

CER's vision for the future of the European rail sector



The Voice
of European
Railways

Our vision is for a European rail sector that is:

- > A **competitive and viable first-choice transport mode** in terms of price and service quality for both passengers and freight customers;
- > The backbone of a **seamless and integrated transport system** – in close cooperation with the other transport modes;
- > An enabling factor for the competitiveness of the European economy, supporting **economic growth and job creation**, and contributing to an **inclusive society**;
- > Central to the delivery of Europe's goals of cutting **greenhouse gas emissions**, achieving **energy security**, and relieving **congestion**.

Our commitment is to achieve a situation where:

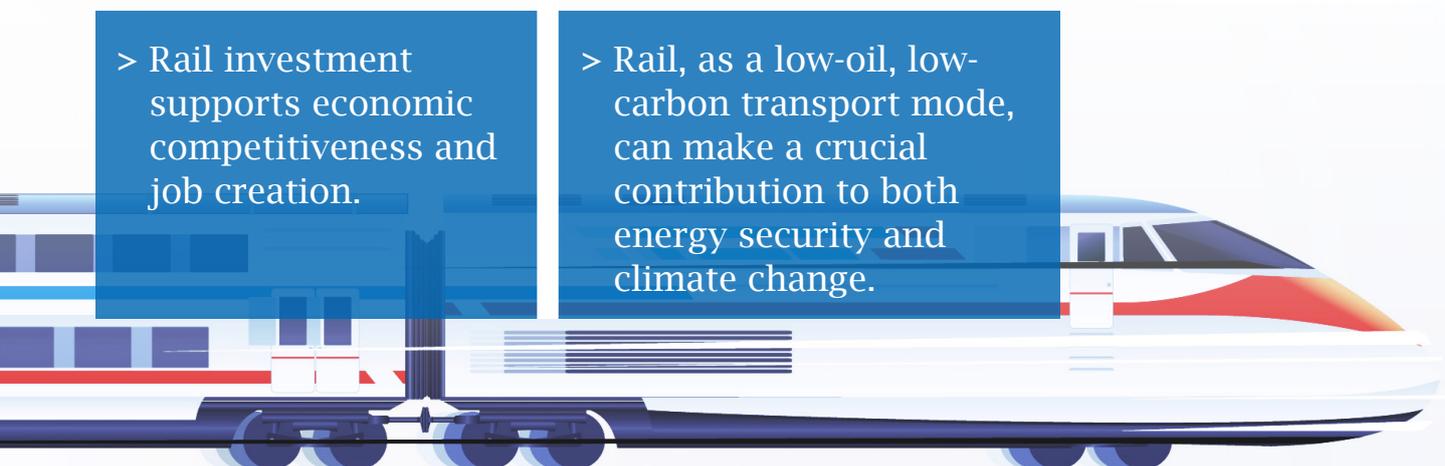
- > The rail sector places a premium on **technological innovation** and on **new service models** in areas such as ticketing, travel information, real-time information for customers;
- > Europe's railway companies emerge as **leading providers of transport and logistics solutions** across borders and across modes;
- > Rail remains the **greenest and the safest** mode of transport.

Our plea to policy-makers is to ensure that:

- > Rail infrastructure funding is **solid, sufficient, and predictable**;
- > EU policies facilitate **development, innovation, and growth** – leaving companies in charge of choosing the best way to implement, and cities, regions, and Member States in the driving seat of public transport policy;
- > A **level playing field** is created between transport modes – while supporting new infrastructure connections and new complementarities between the modes.

> Rail investment supports economic competitiveness and job creation.

> Rail, as a low-oil, low-carbon transport mode, can make a crucial contribution to both energy security and climate change.



Top priorities of the European rail sector for 2014-2019

1 Stabilise the legislative framework for the railway market

Bring the Fourth Railway Package to a successful political conclusion...

- > Complete the Technical Pillar;
- > Support market opening for commercial (open access) services while safeguarding the economic equilibrium of Public Service Obligations;
- > Respect subsidiarity on governance structures and on definition and award of Public Service Obligations.

... And then allow the legislative environment to stabilise

The top priority must now be the efficient implementation of the Recast Directive and of the Fourth Railway Package once it enters into force – based on strong national regulatory bodies.

ERTMS: stabilise the specification

With the European Railway Agency as the ultimate decision-maker.

Spare parts: overcoming market fragmentation

The European Railway Agency should identify which spare parts require standardisation.

2 Pursue a pro-growth agenda for the railway sector

High-Speed: uphold Europe's commitment!

The 2011 Transport White Paper sets the target for 2030 of extending the length of the existing high-speed rail network while maintaining a dense railway network in all Member States.

Freight: smart investments for better quality

- > Passing loops to support freight train punctuality;
- > First- and last-mile links to industrial sites, warehousing facilities, and urban distribution nodes.

High-Speed: facilitate cross-border services

With an effective implementation of provisions on cooperation between infrastructure managers.

Freight: ensure process innovation can arise

The sector must be able to easily pilot and introduce new capacity allocation and traffic management practices to support higher punctuality.

Infrastructure: the bedrock for growth

Ensure that Member States provide sufficient and reliable long-term funding for infrastructure, at the minimum in line with their existing legal obligations. Rail infrastructure funding must be commensurate with ambitions and future demand in all areas, i.e. maintenance, renewal, upgrades, and new build.

3 Develop a new inter-modal strategy for transport

A level playing field between transport modes

- > Distance-based infrastructure pricing to become the norm across all of surface transport, with pricing in of local externalities in all modes;
- > Value Added Tax to be aligned between modes.

Cooperation: aviation and rail

Ensure seamless connections between aviation services and rail services – notably high-speed.

Sustainability: CO₂ emissions in transport

- > Transport at the heart of EU energy and climate policy;
- > Reform the EU ETS to better account for transport.

Cooperation: rail freight and seaports

Enhance rail connections to seaports.