs mean the specifications by which each subsystem or part of a subsystem is covered in order to meet the essential requirements and to ensure the interoperability of the European Community's rail systems. The development of TSIs is one of the basic tasks of ERA.



3.7 A sustainable future for transport

Transport represents an intriguing area for assessing the transition process towards sustainability. 2015 is an important year for the implementation of the 2030 climate and energy policies, for which the mid-term review of the Transport White Paper will mark a turning point.

2030 framework for climate and energy

In January 2014, the European Commission unveiled new climate and energy policies for 2020 to 2030. In particular, the European Commission proposed a binding reduction target for greenhouse gas emissions of 40% below the 1990 level. As the name indicates, the framework addressed future policy, as opposed to a fully finalised package of legislative proposals (except one limited revision to the EU Emission Trading System). It essentially invited Member States and Parliament to provide further inputs and views, so that concrete legislative proposals could be proposed by the Commission at a later stage.

Ahead of the European Council in June 2014, CER developed a position paper together with UNIFE encouraging the Member States to consider a transport dimension for the post-2020 climate and energy policies. The joint position paper underscored that the European Union

cannot achieve its energy and climate goals without taking measures to decarbonise transport and make it less reliant on imported fossil fuels.

On 23 October 2014, the Council of the EU reached an agreement on the 2030 climate and energy policy framework. The Council accepted to lower greenhouse gas emissions and risks related to fossil fuel dependency in the transport sector and invited the Commission to further examine instruments and measures for a comprehensive and technology-neutral approach for the promotion of emission reductions, energy efficiency, electrification and renewable energy sources in transport. Furthermore the Council recalled that Member States can unilaterally include the transport sector in the EU Emission Trading System.

In the run-up to the international climate summit in Paris in December 2015, this Council agreement on the climate and energy targets for Europe for the period 2020 to 2030 enabled the EU to bring a positive message to the international climate negotiations on the signing of a global agreement on emission reductions. CER will actively support the European policy makers during the implementation of the framework. Rail is the key to delivering 2030 climate and energy goals and CER will continue to demonstrate that the role of rail should be enhanced as part of the wider move to decarbonise transport.

The EU's climate and energy targets for 2030

- Binding EU target of a reduction of at least 40% in domestic greenhouse gas emissions by 2030 compared to 1990;
- A renewables target of at least 27% in 2030 – only binding at EU level;
- An indicative target of improving energy efficiency in 2030 by at least 27% compared with business as usual – only binding at EU level;
- Renewed commitment to increase interconnectivity by 10% of existing electricity interconnections by 2020, with an increased target of 15% by 2030, both to be accomplished via the implementation of projects of common interest.

Adding a transport pillar to the 2030 framework for climate and energy

- Confirm in legislation the 60% reduction target for greenhouse gas emissions in transport;
- Consider the inclusion of transport fossil fuels into the EU Emission Trading System;
- Use EU Emission Trading System auction revenues to further develop clean transport modes;
- Expand the electrified rail and electrified public transport networks and develop interconnections with private electric road vehicles for urban transport;
- Provide incentives for a transition towards a system with low-fossil fuel vehicles in every transport mode.

Figure 9: Specific CO₂ emissions by transport mode in 2011

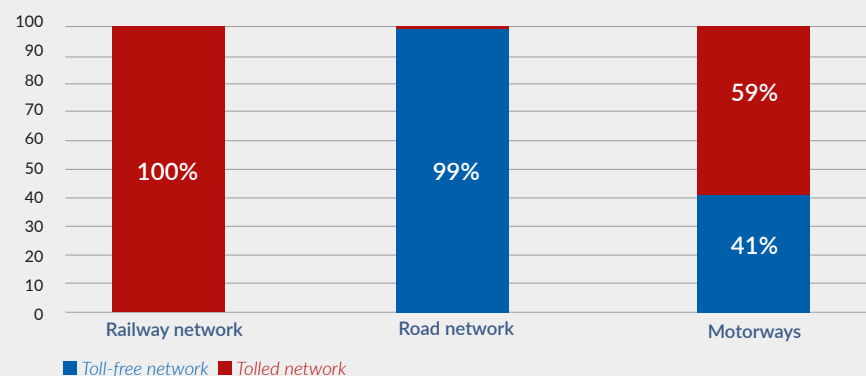


Source: European Environment Agency, 2012

Pricing and regulation policies

Distance-based infrastructure pricing is currently applied to all railway tracks in the EU but only to around half of motorways and to a tiny fraction of other roads. This adversely impacts the competitiveness of rail on the transport market.

Figure 10: Share of infrastructure pricing: rail versus road



Source: ASECAP, 2012 / European Commission, 2014

Mid-term review of the Transport White Paper

The Transport White Paper, adopted by the European Commission in March 2011, provided a comprehensive strategy and vision for tomorrow's transport in Europe. For its mid-term review by the Commission, CER released a position paper and a factsheet.

The Transport White Paper laid out an important vision for Europe's transport system in general and for the rail sector in particular. CER believes that the political priorities set by the White Paper should be kept and effective steps taken to realise its goals.

Modal shift targets in the 2011 Transport White Paper are central to the delivery of Europe's overall goals of cutting greenhouse gas emissions, achieving energy security, and relieving congestion. These modal shift targets require appropriate infrastructure to be developed. Furthermore, fair conditions for inter-modal competition have to be secured, which could be achieved with pricing policies, i.e. infrastructure pricing; internalisation of local external costs; climate and energy policies; and taxation.

Pricing and regulation policies

Appropriate pricing signals need to be applied to all transport users to internalise all costs. Such signals need to be mandatory and distance-based in order to be related, at a minimum, to infrastructure wear-and-tear, not only for rail (as it is today) but also for other modes of transport, starting with road infrastructure.

Besides reflecting all costs, appropriate pricing signals also require the elimination of tax distortions. Despite being one of the most environmentally-friendly transport modes, rail has to pay high energy taxes, which other more harmful modes such as air transport do not face.

Regrettably, to date, very limited progress has been made in addressing mandatory infrastructure pricing across all modes. A revitalisation of all policies aimed at internalising external costs is urgently needed, and the Commission could achieve a great deal by proposing a Directive on charging for road vehicles. 2016 is expected to be the year of the Road Package. CER encourages the European Commission to move towards distance-based tolling and to phase out time-based charges. CER will continue to call for mandatory infrastructure charging and address congestion pricing and internalisation of external costs in order to secure a level playing field between transport modes.

3.8 EU social dialogue



Proper social standards are necessary to deliver good-quality services as well as to maintain and improve the attractiveness of jobs in the railway sector. In this regard, social dialogue is considered to be an essential pillar for sustainable rail transport in Europe.

CER and the European trade unions are continuously working on their social partnership in order to help railways become more competitive and offer improved job perspectives. CER also plays an active part in the work of the European Social Dialogue Committee for Railways.

CER Human Resource Directors Group

Twice a year, the Human Resource Directors of all CER members meet to discuss the CER activities related to human resources, industrial relations and social affairs, and to exchange views about the personnel policies of railway undertakings and infrastructure managers. Guests from the European Commission, trade unions or HR experts are generally invited to speak at these meetings. It is also an occasion to take stock of negotiations with the European Transport Worker's Federation (ETF), the working parties of the European Social Dialogue Committee for Railways and the

working parties dealing with the European Railway Agency. Finally, the medical and psychological groups as well as the UIC Group for International Travel Facilities for Railway Staff (FIP Group) report on their activities.

CER-ETF Agreement on working conditions

The Agreement on working conditions of mobile workers in cross-border services, signed in 2004 between CER and ETF was turned into European legislation and is now known as Directive 2005/47 defining minimum working conditions for mobile staff.

Despite long discussions back in 2008, it was not possible to agree on more flexible conditions with our social partner. As this flexibility needs to be increased through a new agreement, CER and ETF have been discussing desirable changes since 2013. These discussions focus upon two main aspects: the control and enforcement of the Directive and the number of cross-border night staff allowed to stay abroad. CER's objective is to seek more flexibility in this last matter while supporting the proper implementation and enforcement of the Directive.

Equal opportunities

The European social partners pursue the goal of better representation and integration of women in the railway sector, fundamentally supporting equal opportunities and furthermore taking into account demographic developments and the attractiveness of the sector for women workers.

As an outcome of the 2011 joint CER-ETF project on women in the rail sector (WIR - Women in rail), the European social partners in the railway sector decided to introduce annual reporting on the development of women's employment in the sector, based on a limited number of indicators, starting from 2013.

The purpose is to follow the development of women's employment in the European railway sector, to measure the impact of the Joint Recommendations from 2007 on a better participation and integration of women in the rail sector and to motivate railway companies to take action and develop a corporate policy to attract more women.

The second annual review of the development of women's employment in European railway companies was presented in February 2015. The results show that the average share of women working in the rail sector remains constant at around 20%. Overall, women are still underrepresented in operational positions like engineer,

locomotive driver or on-board staff. Equality measures focus on improving work-life balance.

Women in rail – Report

In February 2015, CER and ETF published their second annual report on the development of women's employment in the rail sector in Europe. The results show that the average share of women working in the rail sector remains constant at around 20%. The full report is available on the CER website: www.cer.be

Employability in the context of demographic change

A follow-up project to the social partner project *Employability in the context of demographic change* was put forward for EU financial support at the end of 2014. Entitled *Promoting the attractiveness of the European railway sector*, its topics encompassed current demographic challenges, employability, employment conditions, diversity and employer branding/recruiting. The project will last 18 months, starting in January 2015.

Social dialogue in CEEC

The European social partners of the railway sector want to contribute to the development of the social dialogue in the newer EU Member States as well as in the candidate countries of South-East Europe. A new joint project has therefore been launched, which will strengthen the capacity of the social partners in these countries. This will help to establish a national social dialogue and ultimately to contribute to the European social dialogue. A conference took place in Croatia in June 2014 to gather the social partners of Croatia, Macedonia, Montenegro and Serbia.

Contribution to the law-making process, rail policy analysis and exchange of good practices

In the framework of CER's activities on the Fourth Railway Package, the Human Resources Directors (HRD) Group was consulted on the social provisions foreseen in the Package. The Group tackled and thoroughly analysed several concerns based on their previous work related to the PSO Guidelines. A position requesting the appropriate social provisions for the PSO Regulation was established. In relation to rail policies, the HRD Group was active in the framework of the technical specification for interoperability relating to operation and traffic management (OPE TSI) and the analysis of the Train Drivers' Directive. The Group also had several exchanges of views on the state of play of the freight market and on the overall discussions taking place at the European Railway Agency on human factors, in particular the ergonomics aspects.

Social dialogue in the Western Balkans

A brochure reporting on the situation of European social dialogue in the railway sector in Croatia, Serbia, Montenegro and the F.Y.R. of Macedonia has been published in Croatian, Serbian, Macedonian, English and German. The report is available on the CER website: www.cer.be



3.9 Implementing and adapting the legal framework

Focusing on the implementation of the First Railway Package (Directive 2012/24) was a major part of CER's work this past year. CER also answered two consultations in the state aid field and followed the new developments in the implementation of the Union Customs Code.

Recast implementation

In 2012, the Recast of the First Railway Package was adopted. After a transition phase in 2013, the committee in charge of the implementation of the Recast (SERAC) endorsed a number of Implementing Acts in 2014.

Although not all Implementing Acts have been agreed, most implementations have already been discussed within SERAC, thus making 2015 the year when the majority of them should be finally adopted. Over the past year, CER actively worked on those issues that are supposed to be adopted during 2015, such as framework agreements, direct costs, and RMMS.

CER participated in various preparatory meetings organised by the European Commission - the so-called SERAC subgroups - where the content of the draft Implementing Acts was discussed in depth.

In parallel CER was in regular contact with the European Commission by organising bilateral meetings as well as providing position papers on all open dossiers.

In 2015, the European Commission is also planning to develop the implementation of Article 13 Recast 'Conditions of access to services', an important topic which CER will be actively following. It is unlikely though that this Implementing Act will still be adopted this year.

State aid

Over the past year, CER has been active on two dossiers concerning state aid that have a direct impact on the rail sector, namely the new Environment and Energy Guidelines, and the IPCEIs Guidelines.

The European Commission aimed to replace the 2008 Community Guidelines on state aid for environmental protection. After holding a public consultation in this regard, it adopted the Environmental and Energy State Aid Guidelines (EEAG) for 2014-2020. These guidelines define the framework for assessing government aid projects for energy and environment-related issues in the coming years. The EEAG were published in the Official Journal of the European Union on 28 June 2014.

CER replied to the European Commission's consultation highlighting the importance of maintaining sector-specific provisions for rail. CER's main objective was achieved since the EEAG will be applied without prejudice to the rules enacted in the Community Guidelines on state aid for railway undertakings.

On a similar note, CER also answered another public consultation launched by the European Commission, this time on a draft communication on state aid to promote important projects of common European interest (IPCEI). The main focus of CER's reply was to request legal certainty for TEN-T projects seeing as they fall under the scope of this communication, which entered into force on 1 July 2014.

Union Customs Code

CER actively participated this last year in the Trade Contact Groups and the Electronic Customs Groups organised by the European Commission in view of developing the Implementing and Delegated Acts of the Union Customs Code. CER's objective was to obtain rail-dedicated articles in these

Implementing Act	Status
• Criteria for authorised applicants	Adopted
• Common templates and procedures for EU licences	Adopted
• Procedures and criteria for framework agreements	Not adopted (expected 2015)
• New passenger services (economic equilibrium test and principal purpose test)	Adopted
• Track access charges: cost directly incurred and scarcity charging	Not adopted (expected 2015)
• Track access charges: noise-differentiated track access charges	Adopted
• Track access charges: modulation to incentivise ETCS adoption	Not adopted
• Rail Market Monitoring Scheme (RMMS)	Not adopted (expected 2015)

implementing regulations and to avoid general procedures that would harm the transport of goods by rail and thereby trigger a shift to other transport modes.

Since early 2014, CER has been focusing its work on obtaining a new simplified transit procedure based on article 233(4)e of the Union Customs Code instead of using the New Computerised Transit System (NCTS), which is not suitable for the rail sector. Many meetings and negotiations were held with the European Commission in this regard. At the end of 2014, CER started to develop a European database imposed by the European Commission as a condition to applying the new simplified transit procedure. The purpose of this database is to allow the customs authorities to follow the transport of goods. A first blueprint will be presented in spring 2015.

The CER Customs Working Group has also been following trade embargos and advising its members on how to fulfil the related obligations and carry out the necessary procedures in order not to be an unwitting partner in infringements should they find themselves involved in the rail transport of goods from or to countries that are part of a trade embargo.

In addition, the CER Customs Working Group is involved in the struggle against fraud. In this context there is a regular exchange of (overlapping) interests with the CER Security Working Group (see also page 52).

Joint Customs Meeting

In May 2014, CER organised the 54th Joint Customs Meeting between the European Commission, national customs administrations and CER members in The Hague. Important topics concerning customs were discussed, especially the rail-related options for the implementation of the Union Customs Code. The 55th Joint Customs Meeting took place in Bratislava in May 2015.



3.10 Rail research and innovation in Europe

Railway research is key to helping the sector shape a modern, innovative, sustainable, environmentally-friendly and cost-efficient European railway system, able to effectively respond to the arising political, societal, environmental and economic challenges.

In support of the European Union's activities to provide sustainable solutions to the current challenges faced by rail, the European Rail Research Advisory Council (ERRAC) believes that research and innovation will enable the European rail sector to retain its leadership and increase its competitiveness. Through its Strategic Rail Research and Innovation Agenda (SRRIA), ERRAC reaffirms Europe's need to offer a well-balanced, business-led and strong programme of research and innovation for the railway system over the next decades. In order to implement this strategic vision, the Joint Undertaking Shift2Rail was set up.

ERRAC, FOSTER-RAIL and the SRRIA

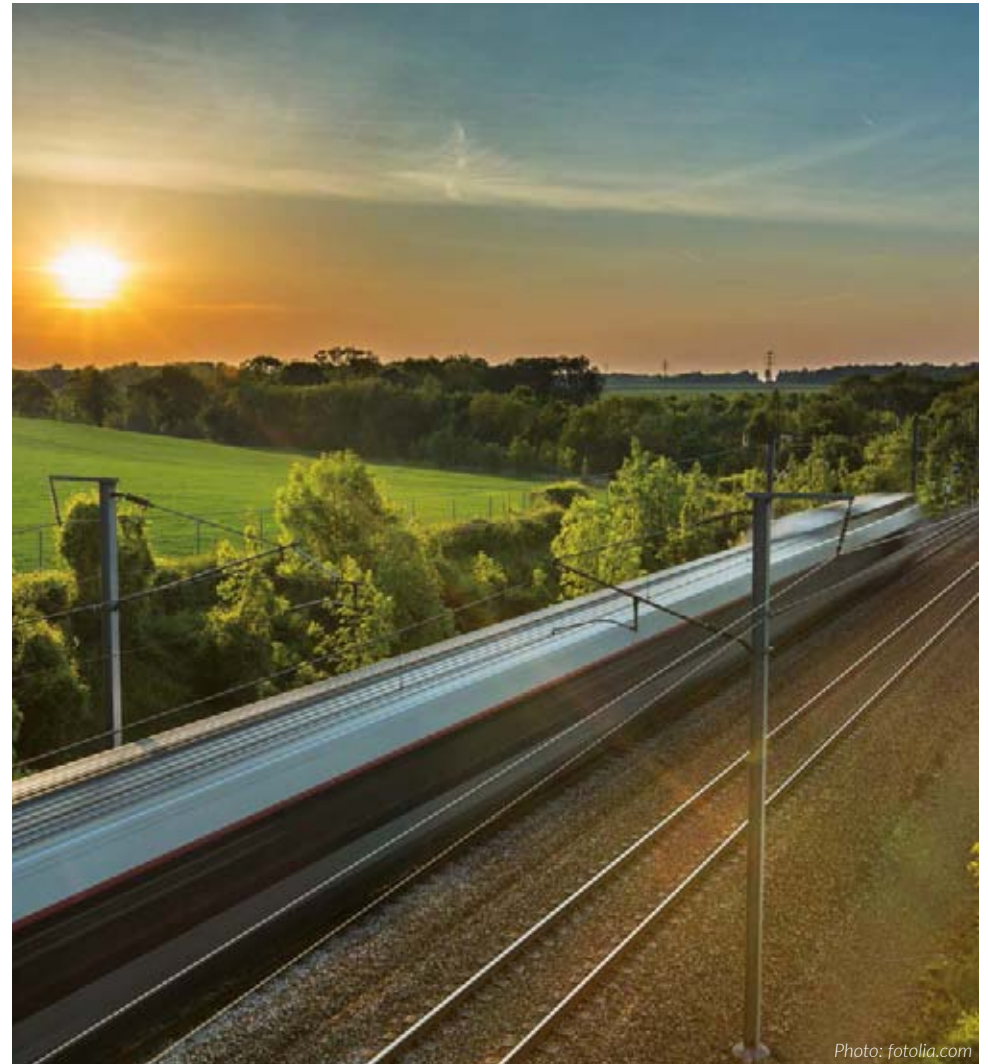
FOSTER-RAIL as a coordination and support action (CSA) assists ERRAC and the other transport-related European technology platforms (ETP) in defining research needs for their strategies and programmes in order to realise the objectives of the Europe 2020 strategy and further the vision of the European Commission's 2011 Transport White Paper.

CER is involved in ERRAC (Steering Committee and Strategy Board) and FOSTER-RAIL and carries out the dissemination activities for both.

One major deliverable of the FOSTER-RAIL project, approved on 4 November 2014 by the ERRAC Plenary Session, is the Strategic Rail Research and Innovation Agenda (SRRIA). This SRRIA specifically addresses the European efforts required for research and innovation to achieve the 2011 Transport White Paper goals, recognising that European transport is at a crossroads, and that old challenges remain while new ones have arisen.

ERRAC

The European Rail Research Advisory Council (ERRAC) was established in 2001 with the ambitious goal of creating a single European platform with the competence and capability to help revitalise the European rail sector and make it more competitive, by fostering increased innovation and guiding and monitoring research efforts at European level. For more information, visit www.errac.org



Shift2Rail

The Shift2Rail Joint Undertaking is a new public-private partnership in the rail sector, established under Horizon 2020, to provide a platform for coordination of research activities with a view to driving innovation in the rail sector in the years to come. It was launched on 7 July 2014, following the entry into force of Regulation 642/2014 of 16 June 2014 establishing the Shift2Rail Joint Undertaking. The Strategic Rail Research and Innovation Agenda is available on the CER website: www.cer.be



STRATEGIC RAIL RESEARCH AND INNOVATION AGENDA

A step change
in rail research and innovation



Shift2Rail

Established on 7 July 2014, the Shift2Rail Joint Undertaking is a new public-private partnership in the rail sector to provide a platform for coordination of research activities with a view to driving innovation in the rail sector in the years to come.

The rationale for setting up a joint undertaking is that the pooling and coordination of research and innovation efforts at EU level stands a better chance of success given the transnational nature of the infrastructure and technologies to be developed in support of the Single European Railway Area, and the need to achieve a sufficient mass of resources.

Rail research conducted within Shift2Rail must contribute to addressing the challenges faced by the rail sector through a comprehensive and coordinated approach to research and innovation focusing on the needs of the rail system and of its users. In particular, it should prioritise the following objectives:

- Achieve the Single European Railway Area through the removal of the remaining technical obstacles holding back the rail sector in terms of interoperability and through the transition to a more integrated, efficient and safe EU railway market, guaranteeing the proper interconnection of technical solutions;

- Radically enhance the attractiveness and competitiveness of the European railway system to ensure a modal shift towards rail through a faster and less costly transition to a more user-friendly (including for persons with reduced mobility), efficient, reliable, and sustainable European rail system;
- Help the European rail industry to retain and consolidate its leadership on the global market for rail products and services by ensuring that R&I activities and results can provide a competitive advantage to EU industries and by stimulating and accelerating the market uptake of innovative technologies.

The activities of the Shift2Rail Joint Undertaking were laid down in a common, forward-looking Strategic Master Plan and will be organised around five key 'Innovation Programmes':

- Cost-efficient and reliable trains, including high-speed trains and high-capacity trains;
- Advanced traffic management and control systems;
- Cost-efficient and reliable high capacity infrastructure;
- IT solutions for attractive railway services;
- Technologies for sustainable and attractive European freight.

In 2014 CER successfully lobbied on Regulation 642/2014 establishing the Shift2Rail Joint Undertaking in order to achieve a good and fair balance between the railway industry on the one hand and the railway operating community on the other hand. Furthermore CER highlighted the needs and requirements of the rail operating community by providing input to the Shift2Rail Strategic Master Plan.

CER continuously underlined that Shift2Rail must pave the way to a breakthrough in European rail research and contribute to regulation and standardisation. Shift2Rail is vital to ensure the future competitiveness of the whole European railway sector in a rather challenging business environment with strong competitors.

3.11 Europe's security challenges



In June 2014, the European Council identified the area of freedom, security and justice as one of five priorities defining the EU strategic framework for the next five years. The main focus in this area is on preventing and combating organised crime and terrorism.

LANDSEC and CER's Working Group on Security

As expressed in the 2011 Transport White Paper, the European Commission has been trying to find an appropriate European approach to land transport security. This led, inter alia, to the establishment of a permanent Expert Group on Land Transport Security (LANDSEC) in January 2013. LANDSEC aims at developing policy and exchanging relevant experiences, policies and practices between the Member States and relevant stakeholders.

In favour of sharing best practices and intelligence across Europe and supporting intensified and extended international coordination and cooperation between and amongst security authorities, police forces and transport operators, CER, as part of LANDSEC, has been promoting the sector's main ideas. CER chiefly addresses metal theft and vandalism, topics which should be discussed at EU level as they are of daily concern for CER members and their customers.

Taking into account the different views of the Member States and those of stakeholders, above all those of CER, the Commission decided to focus on metal theft by organising dedicated LANDSEC meetings and workshops on this topic. This step was very much appreciated by the railway and public transport sectors.

Metal theft

As a follow-up to the Commission's decision to concentrate on metal theft, CER prepared an own-initiative position paper on the subject together with the experts of the CER Working Group on Security. CER's proposals focus on the following concrete actions:

- Enforce better monitoring and the correct implementation of existing legislation on waste and waste shipment across Europe and prohibit uncontrolled management of metal waste and scrap;
- Introduce new measures in order to further regulate waste management facilities and scrap yards to allow for more efficient and effective investigations of metal theft crime;
- Further enhance international coordination and cooperation between law-enforcement authorities and exchange of data;
- Introduce common definitions and sanctions in order to make foreseen penalties for metal theft proportional to the actual impact and cost of the crime.

In summer 2014, the Council of the EU presented combatting organised property crime committed by mobile organised crime groups as one of the European Union's priorities in the fight against serious and organised crime in 2014-2017. This was followed by the Italian Presidency of the Council of the EU's initiative on establishing a European operational network to counter metal theft, which advocated sharing analysis and knowledge on metal theft, sharing good practices and monitoring the metal theft criminal groups in order to develop successful strategic and operational activities for countering metal theft. As part of this initiative, the Italian Presidency organised an event on metal theft in Rome in October 2014, where CER was invited to present its position on the subject.

In order to have an even stronger voice at EU level, CER established a joint coalition with several stakeholders representing sectors also affected by metal theft, such as public transport, the recycling industry and the energy sector. A common statement reflecting the main ideas of CER's metal theft position paper was submitted to relevant EU policy makers and promoted at EU level.

The EU's Internal Security Strategy

When defining the area of freedom, security and justice as one of the key objectives of the EU in June 2014, the European Council called, amongst other things, "for improving the link between the EU's internal and

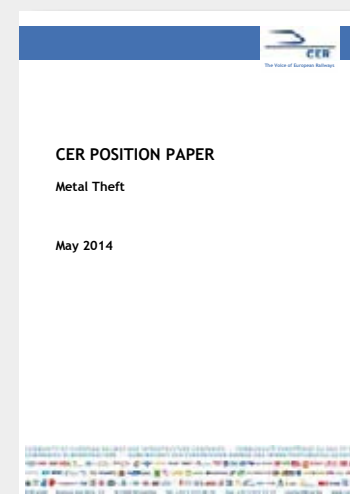
external policies". Moreover, the review and update of the EU's Internal Security Strategy (ISS) was identified as one of the ways to fight crime and terrorism.

The EU ISS sets out challenges, principles and guidelines for dealing with security issues within the EU. The Commission is preparing its renewal for 2015-2020 and has expressed the intention to keep the five strategic objectives from the last Strategy - namely, fighting and preventing serious and organised crime, terrorism and cybercrime, strengthening the management of EU external borders and building resilience to natural and man-made disasters - nevertheless reviewing them and identifying new actions to address the emerging threats and evolving challenges.

In order to raise the concerns of the railways, CER contributed to a Commission public consultation related to these topics in autumn 2014. The outcome of this consultation should be taken into account when developing the new Strategy, which will be published at the end of June 2015.

As mentioned in the Commission's Communication *An open and secure Europe: making it happen* of March 2014, the renewed ISS should also encourage greater synergies between home affairs and other policy areas related to internal security, such as transport, the internal market, the customs union, research and development, the digital market, civil protection and external relations.

The CER position paper on metal theft is available for download on the CER website:
www.cer.be



4

CER governance

- 4.1 CER Management Committee
- 4.2 How does CER work?
- 4.3 CER member statistics





Platforms 1-4,
East Midlands
Trains

Platforms 1-4,
East Midlands
Trains

Photo: fotolia.com

4.1 CER Management Committee



CER Chairman
Christian Kern
Austrian Federal Railways (ÖBB)



Vice Chairman
Ahti Asmann
Aktiaselts Est Raudtee
(EVR)



Vice Chairman
Rüdiger Grube
Deutsche Bahn (DB)



Vice-Chairman
Andreas Meyer
Schweizerische Bundesbahnen
/ Chemins de Fer Fédéraux
Suisse / Ferrovie Federali
Svizzere (SBB/CFF/FFS)



Vice-Chairman
Guillaume Pepy
Société Nationale des
Chemins de Fer Français
(SNCF)



Member
Rober Cobbe
Association of Train
Operating Companies
(ATOC)



Member
Jo Cornu
Société Nationale des
Chemins de Fer Belges
(SNCB)



Member
Ilona Dávid
Magyar Államvasutak
(MÁV)



Member
Michele Mario Elia
Ferrovie dello Stato Italiane
(FS Italiane)



Member
Crister Fritzon
Association of Swedish
Train Operating
Companies (ASTOC)



Member
Timo Hugues
Nederlandse Spoorwegen
(NS)



Member
Jakub Karnowski
Polskie Koleje Państwowe
(PKP)



Member
Dušan Mes
Slovenske železnice (SŽ)



Member
Oliver Wolff
Verband Deutscher
Verkehrsunternehmen
(VDV)



Associated Member
Bernard Guillelmon
BLS



Associated Member
Manuel Queiró
Comboios de Portugal, CP

4.2 How does CER work?

CER is the only organisation representing the entire European railway system vis-à-vis the EU institutions. 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 represents a vast majority of freight and passenger operators in the EU and candidate countries, as well as the majority of rail infrastructure managers.

The governance structure of CER is composed of three main bodies, ensuring a steady flow of communication between CER and its members. These bodies have regular meetings at chief executive and working levels.

CER General Assembly

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.

CER Management Committee

The Management Committee makes recommendations to the General Assembly. It consists of the CER Chairman, four Vice-Chairmen and further members elected by the General Assembly. The size of the Management Committee is limited to a maximum of 16 members.

CER Assistants

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.

Besides the gatherings of these internal bodies, CER also arranges further meetings and working groups to discuss specific issues. All members affected are invited to take part in these discussions.

High-level meetings

Separate 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. There are also separate meetings for regional groups of chief executives such as those from Central, Eastern and Southern Europe.

Working groups

The CER working groups are made up of members of the CER Assistants group or other experts delegated by member companies. The most important working groups are (in alphabetical order):

- Customer Liaison group;
- Customs Working Group;
- Economics and Taxation Group;
- Environment and Energy Strategy Group;
- ERA Steering Unit (and various working groups on interoperability and safety);
- Freight Focus Group;
- Human Resources Directors Group;
- Infrastructure Interest Group;
- Passenger Working Group;
- Security Working Group;
- Ticketing Working Group.

All groups meet on a regular and ad hoc basis.

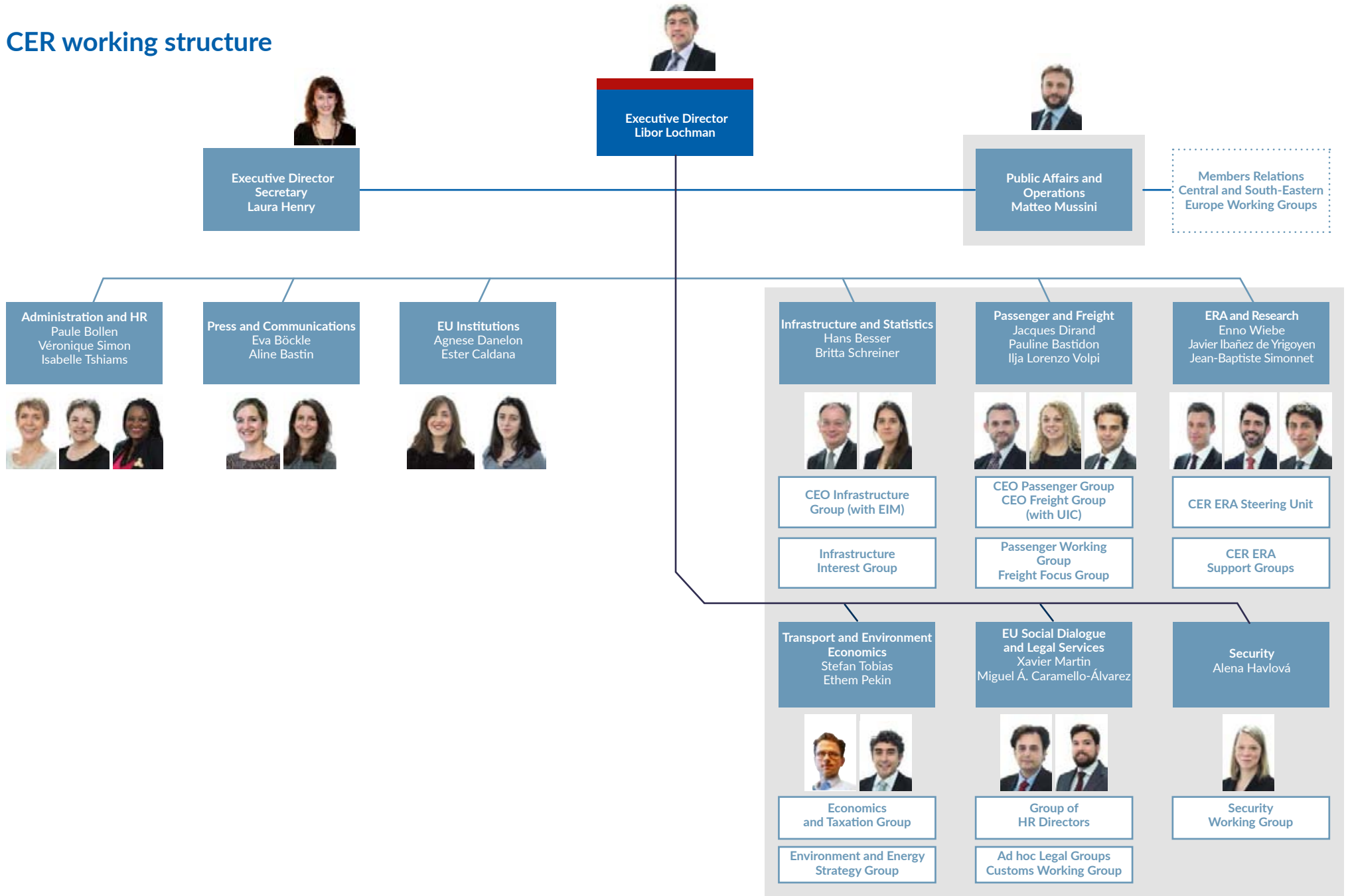
Building bridges

Internally CER follows the principle that all opinions are taken into account and that no member should feel dominated by others. CER believes that there is always a way to evaluate arguments properly and, if necessary, to find compromises in mutual respect. In the same spirit, every member has access to every working group in our association. CER is always open to new members.



Photo: fotolia.com

CER working structure



4.3 Member statistics

CER Member ^{a, b}	Country	Length of lines in km	Staff number		Passengers carried		Passenger-kilometres		Freight tonnes carried		Freight Tonne-km		Train-km (IM only)		Turnover		EBITDA ^c
			FTE ^d	Δ% 13/14	millions	Δ% 13/14	millions	Δ% 13/14	millions	Δ% 13/14	millions	Δ% 13/14	millions	Δ% 13/14	millions €	Δ% 13/14	millions €
ASTOC	SE	-	10 744 ^r	0%	201 ^r	0%	11 842 ^r	0%	66.9 ^r	0%	21 729 ^r	0%	-	-	n/a	n/a	n/a
ATOC/RDG	GB (UK)	-	n/a	n/a	1 639	5%	61 768	4%	-	-	-	-	-	-	n/a	n/a	n/a
BDŽ Holding	BG	-	10 096 ^r	0%	26.1 ^r	0%	1 826 ^r	0%	8.9 ^r	0%	1 806 ^r	0%	-	-	429.6 ^r	0%	121.2 ^r
BE	LV	-	177	1%	-	-	-	-	2	-51%	800.9	-50%	-	-	12 ^p	-63%	3.4 ^p
BLS	CH	520 ^s	2 750 ^s	0%	53.8 ^s	0%	905 ^s	0%	12.8 ^s	0%	3 313 ^s	0%	13.8 ^s	0%	n/a	n/a	n/a
BRC	BG	-	n/a	n/a	-	-	-	-	2.5 ^u	0%	794 ^u	1%	-	-	n/a	n/a	n/a
BTS	LV	-	135 ^s	0%	-	-	-	-	9.4 ^s	0%	2 857 ^s	0%	-	-	n/a	n/a	n/a
Bulmarket	BG	-	80 ^r	-18%	-	-	-	-	0.5 ^r	n/a	123 ^r	n/a	0.4 ^t	0%	6.7 ^t	0%	n/a
ČD	CZ	-	22 642	-4%	170	1%	6 952	0%	69	-1%	11 622	-5%	-	-	1 199.7 ^h	-5%	281.4
CER	HU	-	15 ^s	0%	-	-	-	-	1.9 ^s	0%	492.9 ^s	0%	-	-	10.7 ^s	0%	0.7 ^s
CFL	LU	275 ^s	3 079 ^s	6%	19.7 ^s	0%	373 ^s	0%	-	-	-	-	8.3 ^s	-4%	n/a	n/a	n/a
CFL Cargo	LU	-	482 ^t	0%	-	-	-	-	7.8 ^t	0%	739 ^t	0%	-	-	n/a	n/a	n/a
CFM	MD	1 156	10 073	-2%	3.8	-7%	257	-22%	5	-7%	1 179	-5%	3.4	-3%	56.6	-3%	n/a
CFR	RO	10 777	22 455	-2%	-	-	-	-	-	-	-	-	87.4	-3%	239.4	1%	96.4
CFR Călători	RO	-	13 195	-4%	56	15%	4 526	13%	-	-	-	-	-	-	n/a	n/a	n/a
CFR Marfă	RO	-	7 622	-12%	-	-	-	-	27.8	1%	5 326.7	-3%	-	-	206.6	-1%	7.4
CP	PT	-	2 700 ^r	7%	109.8 ^u	2%	3 521 ^u	6%	8.7 ^s	0%	2 020 ^s	0%	-	-	n/a	n/a	n/a
DB	DE	33 426	295 763	0%	2 254	1%	88 407	0%	329.1	-16%	102 871	-1%	1 044	1%	39 720	2%	5 110
DSB	DK	-	7 564	-5%	199.5	2%	6 643	-1%	-	-	-	-	-	-	228.4	4%	61.7
Eurostar	GB (UK)	-	1 456 ^s	3%	10.4	3%	n/a	n/a	-	-	-	-	-	-	1 075.5 ^o	7%	68.2
EVR	EE	1 224	821	-2%	5.9	39%	280.1	24%	19.2	-21%	2 895	-34%	6.5	8%	51.5	-20%	20.8
FS Italiane	IT	16 723	69 487	-2%	n/a	n/a	38 611	2%	n/a	-	10 321.5	-2%	330.6	0%	8 421 ^p	1%	2 035 ^p
GFR	RO	169	2 284 ^r	n/a	-	-	-	-	12.4 ^r	n/a	3 603 ^r	n/a	0.3 ^r	n/a	n/a	n/a	n/a
GySEV	HU/AT	509	2 268	1%	7.5	3%	298	3%	7.2	-9%	763	8%	7.2	-1%	135.1 ^p	-49%	10.2 ^p
HSH	AL	424 ^s	1 334 ^s	n/a	0.4 ^s	n/a	15.9 ^s	n/a	0.1 ^s	n/a	15.3 ^s	n/a	0.8 ^s	n/a	6.3 ^s	0%	2.7 ^s
HUNGRAIL	HU	-	2 ^s	n/a	-	-	-	-	n/a	n/a	0.6 ^s	n/a	-	-	n/a	n/a	n/a
HŽ Cargo	HR	-	2 722	0%	-	-	-	-	10.4	-3%	2 119	2%	-	-	73.2 ^p	-3%	25 ^p
HŽ Infrastruktura	HR	2 722 ^r	5 438 ^r	n/a	-	-	-	-	-	-	-	-	20.3 ^u	-8%	n/a	n/a	n/a
HŽ Putnički Prijevoz	HR	-	1 905	-6%	21.9	-10%	927.3	-2%	-	-	-	-	-	-	131.8	14%	28.9
IÉ	IE	2 400 ^r	3 814 ^r	n/a	37.8 ^u	2%	1 694 ^u	8%	1.4 ^t	n/a	229.6 ^r	n/a	17.1 ^r	n/a	n/a	n/a	n/a
LDZ	LV	1 859	11 664	-1%	19.2	-3%	649	-11%	57	2%	15 257	2%	19.3	2%	441	0%	89
LG	LT	1 767	10 480	-2%	4.6	-5%	372.5	-5%	49	2%	14 307	7%	14.3	1%	461.7	1%	136.2
MÁV	HU	7 385 ^r	37 103 ^r	0%	111 ^r	0%	5 512 ^r	0%	-	-	-	-	97 ^r	0%	n/a	n/a	n/a
Montecargo	ME	-	204 ^q	0%	-	-	-	-	1.2 ^q	0%	151 ^q	0%	-	-	n/a	n/a	n/a

CER Member ^{a, b}	Country	Length of lines	Staff number		Passengers carried		Passenger-kilometres		Freight tonnes carried		Freight Tonne-km		Train-km (IM only)		Turnover		EBITDA ^e
		in km	FTE ^d	Δ% 13/14	millions	Δ% 13/14	millions	Δ% 13/14	millions	Δ% 13/14	millions	Δ% 13/14	millions	Δ% 13/14	millions €	Δ% 13/14	millions €
NRIC	BG	4 032	11 820	-3%	-	-	-	-	-	-	-	-	28.8	2%	166.9	n/a	-11.7
NS	NL	-	8 000 ^f	n/a	346 ^f	10%	17 018 ^f	n/a	-	-	-	-	-	-	n/a	n/a	n/a
NSB	NO	-	10 996 ^f	-2%	61.9	5%	2 965	3%	-	-	-	-	-	-	1 835.7 ^f	1%	439.9 ^f
ÖBB	AT	4 865	39 182	0%	466	-1%	10 700	4%	110.1	1%	29 000	12%	145.1	2%	5 270	1%	1 722.8
OSE	EL	2 554 ^s	2 401 ^s	0%	-	-	-	-	-	-	-	-	11.5 ^u	3%	n/a	n/a	n/a
PKP	PL	18 942	89 845	-4%	140.4	-7%	11 865	-8%	120.4	-3%	32 017	-4%	137	-5%	n/a	n/a	n/a
Rail Polska	PL	28	347	-3%	-	-	-	-	2.9	-27%	873.7	-17%	1.3	-23%	n/a	n/a	n/a
Regiotrans Brasov	RO	-	965	-4%	8.6	8%	450.6	15%	-	-	-	-	-	-	11.1	22%	2
RENFE Operadora	ES	-	14 319	-3%	464.9	0%	23 753.4	5%	21.2	10%	7 556.5	3%	-	-	2 188.5	6%	214.7
RFYMI	MK	699 ^r	1 342 ^r	n/a	-	-	-	-	-	-	-	-	2.3 ^u	2%	n/a	n/a	n/a
RFYMT	MK	-	1 295 ^r	n/a	1 ^r	n/a	99 ^r	0%	2.5 ^r	n/a	423 ^r	n/a	-	-	n/a	n/a	n/a
SBB/CFF/FFS	CH	3 173 ^c	32 730	6%	430 ^d	4%	18 231	3%	53.1	11%	14 478	18%	179 ^e	2%	6 235	4%	1 784.9
SLB	AT	-	138 ^s	0%	4.7 ^s	0%	58 ^s	0%	2.5 ^s	0%	225 ^s	0%	-	-	n/a	n/a	n/a
SNCB/NMBS	BE	-	20 301 ^b	n/a	234.9	1%	10 974	1%	29.2 ^{r, b}	0%	4 941.5 ^{r, b}	0%	-	-	2 399.8 ^b	n/a	5.7 ^b
SNCF	FR	-	148 930	-1%	1 122.3	0%	83 907	-1%	50	-2%	19 266.5	-1%	-	-	20 341.1	1%	1 766.7
SŽ	SI	1 209	8 088	0%	14.8	-10%	687	-10%	16.9	5%	3 847	9%	20.1	6%	557.2	11%	58.9
SŽDC	CZ	9 459	17 245	0%	-	-	-	-	-	-	-	-	158.8 ^u	-1%	261.9	0%	90.8
TCDD	TR	10 087	24 235	-1%	78.4	69%	4 393	16%	28.7	8%	11 992	7%	43	48%	312.1	2%	644.8
TFG	RO	-	135 ^q	0%	-	-	-	-	0.7 ^q	0%	319 ^q	0%	-	-	n/a	n/a	n/a
Thalys	BE	-	n/a	n/a	6.6 ^s	0%	2 410 ^s	0%	-	-	-	-	-	-	n/a	n/a	n/a
TRAINOSE	EL	-	1 532 ^q	0%	15.3 ^q	0%	1 414 ^q	0%	3.2 ^q	0%	393 ^q	0%	-	-	n/a	n/a	n/a
VDV	DE	37 877 ^m	129 809 ^r	2%	2 286 ^r	1%	84 855 ^r	0%	606.1 ^r	0%	101 600 ^r	0%	n/a	n/a	n/a	n/a	n/a
VR Group	FI	-	7 592	-6%	68.3	-1%	3 874	-4%	37	2%	9 600	1%	-	-	862.2	-2%	173.4
WKO	AT	475	n/a	n/a	23	0%	180	n/a	3	0%	390	-	n/a	n/a	n/a	n/a	n/a
ŽFBH	BA	601	3 572	-4%	0.4	-14%	22.6	-10%	8.6	4%	902.9	12%	2.4	9%	62.2	3%	0.04
ŽICG	ME	249 ^t	812 ^t	0%	-	-	-	-	-	-	-	-	0.6 ^r	0%	n/a	n/a	n/a
ŽRS	BA	426	3 379	-1%	0.2	-15%	12.2	-18%	4.9	-4%	425.2	-6%	1.5	-12%	36.5	2%	2.50
ŽS	RS	3 809	17 078	-5%	17.4	-4%	617.2	-21%	10.8	3%	2 988	-1%	17	-22%	92.8 ^p	0%	-38.2 ^p
ŽSR	SK	3 627	14 110	-2%	-	-	-	-	-	-	-	-	46.3	1%	459.2	-5%	103.6
ZSSK	SK	-	5 841	2%	47.3	7%	2 503	3%	-	-	-	-	-	-	287.2 ^p	-1%	-6.4 ^p
ZSSK Cargo	SK	-	6 103	-4%	-	-	-	-	36	-1%	6 888.1	1%	-	-	296.2	-20%	70.1

CER Member ^{a, b}	Country	Length of lines	Staff number		Passengers carried		Passenger-kilometres		Freight tonnes carried		Freight Tonne-km		Train-km (IM only)		Turnover		EBITDA ^e
		in km	FTE ^d	$\Delta\%$ 13/14	millions	$\Delta\%$ 13/14	millions	$\Delta\%$ 13/14	millions	$\Delta\%$ 13/14	millions	$\Delta\%$ 13/14	millions	$\Delta\%$ 13/14	millions €	$\Delta\%$ 13/14	millions €
GR	GE	1 566 ^q	n/a	n/a	3.1 ^q	0%	626 ^q	n/a	17.1 ^q	n/a	5 417 ^q	n/a	-	-	n/a	n/a	n/a
JR East	Japan	7 474	59 240	0%	6 246	2%	131 110	2%	-	-	-	-	-	-	19 263.9 ⁱ	-7%	n/a
TS ⁿ	CH	-	n/a	n/a	-	-	-	-	-	-	-	-	173.3	2%	1.8	8%	-003
VPE	HU	-	34 ^s	0%	-	-	-	-	-	-	-	-	-	-	2.2 ^s	0%	0.5 ^s

- Not applicable

n/a Not available

a MRCE Dispolok (NL) is member of CER, but as rolling stock leasing company, it is not listed in the table.

b High Speed 2 (HS2) is a member of CER but cannot be listed in the table since operations have not yet begun.

c Database modified with regard to ownership for 2013 and 2014.

d New survey and extrapolation methods lead to a better consideration of shorter journeys and therefore a higher passenger traffic volume; figure for 2013 adapted retrospectively.

e Includes train paths used by the infrastructure manager.

f The figures for staff numbers, turnover and EBITDA apply to the whole group, including non passenger rail activities. They are consistent with the figures reported for 2012 and 2013.

g The SNCB-Group was restructured in 2014 into the companies SNCB, Infrabel and HR Rail. A comparison of the FTE, turnover and EBITDA of 2014 with the corresponding values of 2013 would thus be biased. To avoid any inaccurate comparison, the values for 2013 are therefore left blank.

h In local currency, turnover increased by 0.5%. The 5% drop in turnover is a result of the impact of exchange rate fluctuations in 2014.

i In local currency, turnover increased by 1.2%. The 7% drop in turnover is a result of the impact of the YEN/EUR exchange rate fluctuations in 2014.

m Statistics regarding length of line is only collected every five years. The length of line for VDV seen in this table therefore refers to 2010.

n Trasse Schweiz is the Swiss independent train path allocation body. The value "train-km" refers to the train-km allocated for the annual timetable 2014 and during the current timetable 2014.

o In local currency, turnover increased by 1.2%.

p provisional

q 2010 data

r 2013 data

s 2012 data

t 2011 data

Annexes

- 5.1** Publications
- 5.2** Abbreviations
- 5.3** Glossary

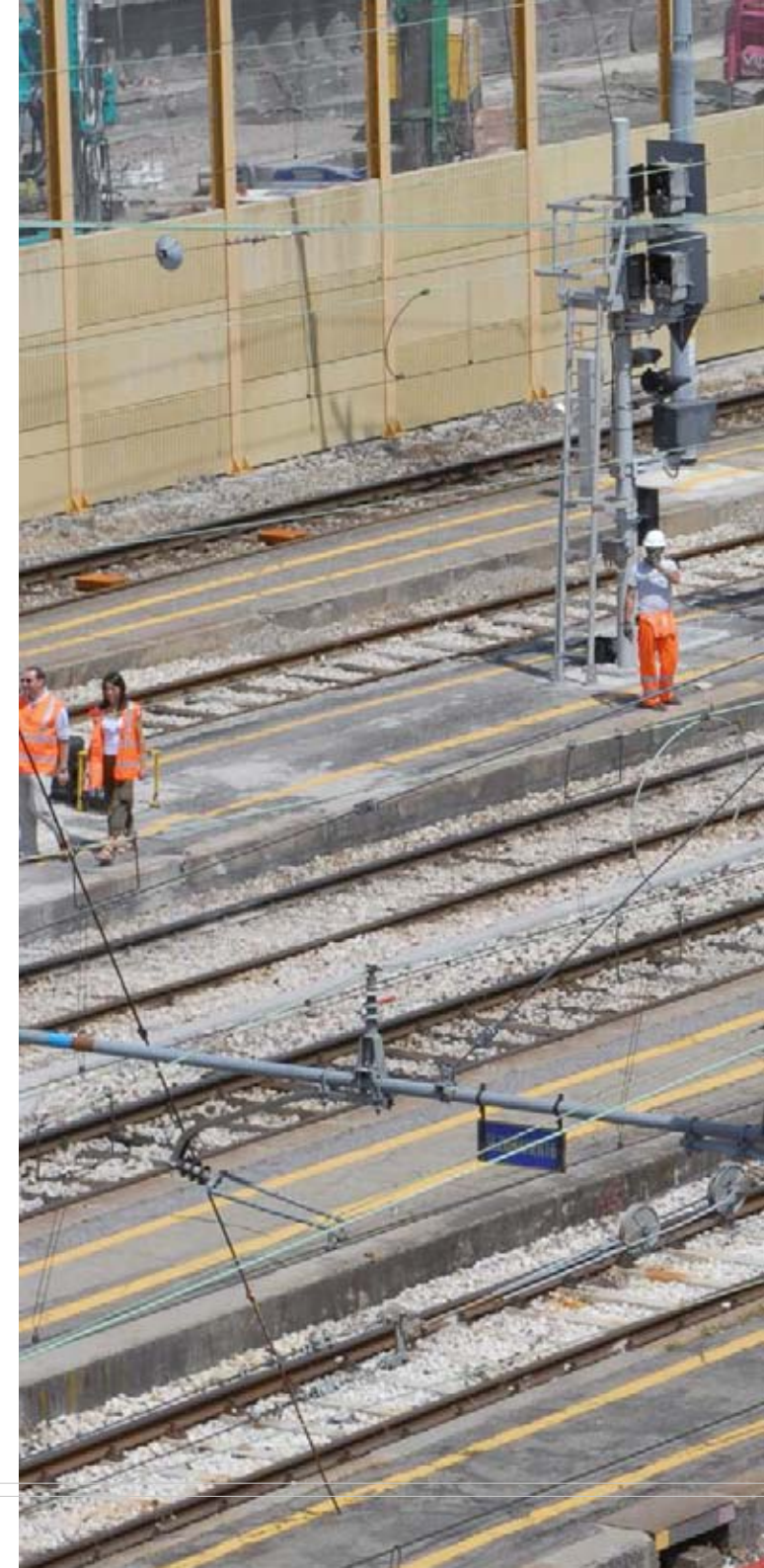




Photo: fotolia.com

5.1 Publications



Charters and agreements

European general terms and conditions of use of railway infrastructure (September 2014)

Brochures

- The European Social Dialogue and the Social Dialogue in the Railway Sector in Western Balkan Countries (December 2014)
- Foster Rail - Strategic Rail Research and Innovation Agenda (November 2014)
- Sector vision and policy priorities 2014-2019 (October 2014)
- CER – The Voice of European Railways (July 2014)

Factsheets

- The Transport White Paper targets: rail contribution (March 2015)
- Rail Ticketing – State of play, lifecycle and future trends (February 2015)
- Rail freight: crucial for Europe's competitiveness and energy security (November 2014)
- Rail infrastructure quality and performance in 2012 (September 2014)

Position papers

- CER letter on EFSI and the Technical Pillar of the 4th Railway Package (February 2015)
- Assessment for the mid-term review of the Transport White Paper 2011 (February 2015)

- Cooperation agreements (October 2014)
- Users' expectations for ERTMS breakthrough program (October 2014)
- ETCS-related track access charges (October 2014)
- A 2030 framework for climate and energy policies (June 2014)
- Future radio communication system (June 2014)
- Metal theft (May 2014)
- Amendment of the Commission implementing Regulation N°402/2013 on the CSM for risk evaluation and assessment (December 2014)

Studies

- Women in rail – Annual report on the development of women's employment in the European railway sector (February 2015)
- The economic footprint of railway transport in Europe (October 2014)
- Results of the 2013 questionnaire on the development of women employment in the railway sector in Europe (January 2014)

5.2 Abbreviations

ALDE	Alliance of Liberals and Democrats for Europe	GVA	Gross Value Added
ASECAP	European Association with Toll Motorways, Bridges and Tunnels	HRD	Human Resources Directors
CCS	Control Command and Signalling	IM	Infrastructure Manager
CEEC	Central and Eastern European Countries	IMCO	European Parliament's Committee on Internal Market and Consumer Affairs
CEEP	European Centre of Employers and Enterprises providing Public Services	INEA	European Innovation and Networks Executive Agency
CEF	Connecting Europe Facility	INF TSI	Technical Specifications of Interoperability for Infrastructure
CIT	International Rail Transport Committee	IRU	International Road Transport Union
CLG	Customer Liaison Group	KPI	Key Performance Indicator
CO₂	Carbon Dioxide	MEP	Member of the European Parliament
DG CONNECT	European Commission's Directorate-General for Communications Networks, Content and Technology	NEBs	National Enforcement Bodies
DG MOVE	European Commission's Directorate-General for Mobility and Transport	NSA	National Safety Authority
DG TAXUD	European Commission's Taxation and Customs Union Directorate-General	PSO	Public Service Obligation
EBRD	European Bank for Reconstruction and Development	OSJD	Organisation for Co-operation between Railways
EC	European Commission	OTIF	Intergovernmental Organisation for International Carriage by Rail
ECR	European Conservatives and Reformists	RDD	Reference Document Database
EDF	European Disability Forum	RFCs	Rail freight corridors
EEAG	Environmental and Energy State Aid Guidelines	RINF	Register of Infrastructure
EESC	European Economic and Social Committee	RISC	Railway Interoperability and Safety Committee
EFRTC	European Federation of Railway Trackworks Contractors	RNE	RailNetEurope
EIA	Environment Impact Assessment	RVRR	Rationalisation of Vehicle-Related Registers
EIB	European Investment Bank	S&D	Progressive Alliance of Socialists and Democrats
EIM	European Rail Infrastructure Managers	SEE	South-East Europe
EPF	European Passengers' Federation	SEETO	South-East Europe Transport Observatory
EPP	European People's Party	TAG	Terminals Advisory Group
ERA	European Railway Agency	TAF TSI	Technical Specification for Interoperability on Telematic Applications for Rail Freight Transport
ERFA	European Rail Freight Association	TAP TSI	Technical Specification for Interoperability on Telematic Applications for Rail Passenger Transport
ERTMS	European Rail Traffic Management System	T&E	Transport and Environment
ETCS	European Train Control System	TEN-T	Trans-European Transport Network
ETF	European Transport Worker's Federation	TRAN	European Parliament's Committee on Transport and Tourism
ETRA	European Tyre recycling Association	TSI	Technical Specifications for Interoperability
EU	European Union	UIC	International Union of Railways
FSM	Full Service Model	UIRR	International Union of combined Road-Rail transport companies
GDP	Gross Domestic Product	UITP	International Union of Public Transport
GRB	Group of Representative Bodies	UNIFE	European Railway Industry Association
GHG	Green House Gases	XA	Cross Acceptance
GSM-R	Global System for Mobile Communications for Railways		

5.3 Glossary

Connecting Europe Facility

Related to TEN-T, new integrated financial instrument which defines, as a common financial framework and part of the Multiannual Financial Framework (MFF) 2014-2020, the conditions, the methods and the procedures for providing European Union financial aid to support projects in the transport, energy and telecommunication infrastructures.

Directive 91/440

Mother Directive 'on the development of the Community's railways', which laid down the foundations for the creation of a European railway market.

First Railway Package

First step towards rail market opening: international freight. Directive 2001/12/EC revises Directive 91/440, Directive 2001/13/EC revises Directive 95/18, Directive 2001/14/EC repeals Directive 95/19, Directive 2001/16/EC deals with interoperability of the conventional rail system.

Fourth Railway Package

The European Commission adopted the Fourth Railway Package on 30 January 2013. The Package consists of three pillars: governance of the railway system, market opening, and a technical pillar.

Recast of the First Railway Package

The Recast of the First Railway Package (now Directive 2012/34/EU) was approved by the Council of the EU on 21 November 2012, and published in the Official Journal of the EU on 14 December 2012. The new directive repeals Directives 91/440/EEC, 95/18/EC and 2001/14/EC.

Second Railway Package

Second step towards market opening: entire freight market. Directive 2004/51/EC revises Directive 91/440 ff, Directive 2004/49/EC on safety revises Directive 95/18 ff, Directive 2004/50/EC combines the high-speed and conventional interoperability Directives, Regulation (EC) 881/2004 establishes the European Railway Agency ERA.

TEN-T Guidelines

European Commission proposal that sets the strategic framework for transport infrastructure investment until 2050.

Third Railway Package

Third step towards rail market opening: passenger market. Regulation 1371/2007 on passenger rights, Directive 2007/58 on passenger liberalisation and Directive 2007/59 on train crew certification.

Transport White Paper

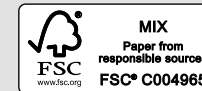
Commission Communication setting out the EU transport policy for the next ten years, including perspectives up to 2050.



Publisher: Community of European Railway and Infrastructure Companies (CER) Avenue des Arts 53, 1000 Brussels - Belgium - www.cer.be

Design and production: www.inextremis.be
Photos: Kindly provided by CER members and Fotolia.com
Printed in Belgium in June 2015

Disclaimer: CER, nor any person acting on its behalf, may be held responsible for the use to which information contained in this publication may be put, nor for any errors which may appear despite careful preparation and checking.
Reproduction is authorised, provided the source is acknowledged.





The Voice of European Railways

**COMMUNITY OF EUROPEAN RAILWAY
AND INFRASTRUCTURE COMPANIES**

CER aisbl
Avenue des Arts, 53 - 1000 Bruxelles

Tel: +32 2 213 08 70

Fax: +32 2 512 52 31

contact@cer.be

[@CER_railways](https://twitter.com/CER_railways)

www.cer.be