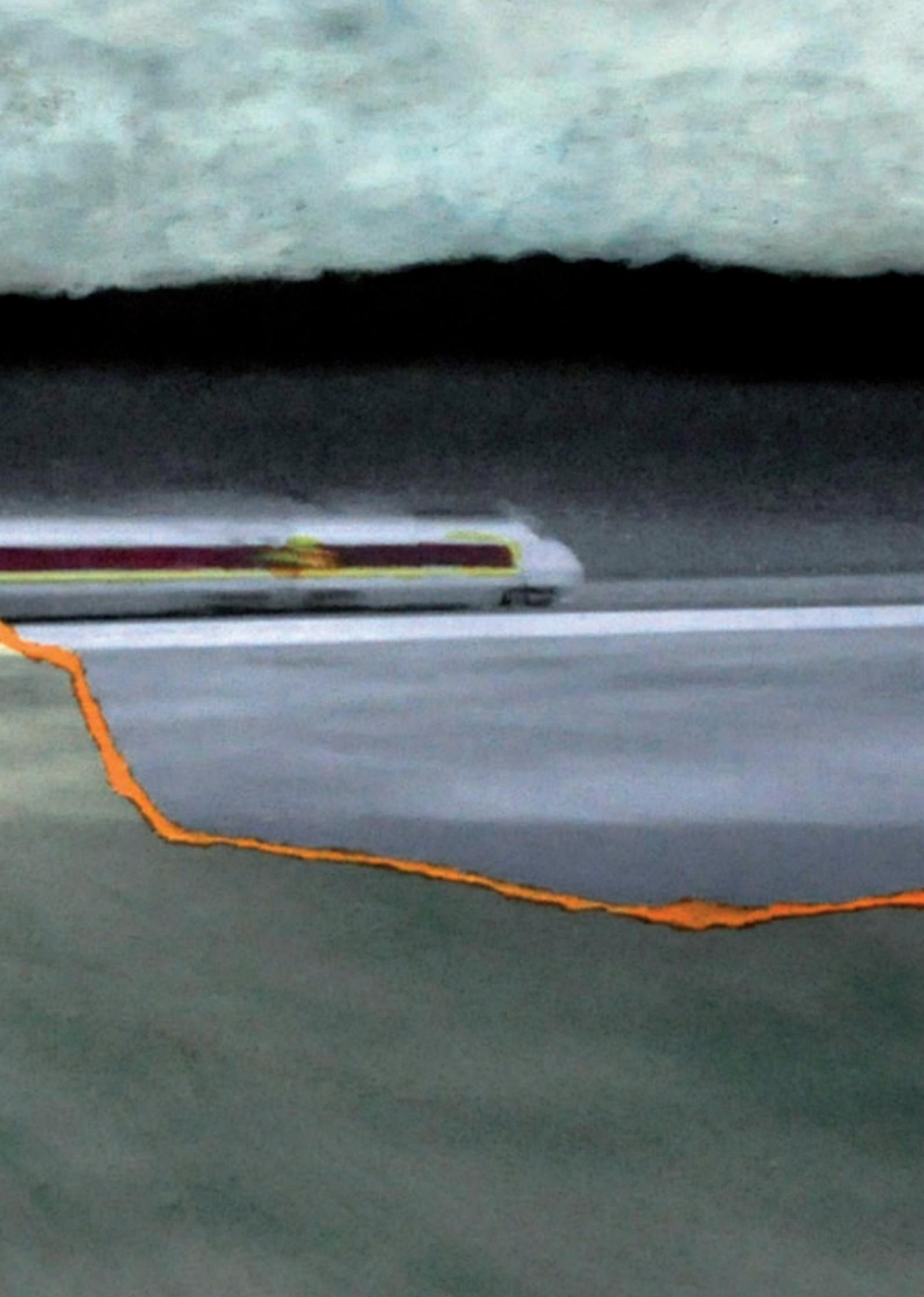


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FOREWORD

2011 will be remembered as the year in which the European Commission outlined its vision for Europe's transport sector in the Transport White Paper. Meeting growing mobility needs, Europe must move away from its dependence on oil and must achieve substantial cuts in greenhouse gas emissions. Transport should contribute by reducing emissions by at least 60% on the 1990 level by 2050. In that context, the Commission proposed two highly important modal shift targets: 30% of overland freight should go by rail or inland waterways by 2030, 50% by 2050; and rail should account for the majority of intermediate-distance passenger travel by 2050. Furthermore, the development of railways remained in 2011 a strong source for the economic growth, it generated demand from other industries and enabled goods and passengers to be transported more easily, more cheaply and on a larger scale.

CER welcomes the publication of the long anticipated Transport White Paper setting out the EU transport policy for the next ten years including prospects to 2050. The European rail sector fully supports the vision of a competitive and resource-efficient transport system outlined in the document, in particular the targets for decarbonisation of the transport sector and the establishment of a single European transport area. We now call upon European decision makers to not only endorse these goals but to also introduce the right measures and policy instruments.

On another important subject, the European Parliament recently adopted in its first reading the European Commission's proposal to recast the First Railway Package. This followed more than nine months of intense and heated discussions. The Council also confirmed its position earlier this year thereby bringing the finalisation of the first reading in sight. The legislative process should come to an end by summer 2012. CER hopes that both parties will adopt a courageous stance with a view to reaching a result beneficial for the rail sector in the coming years.

For 2012, the rail sector's work programme is no less ambitious. Among many other issues, CER and its members are getting ready for the publication of the Fourth Railway Package as announced by European Commission Vice-President Siim Kallas. After more than 20 years of reforms, to promote and safeguard future investments, CER is expecting some stability and reliability on rail transport policy and calls upon the regulators to guarantee it.

Moreover, we will work hard to facilitate a modal shift towards rail transport. The enhancement of rail infrastructure through the provisions of the TEN-T guidelines and the related financial instrument Connecting Europe Facility (CEF), as well as the internalisation of external costs should help to improve the competitive position of rail. An important contribution will also be provided via the work of the European Railway Agency (ERA) in the context of streamlining safety certifications and authorisations of vehicles.

We will also carry on drawing attention to the rail sector's critical situation in Central and Eastern Europe. In addition, CER will also continue to pro-actively drive forward the debate on a more sustainable future for European transport.

In all these activities, alongside our members, CER aims to be a reliable partner for the EU institutions as well as for national administrations – a partner which is both reviewing and supportive at the same time. We will only succeed in our tasks if we work closely together with our members, the European institutions and national governments. We would like to use this opportunity to thank you for all your continuous support of European rail transport throughout 2011.

We would also like to express our gratitude to Johannes Ludewig, who retired as CER Executive Director at the end of last year. Having led the association for more than nine years, he has earned our gratitude for the excellent work he did over the years and for his contribution to the development of the railway sector.

We hope that 2012 will be remembered as the year when Europe took action to make transport more sustainable.



Mauro Moretti
CER Chairman



Libor Lochman
CER Executive Director

Guest contribution by Siim Kallas

Vice-President of the European Commission responsible for transport

These are exciting times for rail. There are many developments underway that will help unleash the sector's full potential for growth as we expand, modernise and upgrade into a seamless network spanning our continent. This will be a single rail area, essential for the future of Europe's railways and to allow such a fragmented transport mode to thrive.

These developments are part of the work we are doing to deliver our vision for European transport in the decades ahead, outlined in the European Commission's White Paper on Transport last year. And there is still much work to do for rail to be able to offer high-quality services uniformly across Europe at competitive and reasonable prices.

Rail is an important element of the White Paper, one of whose main objectives is a greater use of energy-efficient modes in passenger and freight transport. Rail is well suited to cope with rising transport demand and, as a sustainable mode of travel, will help to lessen our dependency on oil and also to meet the EU's ambitious targets on reducing greenhouse emissions.

Our railways need to prepare for a strong increase in traffic. By 2050, they should dominate freight transport over distances of more than 300 km and dominate most of medium-distance passenger transport.

To achieve this, substantial investments will be needed in infrastructure – in tracks, intelligent traffic control and management systems, and to un-block bottlenecks. Above all, to achieve a unified rail area, we must make our national networks technically interoperable, by ironing out the many differences in electrification, signalling and track control systems.

We can only meet the White Paper targets if the unified internal rail area becomes a reality. That means reducing barriers to access to national railway markets for railway operators, and opening up competition.



European Commission Vice-President Siim Kallas delivers the keynote speech at the European Railway Award 2012

Part of the problem is that the First Railway Package has not been properly implemented – which is why the European Commission presented a recast. Negotiations are going well so far, with EU ministers reaching a political agreement in June 2011 and the European Parliament completing its first reading in November. We hope to reach a final agreement by summer 2012.

More recently, we have received political endorsement for our proposals to revise the guidelines for the Trans-European Network, where rail plays a vital role. This is a first step in the legislative process, since the European Parliament still has to give its approval. If the political will is strong enough, the final text could be adopted in the first half of 2013. Here, there will be significant consequences for rail. By 2030, the new core transport network aims to provide 37 key airports with rail connections into major cities, and also connect 86 main ports with rail and road links.

Some 15,000 km of track will be upgraded to high-speed rail, which has transformed Europe's railways over the last three decades and led to a renaissance of rail in long-distance passenger transport. The White Paper envisages a tripling of the existing high-speed rail network and I believe that a substantial part of this will take place in the new Member States.

We are insisting on technical interoperability on the core network, and this means full deployment of the European Rail Traffic Management System (ERTMS) to ensure seamless transport connections throughout the network. This modern high-performance system will mean faster and more efficient cross-border travel by rail. And safer too, because ERTMS will help many rail accidents to be avoided.

Looking to the future, later this year the Commission will present proposals that will build on the work done over the last decade. This is because even after the recast of the First Railway Package is adopted, problems will remain in creating a single European railway area.

Our proposals will provide more stimulus for tackling these issues and for some much-needed changes to the EU rail sector.

They will focus on interoperability and safety, in particular strengthening the powers of the European Railway Agency; they will extend market opening to domestic passenger traffic; they will reinforce requirements on institutional separation between infrastructure managers and railway undertakings.

As ever, allow me to use this opportunity to thank CER for our good and constructive cooperation and for your contributions as the Commission carries out impact assessments for these important proposals.

Siim Kallas

Vice-President of the European Commission

Guest Contribution by Henrik Dam Kristensen

Danish Minister for Transport

A well-functioning and efficient European railway system is highly valuable to all of us as citizens as well as to our economies. However, obstacles are still in the way of a more fully integrated European railway system that fully utilises the advantages of our railways.

One of the main challenges to the European railways is the different signalling systems that are used in member states. Ultimately, the different national standards are bad for the competitiveness of our railways and counteract ambitions of promoting them as a valuable alternative to road transport. I believe it is time for us to take a real step forward and utilise the benefits of ERTMS.

In Denmark, we have worked proactively to modernise our railways. By implementing the new common European signalling system standard, ERTMS, on our entire rail network, we are the first EU member state to embrace the technology on such a large scale.

2011 and 2012 were important years for the Danish ERTMS initiative. The manager of the Danish railway infrastructure, Rail Net Denmark, and the suppliers signed the contracts on the total overhaul of the Danish railway signalling system. The business case is convincing. Replacing the entire signalling system is the most economically viable way to move forward.

The approach could serve as a template for the future of ERTMS in Europe. By adopting ERTMS as the standard for railway signalling systems in Europe, we create a single market for signalling equipment etc., which in turn will reduce the costs of railway signalling and the development of such systems to the benefit of the entire European railway sector.

ERTMS is high on the agenda of the Danish EU Presidency. The Danish Presidency and the European Commission co-hosted a high-level conference on ERTMS on 16-17 April in Copenhagen. The conference served as a platform for representatives from the Member States, the European Commission, the European Parliament and the railway industry to discuss both political and technical aspects of ERTMS.

The European railways were once characterised by national networks, on which goods and people mainly were transported within separate countries. Rolling stock was fitted to national standards, and often trains would not be able to cross borders without difficulties.

Fortunately, the situation is much improved today. Over the last twenty years, the EU has worked towards developing an integrated railway system. Large investments have been made in European railway infrastructure and in creating better cross-border connections. A more competitive market for railway services, common rules and technical standards have helped to create a European railway network that is modern and interlinked.

However, the absence of a common signalling system standard across Europe remains a major challenge.

Today, more than twenty different signalling systems are in use across Europe. Separately, they ensure that the capacity on individual parts of the European railway network is utilised in a safe and efficient manner. However, the differences hinder the development of a more fully integrated European railway system.



ERTMS will offer a common standard for traffic management across the European railway network and put us on track towards a more fully integrated railway system in Europe. It is the most advanced signalling system currently available and it will create a more precise and efficient use of the capacity on the railway network.

Doing away with national standards will facilitate a smooth and uncomplicated passage of trains across borders and help make the railways much more competitive as a means of international transport.

In terms of freight, approximately 75 pct. of the goods transported in Europe are handled by road freight. For us to realise the ambitions of a modal shift towards greener forms of freight transport, it is vital that the railways become more competitive. The ERTMS will hopefully become a mile-stone in promoting international rail freight.

At the Transport Council meeting on 22 March 2012, the EU transport ministers agreed on a new set of guidelines for the Trans-European Networks (TEN-T), which set the framework for EU funding for infrastructure. As a part of these guidelines, Member States are to implement ERTMS on the core railway network in the EU by 2030. This is an important decision that will facilitate the implementation of ERTMS across Europe.

At our conference on 16-17 April 2012, the positive voices on ERTMS far outweighed the sceptical ones. Both the Member States, the European Parliament and the industry emphasised the potential benefits for all involved in agreeing on ERTMS as the standard for railway traffic management systems in the EU. The discussions in Copenhagen convinced me that we are closer than ever in achieving exactly that.

Henrik Dam Kristensen
Danish Minister for Transport



CHAPTER 1

INTRODUCING CER

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The voice of European railways

For more than 20 years, CER has been recognised as the voice of European railways – representing the interests of its members on EU policy-making. CER delivers practical and reliable information to EU stakeholders, in particular **to support the improvement of the business and regulatory environment** for European railway and railway infrastructure companies.

The Community of European Railway and Infrastructure Companies (CER) is the leading European railway organisation. It was founded in 1988 with 12 members and now brings together **78 railway undertakings, infrastructure companies, path allocating bodies and vehicle leasing companies**, including long-established bodies, new entrants, and both private and public-sector organisations.

In EU, EFTA and EU accession countries, **CER members represent about 75% of the rail network length, more than 85% of the rail freight business and over 90% of rail passenger operations**, with 1.2 million jobs directly created by CER members.

Geographically, CER members come from the European Union, Norway and Switzerland, the candidate countries (Macedonia, Montenegro, Serbia and Turkey) as well as from the Western Balkan countries. Among CER's 78 members, JR East (the East of Japan Railway Company) and Georgian Railway Ltd are formal CER partners and collaborate with CER on a number of issues.

Lobbying by quality

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 actors.

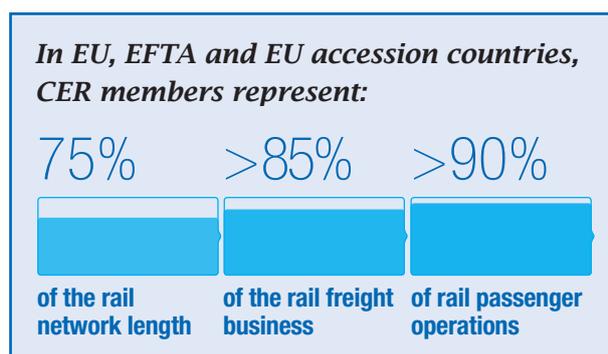
CER's interests cover all policy areas that have a potential to impact on railway transport. In close cooperation with its members, CER contributes to the drafting of legislative proposals and monitors and evaluates the implementation of policies. Through our permanent dialogue with policy-makers, we also actively propose adjustments of existing legislation to address ongoing problems.

Communicate about the railways

Communication is key to CER's activities. CER uses a **wide range of communication tools** to inform the European institutions, journalists, CER members and other important stakeholders about the sector's position and activities.

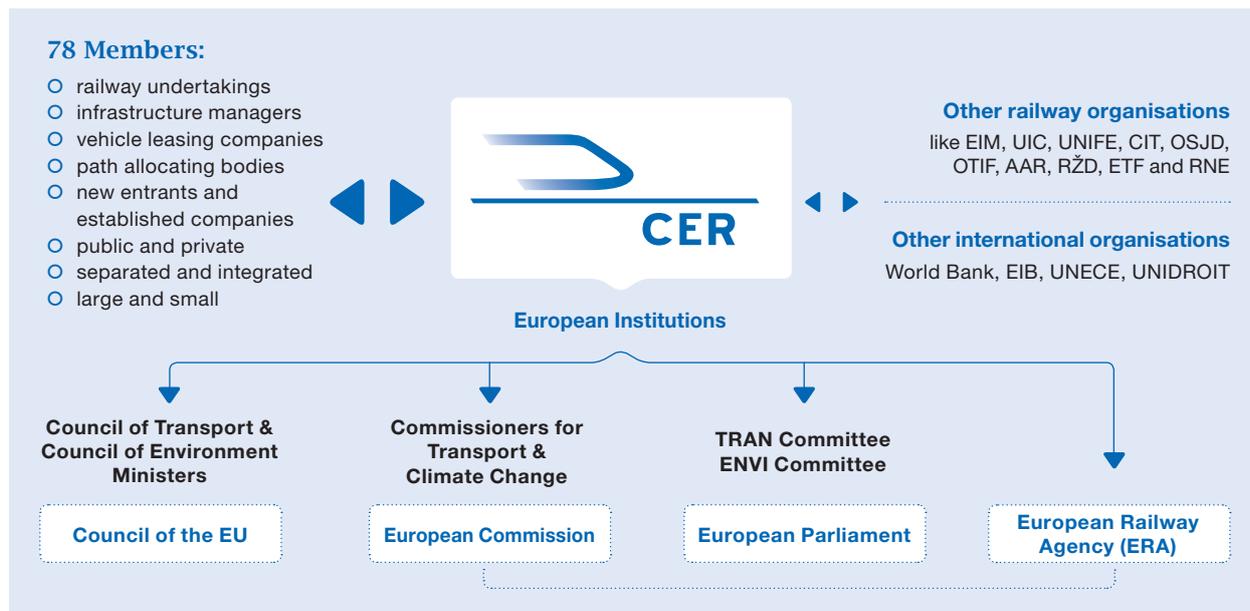
The main challenges for communications are building CER's reputation as a competent and reliable partner and bringing railway messages to the fore in a differentiated environment.

Relations with the media and events are used to raise awareness of CER positions, while publications provide essential information on many issues. Internal communications tools, like the weekly newsletter, *CER Monitor*, keep CER members up to date on recent transport developments in the EU. In addition, the *CER Technical Monitor* informs members about ERA-related activities, and the *CER Environment Monitor* focuses on rail-related environmental issues.



Source: CER statistics

Figure 1: Who we work with



The regularly updated CER website (www.cer.be) provides easy access to position papers, brochures, press releases, events and much more. The second edition of the CER brochure *Public service rail transport in the European Union: an Overview* describes the state of the art of public service rail transport in the EU as well as in Norway, Switzerland and Croatia.

Dialogue with 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, we are fostering 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 European Rail Industry (UNIFE) and the International Union of Public Transport (UITP). Since its establishment by the EU in 2004, the European Railway Agency (ERA) has become the key partner in most technical harmonisation issues. These activities have subsequently led to close co-operation between rail associations on technical 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) and the International Rail Transport Committee (CIT), among others.

On specific issues, CER liaises with non-rail organisations, too, including non-governmental organisations, such as Transport and Environment (T&E), road lobby organisations, like the International Road Transport Union (IRU), the Federation Internationale de l'Automobile (FIA) and the European Association with Toll Motorways, Bridges and Tunnels (ASECAP), as well as financial bodies, such as the European Investment Bank (EIB), the World Bank (WB) and the European Bank for Reconstruction and Development (EBRD).

Libor Lochman – the new voice of CER

On 1 January 2012, **Libor Lochman took office as the new Executive Director** of the Community of European Railway and Infrastructure Companies (CER). The **CER General Assembly unanimously elected Libor Lochman to head CER on 12 September 2011 in Bonn** (Germany). **He succeeds Johannes Ludewig**, who retired after having led the association for more than nine years (from June 2002 to December 2011).

Priorities

During his acceptance speech, Libor Lochman stressed that “CER’s change in leadership comes at a time when the political landscape is moving fast. The coming period will necessarily have to embrace a spirit of change whilst ensuring continuity of what we do best.”

One of his main priorities at CER will be **the creation of fair framework conditions not only in the rail sector but across all transport modes**. Fair cross-sector competition can only develop if the same principal regulation applies to all transport modes.

Moreover, CER will focus its activities over the **next several years around two major issues: the completion of rail’s internal market on the one hand and fostering a modal shift towards rail transport on the other hand**. The recast of the First Railway Package and the upcoming Fourth Railway Package will serve as the first pillar. The enhancement of rail infrastructure through the provisions of the TEN-T guidelines and the related financial instrument Connecting Europe Facility (CEF), as well as the internalisation of external costs, should help to improve the competitive position of rail. An important contribution will also be provided via the work of the European Railway Agency (ERA) in the context of streamlining safety certifications and authorisations of vehicles.

CER Chairman Mauro Moretti, Chief Executive of the Italian railways Ferrovie dello Stato Italiane (FS), stated that “with Libor Lochman, CER has gained a strong leader with excellent knowledge not only of EU policy making but also of the European rail sector.”

The Ludewig era

A former CEO of Deutsche Bahn AG (1997 – 1999), **Johannes Ludewig headed CER for more than 9 years**, from June 2002 to December 2011. He created a solid basis, built a team capable of meeting all the challenges and made CER the most respected European railway association.

Honouring the outstanding achievements of Johannes Ludewig over the past decade, Moretti said “Johannes Ludewig is the father of CER’s success story. Thanks to his enthusiastic and dedicated work, the number of CER members tripled from 25 in 2002 to 78 members today. A well-known and well respected personality across Europe, Ludewig has put his stamp on European policy making over the last decade. An era is coming to an end and CER thanks him for all his achievements.”



Libor Lochman, Mauro Moretti and Johannes Ludewig at the General Assembly in Bonn on 12 September

Karel Vinck and Francois Lacôte receive the European Railway Award 2012

Jointly organised by CER and UNIFE, the two associations presented the **European Railway Award 2012 on 9 February to European Coordinator for ERTMS Karel Vinck** in the political category and to **Alstom's Senior Vice President and Technical Advisor François Lacôte** in the technical category. The ceremony attracted more than 500 guests from all over Europe, including high-level politicians and transport stakeholders.

Keynote speaker of the gala evening was European Commission Vice-President **Siim Kallas**, who outlined key points of the upcoming Fourth Railway Package. In his speech, he addressed key future challenges for the rail sector, and emphasised the important role rail transport shall play in building the single European transport area: "The idea is to unleash rail's true potential, to raise the quality of service, so that it becomes a real and attractive alternative."

Political Award

European ERTMS Coordinator **Karel Vinck** can look back at a long career in civil engineering combined with an academic career that took him from Belgium to the USA and Italy. In 2005, he became European ERTMS Coordinator under the administration of Commissioner Jacques Barrot, and since then he worked tirelessly on making the European rail network interoperable by taking the lead on ERTMS deployment on the European TEN-T Corridors. In his laudatory address to Karel Vinck, **Brian Simpson**, Chairman of the European Parliament's Transport and Tourism Committee, said: "I think the award to Karel Vinck comes in the tradition of giving political prizes to people who fight for a vision and who work hard to turn such visions into reality."



CER Executive Director Libor Lochman, award winner Karel Vinck and UNIFE Director-General Philippe Citroën



MEP Brian Simpson, CER Chairman Mauro Moretti, ERA Executive Director Marcel Verslype, UNIFE Director-General Philippe Citroën, technical award winner François Lacôte, UNIFE Chairman Henri Poupart-Lafarge, political award winner Karel Vinck, CER Executive Director Libor Lochman, and European Commission Vice-President Siim Kallas

Technical Award

Executive Director of the European Railway Agency (ERA) **Marcel Verslype** then introduced the laureate of the Technical Award 2012, **François Lacôte**. François Lacôte assisted in developing the first TGVs and later became chief engineer for the world-record holding TGV. Today he is overseeing the latest generation high-speed train at ALSTOM, the AGV. In his acceptance speech, he shared his vision for renewed collaboration across the sector to build up the railways of the future as a complete system: "Europe must remain the world leader in rail innovation. In order to achieve this, we need a collaborative effort between the rail industry, operators, and European regulators."

Pictures of the European Railway Award 2012 and the CER and UNIFE Annual Reception are available at www.annualreception12.eu

The European Railway Award – a brief history

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

The European Railway Award regularly 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 2012 consisted of CEOs of rail and rail industry companies, as well as stakeholders from the transport sector.

European Railway Award winners:



Political Award Winner 2007
Karel van Miert
Former EU Commissioner
responsible for transport



Technical Award Winner 2007
Jean Dupuy
Former Director General of SNCF



Political Award Winner 2009
Moritz Leuenberger
Former Swiss Transport Minister



Technical Award Winner 2009
Bengt Sterner
Inventor of the electronic train
control system ETCS



Political Award Winner 2010
Felipe González
Former Spanish Prime Minister



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



Political Award Winner 2011
Ken Livingstone
British Labour politician and
former mayor of London



Technical Award Winner 2011
Stefan Haas
Managing Director Knorr Bremse
Austria



Political Award Winner 2012
Karel Vinck
European ERTMS Coordinator



Technical Award Winner 2012
François Lacôte
Senior Vice President and
Technical Advisor Alstom



CHAPTER 2 TOWARDS A SINGLE EUROPEAN RAILWAY AREA

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Economic development – continued recovery

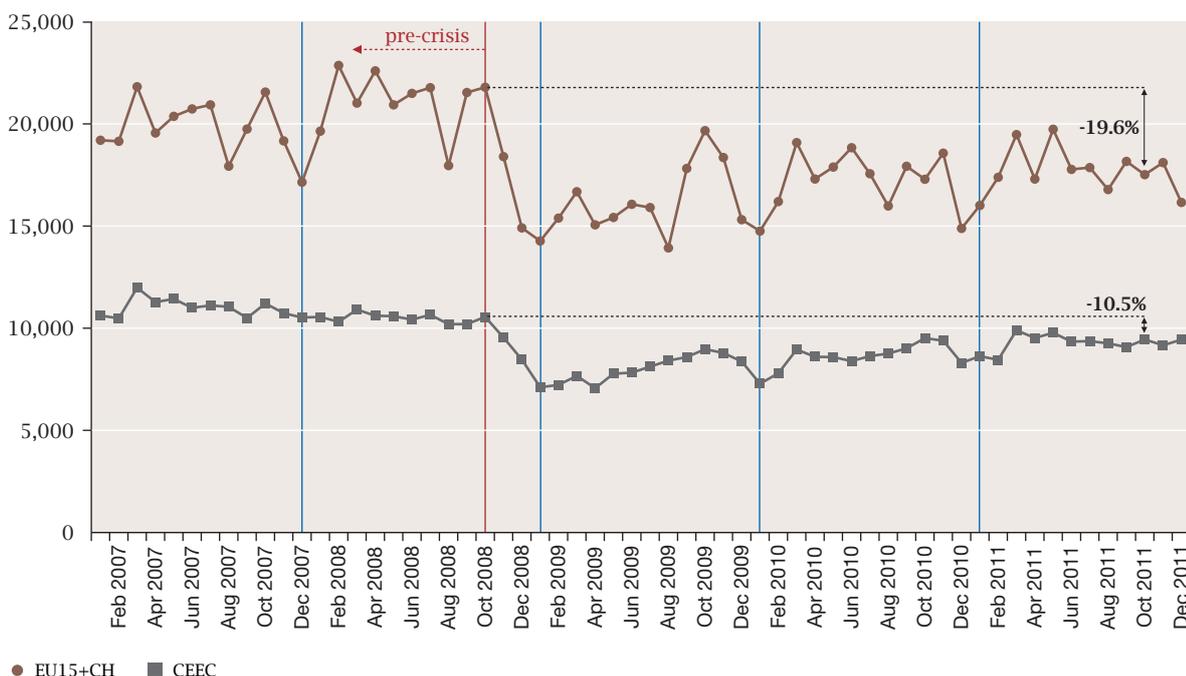
Data collected by CER on the performance of the rail passenger and freight sectors shows a continued recovery of rail freight in all regions across Europe. Despite this growth, the rail freight sector has not yet been able to reach the pre-crisis level of October 2008.

Continued recovery for rail freight operators in Europe

The results for the full year 2011 show continued growth in the European rail freight sector. Compared to the previous year, tonne-kilometres increased by 4.6% in Europe, thereby outperforming industrial production¹, which grew 3.2% in 2011 compared to 2010. **Although the sector is performing well, tonne-kilometres in 2011 still remain 12% below the pre-crisis level of 2008.** Compared to October 2008, the

month before the first impact of the crisis hit the rail freight sector, tonne-kilometres in Europe were 16.6% lower in October 2011. In EU15(+CH) tonne-kilometres in 2011 increased by 2.9% compared to the previous year. The recovery was more pronounced in CEEC, where tonne-kilometres increased by almost 7.9% in 2011 compared to 2010. Despite this positive growth, tonne-kilometres in 2011 remained below the 2008 level by 13.3% in EU15 and 9.5% in CEEC. Compared to the October 2008 level, tonne-kilometres in October 2011 were 19.6% lower in EU15 and 10.5% lower in CEEC.

Figure 1: Monthly rail freight development (million tonne-kilometres)



¹ Industry Production Index (which includes mining and quarrying, manufacturing, electricity, gas, steam and air conditioning supply), Eurostat April 2011

Figure 2: Quarterly rail freight development (million tonne-kilometres)

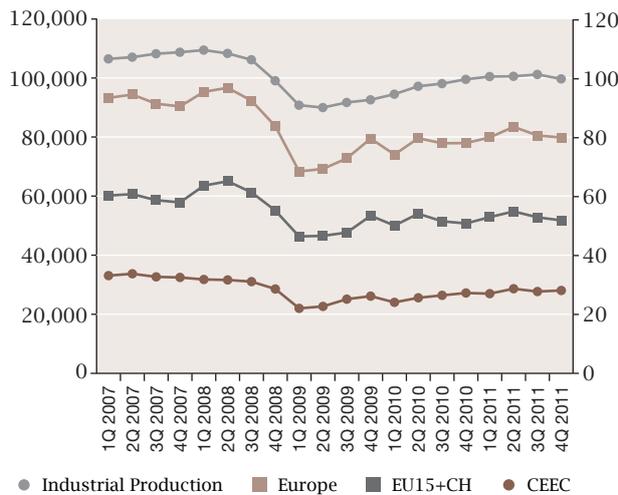
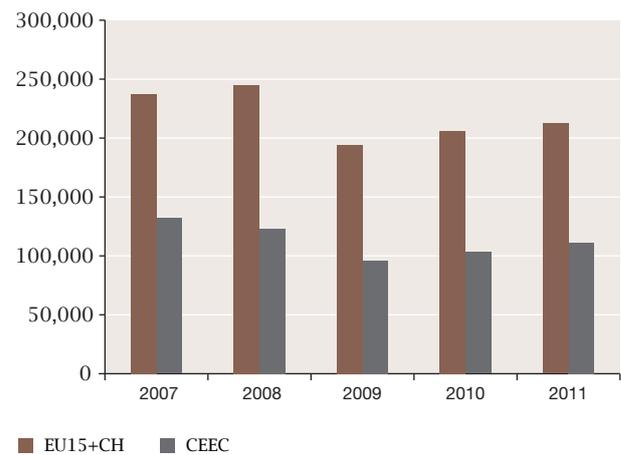


Figure 3: Yearly rail freight development (million tonne-kilometres)



Stagnation of rail passenger transport in Europe

The performance of the rail passenger sector in Europe stagnated in 2011. **Compared to the previous year, passenger-kilometres in Europe decreased by 0.1% in 2011.** During the same period, the unemployment rate for EU27 remained unchanged at 9.7%².

In EU15, passenger-kilometres in 2011 remained at the same level as in 2010. This stagnation follows a long period of continued growth, which was only interrupted in 2009 as a result of the economic crisis. The stagnation experienced in

2011 is linked to an increase of 1% in the unemployment rate in EU15, from 9.6% in 2010 to 9.7% in 2011, as well as to the positive impact of the ash cloud crisis in the second quarter of 2010, which led to particularly strong growth in that period.

In CEEC, the passenger-kilometres in the rail sector declined by 0.3% in 2011 compared to 2010, although the second and third quarter of 2011 had increased by 0.4% and 0.9% respectively compared to the same period of the previous year. This is, nonetheless, a positive development when considering the loss in passenger-kilometres in CEEC in recent years (4.6% in 2010, and 6.7% in 2009).

Figure 4: Quarterly rail passenger development (million passenger-kilometres)

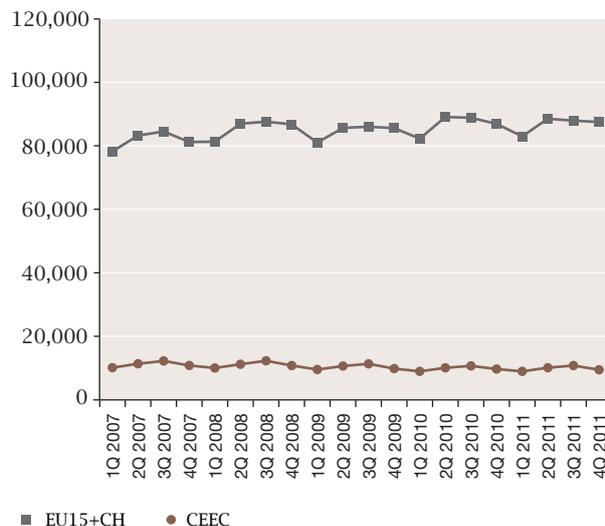
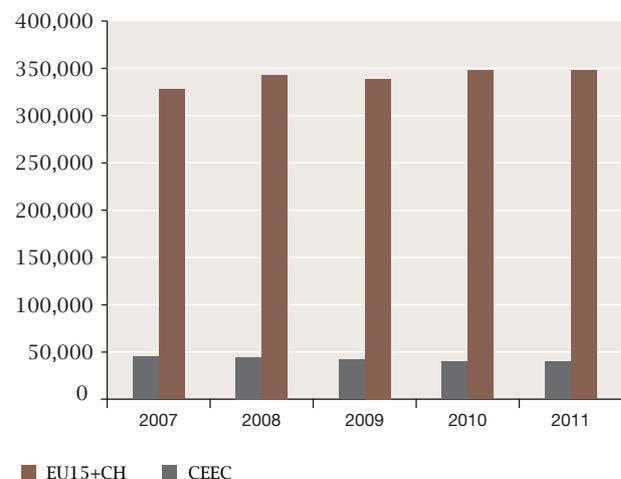


Figure 5: Yearly rail passenger development (million passenger-kilometres)



² Unemployment Rate, Eurostat April 2011

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Recasting the First Railway Package – the end in sight

The recast of the First Railway Package has been and remains **one of the most important projects the rail sector has been dealing with over the past year**. Its implications were (and still are) highly political, legal and technical. The legislative process should come to an end by summer 2012 with, most probably, a rather mitigated outcome for the rail sector.

The European Commission published its proposal to recast the First Railway Package in September 2010. **The first reading came to an end on 8 March 2012, when the Council adopted its Common Approach agreed upon earlier, in December 2011.**

The run-up to the conclusion of the first reading was particularly intensive due to the complexity of the content proposed by the European Commission. This led to lengthy discussions in the Council, on the one hand, with Member State delegations taking a very cautious approach to the text by formulating numerous footnotes. In the European Parliament, on the other hand, MEP Debora Serracchiani (S&D, IT), the rapporteur, rendered the discussions even more difficult by adding several politically sensitive issues to the debate which seriously slowed down the deliberations in the Parliament. Eventually, the European Commission's primary objective to simplify the existing legislative context by 'cleaning it up' and clarifying some targeted provisions has long been abandoned and has been replaced by highly political discussions on some limited topics. The main issues of the recast proposal can be grouped as follows.

Fair and non-discriminatory access to rail-related services

Directive 91/440, adopted back in 1991, as amended by the First Railway Package, clarifies that access to rail tracks and to so-called 'essential' rail-related services must be provided in a non-discriminatory manner. Rail related services are those service facilities to which a railway undertaking may need to have access in order to be able to operate its train.

Why the Recast?

The First Railway Package consists of three separate Directives - on market opening (2001/14), on licensing (2001/13) and on the allocation of infrastructure capacity (2001/14). It was adopted in February 2001. When implementing these texts, various issues of concern were raised by all stakeholders and some clarification was felt to be necessary to streamline the legal framework, while preparing the ground for the Fourth Railway Package, which completes the opening of the rail sector to competition.

In its proposal, the European Commission tried to undermine the 'essential facility' doctrine and to demand more flexible access to rail-related services, especially when the service operators are part of a larger railway structure. Following a number of discussions with CER and participation in various events organised in cooperation with CER, **the Council and the Parliament took a more pragmatic approach on the issue**. Discussions are still underway and further clarification can nevertheless still be included in the text during the second reading to enhance innovation in this sector of activity, ancillary to railway operations.

Importance of a sound and economically sustainable financial framework

Some Member States have maintained a considerable level of discretion in terms of the stability and predictability of state funding for infrastructure managers. Low funding, in turn, led to track access charges that were higher than what the market could bear. The Commission therefore proposed more constraining requirements in the recast. In the main, CER supported these proposals, as did the Parliament. The Council, on the other hand, sought to water down the proposals wherever possible. **The final compromise is likely to be less far-reaching than what CER hoped for**, however some welcome clarifications should emerge, notably in terms of market segmentation and mark-ups on charges.

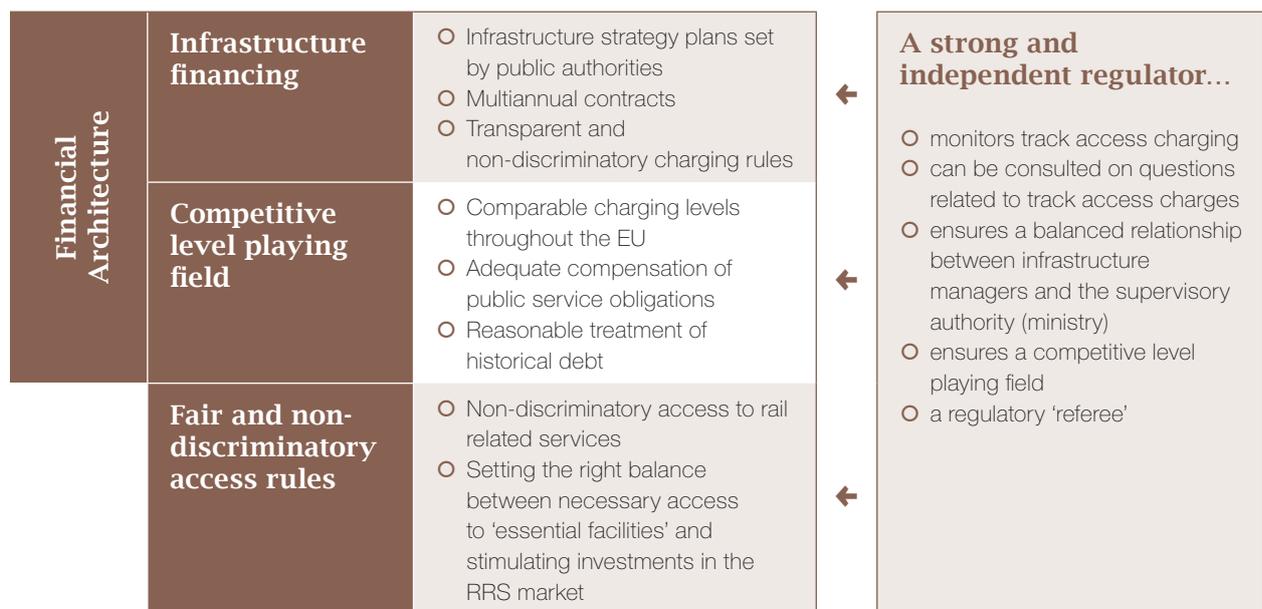
Strong and independent regulatory control

CER has been strongly supporting **the setting up of strong and independent regulatory control in the rail sector**. The development of competition and the proper implementation of EU transport law can only occur in an environment where dubious behaviour is addressed in an appropriate and timely manner. While the Council appears more reluctant on this issue for pure financial reasons, fearing the additional costs such a strong regulatory body could require, the European Parliament is more supportive. CER is fully in favour of the latter approach and hopes that the negotiations in the last run-up on this text will not undermine the role and importance of national railway regulators.

Recast financial challenges in a nutshell

The recast proposal implicitly distinguishes between: infrastructure operation and maintenance (O&M) costs, with an obligation for Member States to finance the costs not covered from access charge revenues (Art 8.4); and new investments, where Member States freely choose whether or not to provide funding (Art 8.2). Both CER and the Parliament have sought to shorten the time horizon over which the balancing constraint for O&M costs should be met, and to make it binding for Member States to provide funding for new infrastructure in line with network development goals. Furthermore, the existence of the balancing constraint means that the level of charges may become an adjustment variable for national budgets, rather than an infrastructure charge that the market can bear in the presence of fierce inter-modal competition. CER therefore supported the Commission's attempt to lay down more precise charging principles, with the goal of applying a principle of short-run marginal cost pricing for what is called the 'cost directly incurred' (Art 31.3), plus segment-specific mark-ups that each segment can bear (Art 32.1). While the discussions on how to measure the 'cost directly incurred' generated more heat than light, a clear and helpful text should emerge on the issue of market segments and mark-ups.

Figure 1: Necessary tools for healthy competition on the rail market



Enhanced cooperation with EU institutions

The technical nature of the subjects reviewed in the recast rendered discussions particularly difficult. CER devoted a tremendous amount of time to meeting parliamentarians and Council representatives to explain the notions of rail-related services and the implications of the financial framework conditions included in the recast, since these have such important operational repercussions for the rail sector.

Discussions were made more complex than expected due to a focus of the Parliament on new political issues which were not initially included in the text by the European Commission. These relate, in particular, to the wish of some parliamentarians to push for further unbundling rules in the context of the recast and to require the creation of a European regulatory body. The views of most stakeholders were divergent on these issues. CER was at the heart of all discussions and was honoured to be able to co-organise a workshop together with rapporteur MEP Debora Serracchiani on the importance of the three subjects mentioned above. The debates also showed the complexity of the issue of further unbundling, which needs thorough attention.

Prospects for the second reading

A number of important political and technical issues still need to be coordinated between the Parliament and the Council, and the ultimate outcome of the recast remains to date unknown. CER is constantly striving to ensure that all complex issues are properly addressed and that harmful political trade-offs are not made on the necessary financial and regulatory control provisions. Otherwise, the added value of the recast could very well be completely jeopardised and the text could very well end up creating more costs than bringing any added value to the sector.

CER event: The recast of the First Railway Package – a suitable framework for fair competition in the rail sector?

In May 2011, CER organised a conference together with MEP Debora Serracchiani (S&D, IT), the European Parliament rapporteur on the recast of the First Railway Package. The aim of the conference was to discuss with EU stakeholders the potential implications of some of the key issues included in the recast proposal. Among the speakers were Jannie Haek, CEO of SNCB Holding, Roger Cobbe, Board Member of the Association of Train Operating Companies, as well as renowned consultants, namely Prof. Christian Kirchner, Humboldt University Berlin, Francesco Dionori, Steer Davies and Gleaves, and Ian Dobbs, McNulty Consulting.

CER fact sheet

The CER fact sheet aims to present in a nutshell the historical run-up to the recast and its strategic importance. It covers the three main issues of access to rail-related services, the necessary financial framework conditions and the importance of adequate regulatory control for effective implementation of railway law throughout the EU.



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The Fourth Railway Package

The European Commission intends to deepen the liberalisation and ‘Europeanisation’ of the railway sector with the adoption of a new legislative package by the end of 2012. The package will focus most strongly on: domestic passenger market opening; separation requirements between infrastructure managers and operators; and a strengthening of the role of the European Rail Agency (ERA).

Opening of domestic passenger markets

Over the last decade, the EU’s railway sector has been opened up to competition in a step-wise manner. Cross-border passenger services, as well as both domestic and cross-border freight services are open to competition across the Union. The last segment which is not fully open to competition is domestic passenger services, which includes a substantial share of public service obligations (PSO), namely commercially non-viable services that are purchased by competent authorities from railway undertakings. The European Commission believes that opening up the PSO segment to competition – alongside open access competition for remaining services – should bring forth strongly positive results in terms of efficiency and service quality.

CER has taken the view that while market opening should be supported in principle, subsidiarity should prevail at the level of competent authorities (often these are regional authorities)

so as to be able to continue the practice of direct award for public service contracts (PSCs) where appropriate. Should however full competitive tendering for PSCs be pursued, important adjustments would be necessary, notably with respect to social rules. Some important practical questions also need further analysis, for instance concerning the optimal size and scope of PSCs, in particular for small Member States, and concerning adequate lower and upper limits to the duration of franchise contracts. Excessive fragmentation of services should be avoided, and the economic equilibrium of PSCs should be supported.

Separation requirements (structural models)

The European Commission considers that existing separation requirements between infrastructure management and railway undertakings may be insufficient in order to remove potential conflicts of interest which may lead to discriminatory conditions for access to infrastructure.

Value for money in the railways – what Europe can learn from Great Britain

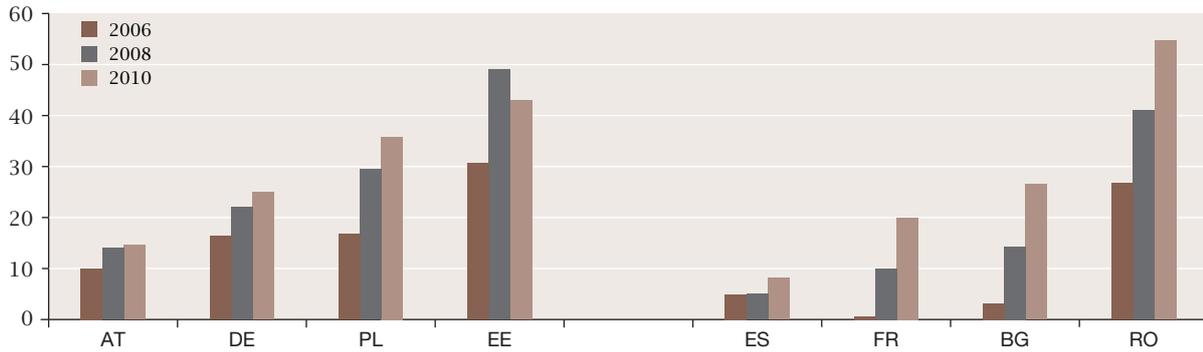
A conference, jointly organised by the Association of Train Operating Companies (ATOC) and CER, explored how Sir Roy McNulty’s May 2011 report into value for money in Britain’s railways can provide lessons for other European countries on structural reform. Hosted by MEP Brian Simpson (S&D, UK), the event offered an opportunity to hear from Sir Roy McNulty on the conclusions of his report and what the report’s implications could be for the Commission’s forthcoming proposals.

CER Executive Director Libor Lochman and Sir Roy McNulty



Figure 1: Market share of new entrants, selected countries, freight (%)

Key: Partially integrated systems: Austria (AT), Germany (DE), Poland (PL), Estonia (EE)
Fully or partially separated systems: Spain (ES), France (FR), Bulgaria (BG), Romania (RO)



Source: DG MOVE / RMMS.

CER has underlined **the importance of ensuring system efficiency and overall cost efficiency of the EU's national rail sector models**, with due respect for subsidiarity. The body of existing economic studies on the question of vertical separation in the railway sector does not allow for any clear conclusion as to whether vertical separation should be pursued. It is increasingly well understood that vertically-integrated systems have lower transaction costs and a better alignment of incentives between sector actors than fully separated systems. Conversely it is typically argued that full separation may lower barriers to entry, thus raising efficiency through competitive forces. Determining the net effect is therefore an empirical question, and needs to be analysed as such. In that context CER notes that market entry in rail freight, as measured by the share of traffic volume held by new entrants, is not systematically higher or lower when comparing partially integrated systems with partially or fully separated ones (see Figure 1). The gains from separation in terms of market entry are therefore themselves uncertain.

Strengthening of European rules on safety and interoperability

Major barriers remain in terms of rail safety and interoperability. Among other challenges, substantial delays occur with respect to the authorisation of vehicles.

CER and UNIFE played an important role in encouraging the Commission to consider proposing stronger powers for the ERA. A consultation of stakeholders was carried out in late 2011. The consultation revealed clear support for a stronger ERA in general. More detailed options that directly address the proposals made in the joint CER-UNIFE position paper of 29 November 2011 received a relatively high level of support as well, but important work remains to be done if the more forward-looking vision of CER and UNIFE is to prevail. **Both organisations support, as a first step, from 2015, having the ERA as an appeals body for NSA decisions on safety certificates and on authorisations for placing vehicles in service.** In that framework the ERA should also act as a one-stop shop (for certificates and for authorisations) where the applicant seeks these for more than one Member State. In a second step, from 2022, the ERA should act as the single issuing authority for both processes. In that context the NSAs would be transformed into regional branches of the European Rail Agency (see also article on page 28).

CER position papers on the core topics of the Fourth Railway Package

CER has published a series of position papers concerning the Fourth Railway Package: 'Market opening of domestic passenger traffic and further integration of railway markets', 'Structural Models for Europe's National Rail Sectors', 'Future role of ERA' (CER-UNIFE) and 'A European Network of Regulatory Bodies'.



They can be downloaded at www.cer.be

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One step closer towards a Trans-European Transport Network

In its 2011 Transport White Paper, the European Commission puts forward ambitious long-term targets for the rail sector. The Commission's proposals for the Trans-European Transport Network Guidelines and the related financial instrument, the Connecting Europe Facility, are important instruments for reaching these long-term targets of the White Paper.

One of the main objectives of the 2011 Transport White Paper is to reduce transport greenhouse gas emissions by 20% of the 2008 level by 2030 and by 60% of the 1990 level by 2050. To achieve this, **the new White Paper puts forward ambitious long-term targets for the rail sector.** For freight transport, the aim is to shift 30% of road freight over 300 kilometres to other modes, such as rail or waterborne transport by 2030, and more than 50% by 2050. For passenger transport, the aim is to triple the length of the existing high-speed rail network by 2030 and to complete a European high-speed rail network by 2050. Furthermore, by 2050, most medium-distance passenger transport should go by rail and all core network airports should be connected to the rail network, preferably by high-speed trains (see also Chapter 3).

The European Commission is now focusing on **the implementation of the proposed measures. As a first step, the Commission published on 19 October 2011 proposals for the Trans-European Transport Network Guidelines and the related financial instrument, the Connecting Europe Facility.** On the one hand, these are important instruments for reaching the afore-mentioned long-term targets of the White Paper. On the other hand, these

two proposals are highly relevant for the development and the competitiveness of the transport market in the coming years.

TEN-T Guidelines

The first TEN-T Guidelines were adopted in 1996, amended in 2004, and updated in 2010 to cover the 10 new Member States which joined the EU in 2004. The newly proposed TEN-T Guidelines are **the result of a two year long consultation process with all relevant stakeholders.** The aim of the review is to improve interoperability and interconnections between transport modes, to tackle the main problems, like missing links and infrastructure disparities between and within Member States, and to ensure adequate planning of the future TEN-T network up to 2050. The proposal lays down requirements for managing the infrastructure and priorities for developing the transport network. It also provides implementation tools.

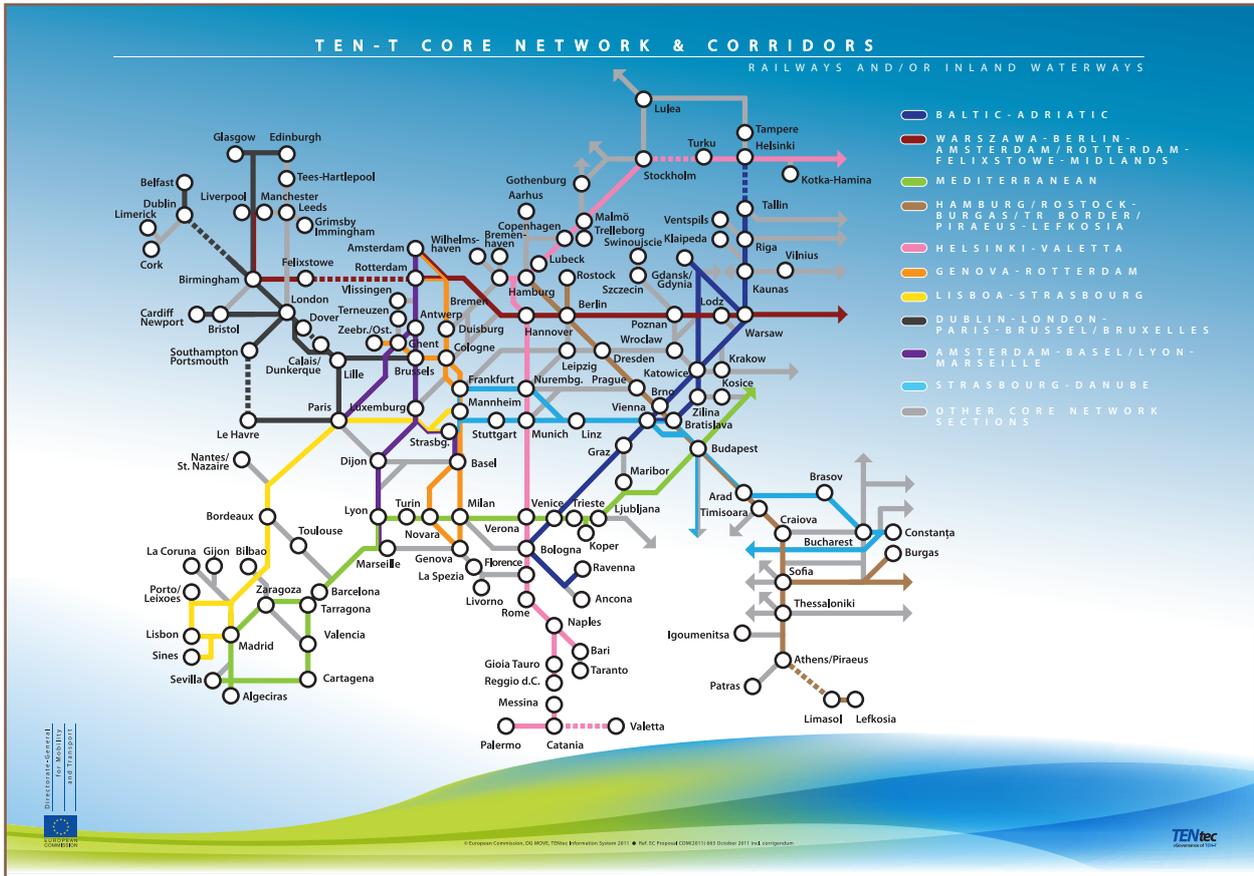
The proposed infrastructure covers all five long-distance modes of transport – rail, road, air, inland waterways and maritime transport. For rail, the Commission proposal foresees the following characteristics (as shown in the Annex of the Connecting Europe Facility):

Characteristics of the Future TEN-T Network	Today	2017	2020
Length of conventional railway TEN-T network (km)	81,230 ¹	74,071	71,490
Length of high-speed railway TEN-T network (km)	10,733 ²	20,022	23,198
Number of ports connected to railway network (out of a total of 82 ports)	27	41	54
Number of airports connected to railway network (out of a total of 37 airports)	12	18	24

Source: European Commission proposal on Connecting Europe Facility, 2011

¹2005 ²2010

Figure 1: TEN-T core network corridors



Source: European Commission

CER supports the idea of stronger integration of all transport modes for the benefit of all customers with easy access and fast transfer.

Network planning concept

The Commission proposal for the TEN-T Guidelines calls for a dual layer approach, consisting of a comprehensive network and a core network, whereby the core network shall reflect the strategically most important parts of the TEN-T network.

The future TEN-T core network in its completed form must, by 2030, be able to fully support and facilitate the long-term targets of the White Paper outlined above. Member States shall aim to ensure the completion of the core network by 2030 and the comprehensive network by 2050.

CER welcomes the Commission's concept, whereby the core network is to reflect the strategically most important parts of the TEN-T network and will be the predominant part of the network eligible for EU co-financing. This will make it possible to focus scarce financial resources on projects of high European added value, such as the removal of bottlenecks, upgrading of infrastructure and the construction of missing links.

Technical standards

For improving the efficiency and the interoperability of rail infrastructure, the Commission proposal specifies technical standards in the comprehensive and core networks, some

of which go beyond the current Technical Specifications of Interoperability for Infrastructure (INF TSI).

For lines which are used by conventional freight trains, the Commission proposes that the axle load should be raised to a maximum of 22.5 tonnes, and the train length to 750 metres on upgrades and on new lines on the TEN-T network. The agreed general approach of the Transport Council from March 2012, however, limited the scope of this proposal to the core network only.

CER generally supports the Commission proposal on the TEN-T technical standards, since they will allow rail to increase its capacity and efficiency and it welcomes the requirement to electrify railway lines on the TEN-T core network.

This will lead to greater efficiency and will help further reduce CO₂ emissions from the rail sector. However, CER believes that these technical standards could be even more ambitious. Where possible, train length should be extended to 1500m if economical, operational and technical feasibility allows it. Wherever an increase to 1000m can lead to productivity gains, this should be encouraged as a positive first step.

Multimodal corridors

The Commission proposes the creation of 10 multimodal core network corridors as an implementation instrument of the core network. These 10 corridors will cover the most important cross-border long-distance flows on the core network. The proposal requires Member States to set-up a corridor platform for each corridor and to draw up a corridor development plan including an implementation plan and an investment plan.

In its general approach, the Transport Council significantly altered the Commission's proposed governance structure for core network corridors by deleting the concept of a corridor platform and by reducing the tasks and responsibilities of the European Coordinators.

Multimodal corridors could lead to better coordination and integration of various transport modes within the core network and could help secure public funds and attract private capital. CER stresses the need for an alignment between the structure of the multimodal corridors and the requirements of the regulation 913/2010, in order to achieve efficiency and to avoid duplication of existing governance structures. Moreover, CER believes that multimodal corridor structures can lead to better coordination between member states and stakeholders in the planning and investment of corridors, and that they can lead to efficiency gains for the rail sector in the long run.

Connecting Europe Facility

Together with the TEN-T Guidelines, the European Commission put forward **a new integrated financial instrument called the Connecting Europe Facility (CEF)**, 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. Under this new facility, the

TEN-T core network shall receive EUR 21.7 billion in funding. In addition, EUR 10 billion from the Cohesion Fund shall be ring-fenced for transport under the central management of CEF. CER welcomes this ambitious but realistic budget for EU transport infrastructures, because **it could help provide financing to rail infrastructure where it is needed most.**

These new co-financing rates may be increased by up to 10% for actions having cross-sector synergies, reaching climate mitigation objectives, enhancing climate resilience or reducing greenhouse gas emissions.

Out of the 101 pre-identified projects in the core network listed in the Annex of the CEF, 72 are rail projects and out of the 28 cross-border projects or bottlenecks, 27 are rail-orientated.

What next?

The European Parliament is strongly supporting the two Commission proposals. In June 2012, the European Parliament is planning to present its reports on both proposals TEN-T and CEF.

The Danish Presidency picked up the TEN-T discussions in January 2012 and the Transport Council reached a general approach on the TEN-T Guidelines on 22 March 2012. This general approach will now be the basis for discussion between the Council and the European Parliament in the months to come.

Table 1: New Co-financing rates 2014 – 2020 in the CEF

Works		All Member States	Cohesion countries
Rail / Inland Waterways	Cross border	40%	80-85%
	Bottleneck	30%	80-85%
	Other projects of common interest	20%	80-85%
Inland transport connections to ports and airports (rail and road)		20%	80-85%
Developments of ports		20%	80-85%
Development of multimodal platforms		20%	80-85%
Reducing rail freight noise by retrofitting existing rolling stock		20%	20%
Freight transport services		20%	20%
Secure parking areas on road core networks		20%	20%
Motorway of the sea		20%	20%
Traffic management systems	ERTMS (rail)	50%	80-85%
	Other modes	20%	80-85%
Cross border road sections		-	80-85%
Studies		50%	50%

These new co-financing rates may be increased by up to 10% for actions having cross-sector synergies, reaching climate mitigation objectives, enhancing climate resilience or reducing greenhouse gas emissions.

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Infrastructure financing: Mind the gap!

CER together with MEP Dominique Riquet (EPP, FR) has put together an exhibition that analyses and illustrates the various financing instruments for railway infrastructure offered by the EU and Member States, shows best practices and suggests how financing could be optimised. The exhibition is on display in the European Parliament in the last week of May 2012.

Rail services are only as good as the infrastructure they run on. Current and past underfinancing has caused serious deterioration of infrastructure, in particular in Central and Eastern Europe. This leads to frequent speed restrictions and, in the long run, to the closure of lines. Adequate funding is therefore essential for a well-developed European railway network.

The future European budget

The next Multi-annual Financial Framework (MFF) covering the years 2014-2020 is currently under discussion in the Council and the European Parliament. This comprises a number of legislative proposals that affect EU funding for rail infrastructure:

- The TEN-T Guidelines, which define the future European transport network;
- The Connecting Europe Facility (CEF), which is to finance infrastructure projects in the fields of transport, energy and telecommunication;
- A proposal on a pilot phase for project bonds which aims to attract private investment in infrastructure;
- Proposals on structural and cohesion funds that allow for investment in transport in the eligible beneficiary states.

What needs to be done?

The exhibition shows that the majority of EU transport infrastructure funding under the current financial outlook went to road projects. It illustrates the need to shift investments towards more sustainable means of transport and explores additional ways of improving infrastructure financing:

- Financing schemes based on the internalisation of external costs can levy additional funds and encourage users to opt for sustainable means of transport;
- Multi-annual contracts between governments and infrastructure managers improve the predictability, the efficiency and the transparency of the use of funds for the construction, maintenance and renewal of infrastructure;
- A formal alignment or linkage between road and rail infrastructure charges for freight would be a major step forward in achieving a level playing field for intermodal competition.

Ensuring that transport infrastructure receives an adequate budget will be one of the main political challenges in 2012. CER calls upon all decision makers to mind the gap!



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Central, Eastern & Southern Europe

The economic crisis proved the strength of the railway sector throughout the EU, in particular in the new Member States. Public investment in rail infrastructure development amongst others decreased in order to implement the spending cuts mostly decided by European finance ministers. CER worked over the past year to keep the attention of EU stakeholders focused on where it is most needed and will continue to do so in 2012.

The wave of the economic crisis still had a considerable impact in 2011. The difficulties of private companies in 2009-2010 turned one year later to sudden reduction in the strength of the governments' fiscal leveraging power. Many EU Member States had to reconsider their spending policies. Public debt reduction and fast recovery from annual deficits have been considered imperative by the EU. National governments decided in most cases to cut spending.

Public investment in transport decreased in many countries. Regarding the rail sector, network and rolling stock maintenance have been performed, whereas investments in new projects slowed down to a minimal pace. **If the problem of underinvestment was present in Central, Eastern and Southern Europe even before 2009, the situation in 2011 and in the first months of 2012 worsened almost everywhere.** Financial support from national governments decreased for both infrastructure and public service transport.

CER kept its promise to devote a lot of attention to the specific difficulties of the railway sector in the new Member States.

On 30 May 2011, **European Commission Vice-President Siim Kallas welcomed 22 CEOs from Central and Eastern European railway companies** in Brussels. The exchange of views singled out the key issues that the companies, together with the Commission and national governments, must address:

- guaranteeing fair intra- and intermodal competition;
- adequate financing for infrastructure and public services;
- fair treatment of road and rail when it comes to spending of EU funds.

On 30 June 2011, CER and UNIFE organised a **rail investment seminar in Sofia** to address the very slow absorption of European funds by the railway sector in many

Central and Eastern European member states, in particular in Bulgaria and Romania.



The seminar in Sofia was jointly organised by CER and UNIFE

On 22 November 2011, CER, together with the Lithuanian Railways, held **a conference on public service transport**. The conference focused both on the way in which public service transport by rail is organised throughout the EU today and on future prospects in light of Vice-President Kallas' intentions to stimulate the sector by opening it up to competition in 2012.



On 22 November, CER and the Lithuanian Railways jointly organised a conference on public service transport

In 2012, CER is planning to organise further opportunities for reflection: an **exhibition on rail infrastructure financing** (see also page 23) will be held in the European Parliament between 29 May and 1 June, and a **second event, on management of EU funds**, will take place in Warsaw on 5 July 2012.

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Rail freight corridors: Time to act

Regulation 913/2010 concerning a European rail network for competitive freight entered into force on 9 November 2010. With this initiative, the European Commission aimed to set out a framework for the establishment of international rail freight corridors. **2011 was the first year of implementation.** While CER infrastructure managers have to play a key role in corridor governance, railway undertakings also want to take their destiny into their own hands.

Regulation 913/2010 lays down the rules for the establishment and organisation of international rail freight corridors, with a view to developing a competitive European rail network for freight. The Regulation sets out rules for the selection, organisation, management and the indicative investment planning of freight corridors. CER is advocating the full implementation of the regulation and insists on setting-up the corridors within the timeframe of the regulation, in order to allow them to fulfill their initial goal and facilitate international freight transport within Europe **High-level political involvement will therefore be key to respect the deadlines and secure investments.**

The law

According to the Regulation, **no less than nine initial corridors must be established in the next few years, six by November 2013 and three by November 2015** (see table 1 on page 27). Moreover, each Member State with a rail link to another Member State will have to establish at least one corridor.

The Regulation also defines the corridor's governance structure:

- An executive board of the Member States concerned, to take the main decisions affecting the corridor (notably concerning investment plans);
- A management board of infrastructure managers, to prepare the decisions of the Member States and to execute these decisions;
- Two advisory boards, one comprising railway undertakings using or likely to use the corridor, and one made up of terminal's owners and managers.

Existing structures (e.g. created for the ERTMS corridors) may be used.

The management board's responsibility is to design or respectively set up the corridor's one-stop shop (OSS). The role of an OSS is to process applications for international pre-arranged train paths for freight trains as well as capacity reserved for ad-hoc requests and to manage this capacity. The procedure for this is quite complex (see Figure 1 on page 26).

The practice for CER infrastructure managers

Six of the nine corridors defined by regulation 913/2010 build on the pre-existing ERTMS corridors. That's why the European Commission is considering extending the role of the current Steering Committee for ERTMS Corridors, chaired by the European ERTMS Coordinator Karel Vinck, to the rail freight corridors.



From left: Dirk Stahl (CEO, BLS Cargo), Karl Michael Mohnsen (CEO, TX Logistik), Johannes Ludewig (former CER Executive Director), Nicolas Perrin (CEO, SBB Cargo), Alexander Hedderich (CEO, DB Schenker Rail)

Although Member States are responsible for establishing rail freight corridors, **CER infrastructure managers have often taken the lead in initiating the set-up of corridors.**

RailNetEurope (RNE), an association set up by a majority of European rail infrastructure managers and allocation bodies, is taking a forerunner's role in providing tools to help the work of the future One-Stop-Shops.

Regular meetings have been organised in 2011 and 2012 between RNE and the Management Board of the various rail freight corridors to facilitate the exchange of experience and to share respective developments.

Together with RNE, CER organised a rail freight corridors conference on 6 May 2011 in Frankfurt. Mainly infrastructure managers were invited to discuss practical steps to fulfill Regulation 913/2010 and to share experience with existing corridors.

A year later, CER and RNE organised a follow-up conference on 10 May 2012 in Frankfurt. Infrastructure managers and railway undertakings were given the opportunity to exchange views on the current implementation of the regulation, in particular on the establishment of the nine corridors the setting-up of the advisory boards and the creation of the One-Stop-Shops.

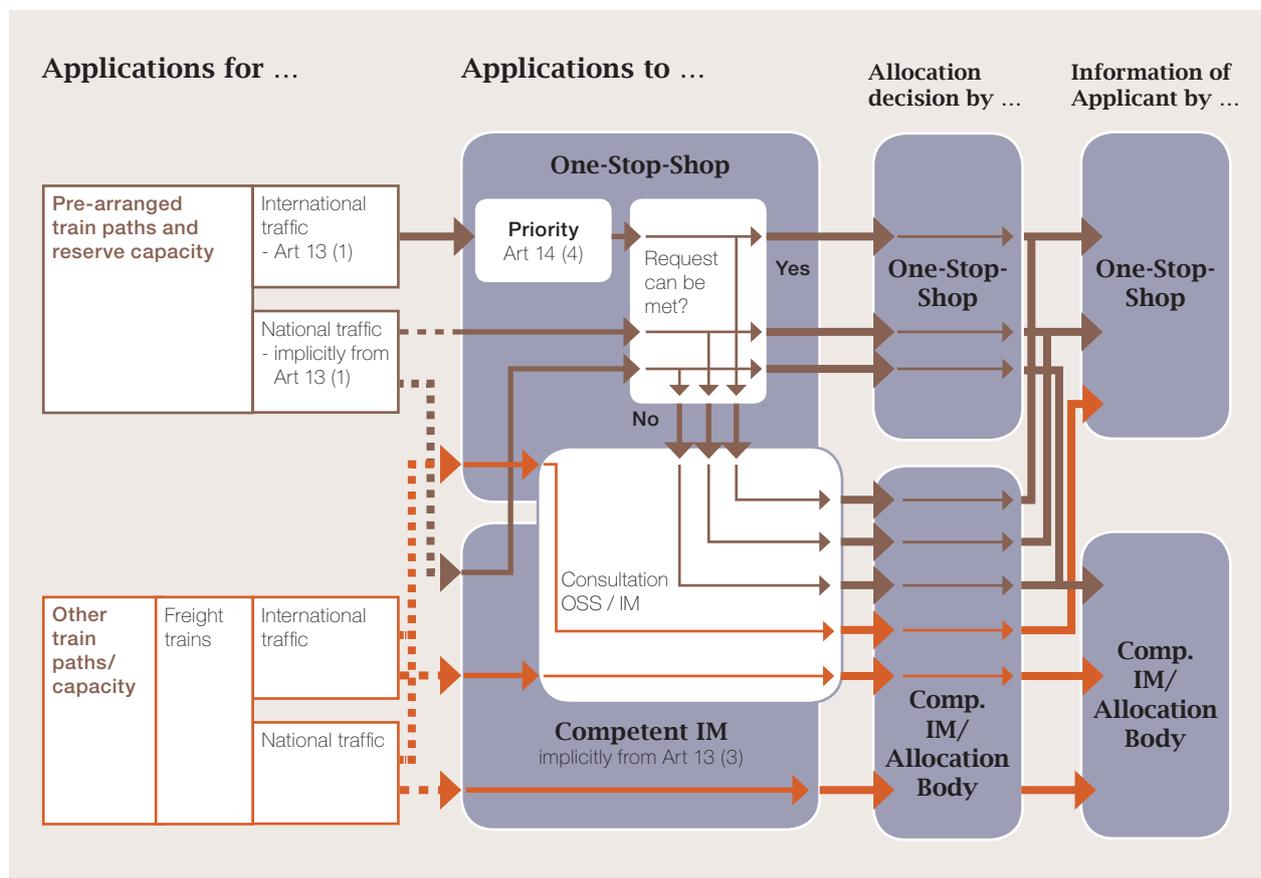
The implementation of Regulation 913/2010 will be one of the main activities of CER in 2012/2013, involving both its infrastructure manager members and its rail freight operator members and facilitating the collaboration between them.

The practice for CER rail freight operators

Although Regulation 913/2010 leaves relatively little space for railway undertakings to influence corridor developments, the European Rail Freight CEOs gathering in Brussels on 19 May 2011 decided to **make the voice of the market heard** by member states and infrastructure managers. For a start, four railway undertakings (BLS Cargo, DB Schenker, SBB Cargo and TX Logistik) operating on the Rotterdam-Genoa corridor drew up a list of requirements (relating to infrastructure bottlenecks, interoperability, operational practices and administrative procedures). These requirements were presented in Berlin at a press conference on 19 December 2011 in the presence of CER.

Following this initiative, European rail freight companies have developed a core of common requirements of the operators towards infrastructure managers and Member States, valid across all corridors. These requirements were adopted by the European Rail Freight CEOs at their annual meeting in Brussels on 18 April 2012. They include proposals in terms of capacity increase through the removal of bottlenecks, harmonisation of operational rules, transnational planning of train paths and interoperability enhancements.

Figure 1: Role of the One-Stop-Shop for corridors in processing applications for rail freight capacity



Source: Commission's Handbook on the Regulation concerning a European rail network for competitive freight

Table 1: List of rail freight corridors to be established initially, as in the annex to Regulation 913/2010

	Member States	Principal routes ¹	Establishment of freight corridors:
1.	NL, BE, DE, IT	Zeebrugge-Antwerp/Rotterdam-Duisburg-[Base]/-Milan- Genoa	By 10 November 2013
2.	NL, BE, LU, FR	Rotterdam-Antwerp-Luxembourg-Metz-Dijon-Lyon/[Basel]	By 10 November 2013
3.	SE, DK, DE, AT, IT	Stockholm-Malmö-Copenhagen-Hamburg-Innsbruck- Verona-Palermo	By 10 November 2015
4.	PT, ES, FR	Sines-Lisbon/Leixões – Madrid-Medina del Campo/ Bilbao/ San Sebastian-Irun- Bordeaux-Paris/ Le Havre/Metz Sines-Elvas/Algeciras	By 10 November 2013
5.	PL, CZ, SK, AT, IT, SI	Gdynia-Katowice-Ostrava/ Žilina-Bratislava/Vienna/ Klagenfurt- Udine-Venice/ Trieste/ /Bologna/ Ravenna/ Graz-Maribor-Ljubljana-Koper/Trieste	By 10 November 2015
6.	ES, FR, IT, SI, HU	Almería-Valencia/Madrid-Zaragoza/ Barcelona-Marseille- Lyon-Turin- Milan-Verona-Padua/Venice-Trieste/ Koper- Ljubljana-Budapest-Zahony (Hungarian-Ukrainian border)	By 10 November 2013
7.	CZ, AT, SK, HU, RO, BG, EL	– Bucharest-Constanta Prague-Vienna/Bratislava-Budapest – Vidin-Sofia-Thessaloniki-Athens	By 10 November 2013
8.	DE, NL, BE, PL, LT	Bremerhaven/Rotterdam/Antwerp- Aachen/Berlin-Warsaw- Terespol (Poland-Belarus border)/Kaunas	By 10 November 2015
9.	CZ, SK	Prague-Horní Lideč-Žilina-Košice-Čierna nad Tisou (Slovak/Ukrainian border)	By 10 November 2013

¹ '/' means alternative routes. In line with the TEN-T priority projects, routes 4 and 6 should in the future be completed by Project 16, the Sines/Algeciras-Madrid-Paris freight axis which takes in the central Pyrenees crossing via a low elevation tunnel.

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Harmonising technical requirements

Over the past year, CER has been working on all the tasks mandated to the European Railway Agency (ERA), aiming at the completion/update of the TSIs with the geographical scope extended to the entire European network and harmonised safety approaches.

Interoperability

The European Railway Agency (ERA), with the help of CER experts, started to revise most of the technical specifications for interoperability (TSIs) at the beginning of 2011. This work, which is expected to finish by the end of 2012, aims at:

- Extending the geographical scope of each TSI from TEN to the entire European railway network;
- Merging high speed and conventional rail TSIs;
- Closing the open points.

CER sought to influence the ERA in a way that the revised TSIs would contribute to **the simplification of the legal framework in the field of railway technology and issues related to design, construction, putting into service, renewal and upgrading**. Since closing of open points is crucial to avoid national barriers, CER experts worked out proposals based on existing knowledge, as well as R&D and validation projects.

Twelve support groups have been working inside CER to actively contribute to this revision of the TSIs.

Regarding Interoperability registers, namely ERATV (European Register of Authorised Types of Vehicles) and RINF (Register of Railway Infrastructure), the first phase of the work came to an end in June with the vote by the Railway Interoperability and Safety Committee (RISC) of the European Commission approving a decision describing the content and the implementation plan of each register.

Cross Acceptance

Whenever TSIs are not applicable, (i.e. for TSI open points, specific cases and when being geographically out of scope), national rules are the basis for vehicle authorisation. CER supported the ERA and the national safety authorities (NSAs) **in making transparent all national technical rules in the national reference documents**. CER was one of the main drivers behind the development of European master flowcharts describing the process for vehicle authorisation. CER provided feedback during the specification of the ERA reference document database, which will be established in 2012 and contains all the national reference documents and all the national vehicle authorisation flowcharts. This database will be **a major step towards simplifying and cleaning up national rules and processes**.

Safety

In 2011, ERA safety related activities focused on the certification scheme of entities in charge of maintenance of freight wagons as well as on its accreditation and certification scheme; on the drafting of Common Safety Methods (CSMs) for supervision and monitoring and on the revision of the CSMs on risk assessment for which CERs lead an 'application exercise' with several of its members to verify the applicability of risk assessment 'design criteria' values which the ERA intended to introduce in the revised text. In addition, discussion of a single safety certificate started and a new permanent safety performance group has been set up by the ERA.

ERTMS

Major agreements for finalisation of the so-called 'Baseline 3' were achieved in 2011 with strong support of CER experts.

Baseline 3 will have to be legalised in 2012. In the context of radio communication, CER lobbied for a solution of interference of GSM-R by public digital radio operators.

Future ERA role & Vehicle Authorisation Task Force

CER participated in a European Commission consultation for the Fourth Railway Package about the future role of the ERA and **developed a joint position paper with UNIFE** (see also article on page 18). In order to achieve a single European railway area, and especially to remove administrative and technical barriers and developing easy and common (Member States neutral) procedures on the European level, both associations call for setting the strategic target of incrementally establishing a single European railway vehicle authorisation process.

The ERA should act as a one-stop shop for granting new or renewed safety certificates to railway enterprises operating in more than one Member State. The ERA should directly be in charge of the part A certificate and, through its supervisory role over the NSAs, oversee the part B certification process carried out by NSAs, as long as 'regional' rules have not converged enough.

The ERA should also be empowered to identify unnecessary and superfluous national rules and be able to request their removal. In addition, the ERA should be in a position to monitor/audit the processes of national safety authorities in order to foster their progressive harmonisation.

In this context, after several letters were sent to the European Commission, a dedicated Task Force on Authorisation of Vehicles of the Commission and the sector was set up. The first meetings took place in 2011, and the task force report which is expected in June 2012 will feed into the Commission proposal for the Fourth Railway Package.

CER & UNIFE Position Paper on the Future role of the ERA

In this position paper, CER and UNIFE call for setting the strategic target of aiming at achieving the single European railway area by incrementally establishing a unified European railway vehicle authorisation process.



Available at www.cer.be

First of all, the Commission has to push Member States to effectively transpose the Safety & Interoperability Directives. In the target vision, a scenario is desirable where, **by 2022, the ERA becomes the single issuing authority for safety certification/authorisation and authorisation for putting all vehicles in service.**

With the long term objective in mind, the ERA should upon request of an applicant be able to exercise the function of a one-stop shop when the authorisation for putting vehicles in service is requested for operations in more than one Member State, with almost immediate effect, in the context of the Fourth Railway Package.

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Social responsibility: railways do care

Passengers are at the heart of the European railway sector. Even before a European law was implemented, rail passenger operators took measures at national and trans-national levels to improve the quality of service offered. Today, railways continue to work together to further develop services to all passengers, including less wealthy or mobile people, demonstrating their social commitment.

Major traffic disruptions: information is key

In 2010, a volcanic ash cloud and heavy snow falls left thousands of passengers stranded at airports and on the roads. Rail was also affected. Operations were slowed down, and railways had to cope with massive flows of stranded air passengers.

Better communication between railways and airports before and during a crisis is essential. Therefore, **the railways defined ‘Recommended Practices in Crisis Situations’** and invited the European airports to join. Railways have also set up a European directory of rail operational units.

However, although railways do their best to serve their customers in all possible circumstances, very extreme conditions may still require slowing down or halting services for the safety of passengers.

Social responsibility: railways are “a good example”

The sector is also serious about social responsibility. In 2007, CFL, FS, PKP, SNCB/NMBS-Holding and SNCF signed the **‘European Charter for social and societal initiatives in train stations’**, agreeing to work together to develop social policies regarding homeless people in stations. At the CER General Assembly on 9 February 2012, ČD, CFR, CP, DSB, NRIC, NSB and SŽ joined the Charter in **the presence of European Commissioner László Andor**, responsible for Employment, Social Affairs and Inclusion.

Access to transport for all: the work goes on

Railways share the European Union’s objective **to deliver a rail network that can be used by all**, including persons with reduced mobility.

In 2002, the European railways already signed a ‘Charter on Rail Passenger Services’, committing to apply common practices including assistance to persons with reduced mobility. Since then, railway and passenger representatives have regularly met. First implementing the 2002 Charter, the group is now sharing experiences on the regulation of rail passenger rights.

The rail passengers’ rights regulation, the Technical Specifications for Interoperability – Passengers with Reduced Mobility, and the upcoming European Accessibility Act offer **opportunities to further enhance accessibility for persons with reduced mobility** and the railways’ dialogue with their representatives.

The rail sector remains convinced that an exchange of experience and a stakeholder dialogue will help further improve transport accessibility, ultimately leading to a fully accessible transport system.

Regulation 1371/2007: time to assess

Regulation 1371/2007 on rail passenger rights and obligations entered into force on 3 December 2009. Article 36 requires the European Commission to make an assessment of its implementation by 3 December 2012.

CER, the International Rail Transport Committee (CIT) and the International Union of Railways (UIC) prepared a contribution underlining that a better dialogue between all stakeholders, especially national enforcement bodies (NEBs) and railway undertakings, would lead to a more uniform interpretation of the regulation and avoid costly and long court procedures. **CER and CIT invited NEBs and railways to share their experience at a workshop on 10 May 2012.**

Passengers' experience is also essential. Trevor Garrod, President of the European Passengers Federation, met the CEOs of European rail passenger operators on 25 May 2011. Railways took note of the importance of available and well informed railway staff, in particular in case of traffic disruption.

Towards more and more passengers' rights?

The European Commission published on 19 December 2011 a Communication on passenger rights in all transport modes (COM/2011/898). **Comparing passenger rights in air, rail, bus and maritime, the document states that rail regulation is the most stringent in many areas.** CER shares the Commission's vision to tackle these inconsistencies in an intermodal approach. Furthermore, the recast of any passenger rights regulation should address fundamental issues, e.g. legal consistency of European and international law.



The signatories of the 'European Charter for social and societal initiatives in train stations' in the presence of European Commissioner László Andor and CER Executive Director Libor Lochman

"Railways' efforts to find solutions for homeless people are a good example of corporate social responsibility."

**European Commissioner László Andor,
responsible for Employment, Social Affairs
and Inclusion**

Rail - the backbone of Multimodal Journey Planning

Contrary to common belief, the railways are experienced in journey planning. While there are only 400 airports in Europe, allowing for just a few thousand origin-destinations, **there are several thousand railway stations across Europe, leading to millions of origin-destination possibilities.** On 9 November 2011, the European Rail Passenger CEOs set the ground to make their enormous common timetable connecting more than 55,000 stations in Europe available to third-party information providers. CER, together with its members and supported by UIC, is developing a business model to make this possible soon.

The expertise of the railways in journey planning has further been rewarded by an official prize of the European Commission for the 'Best Operational Journey Planner' (won by Trenitalia) and the 'Best Idea for a Multimodal Journey Planner' (won by SNCF). The two companies were invited to present their operational journey planner and idea in the European Parliament on 26 March 2012.

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European social dialogue

The human dimension in the creation of an integrated European rail transport market has always been very important to CER. Train drivers and conductors need to be prepared for international operations. Staff productivity needs to be competitive. Both are essential prerequisites for sustainable rail transport in Europe.

CER-ETF Agreement on Working Conditions – follow-up

The Agreement on working conditions of mobile staff in cross-border services signed on 27 January 2004 between CER and ETF (European Transport Worker's Federation) was turned into European law and is now known as Directive 2005/47/EC defining minimum working conditions for related staff.

According to the Agreement, a daily rest away from home has to be followed by a daily rest at home. With longer international routes, resulting partly from the complete opening of the rail freight market, it is sometimes necessary to use the same train drivers for more than two rests away from home. This is why, **already in 2006, CER asked for a limited extension of this clause. The negotiations with ETF unfortunately failed in 2009.** The European Commission conducted a study of the issue in order to report to the Council and to the European Parliament on the implementation and the application of the Directive. The results of the study clearly show that **action is necessary so that cross-border rail freight traffic can further develop.** This means that the flexibility of railway mobile staff has to be increased either through a new agreement of European social partners or through normal European legislative procedures.

Equal opportunities

In 2011, a project called 'Women In Rail' examined the development of the female presence in the rail sector as well as the implementation of the **'Joint recommendations for a better representation and integration of women in the rail sector'**, signed in 2007 by CER and ETF. The European social partners are pursuing the goal of greater presence and integration of women in the railway sector basically by supporting equal opportunities and also taking into account demographic developments and the attractiveness of the sector for women workers.

In April 2012, the results of the project were presented during a final conference and relevant topics around strategies for a better integration and representation of women were discussed, as well as the preparation of the ground for a **European network of dedicated railway women.**

Insecurity in local public transport

As a follow-up to the **'Joint recommendations on insecurity and the feeling of insecurity in public local transport'** (signed in Naples in 2003 by the European Social Partners of the local public transport and supported by CER), CER and ETF developed a joint project on 'Insecurity and the feeling of insecurity in rail passenger transport' in order to **prevent, manage, mitigate and reduce insecurity and the feeling of insecurity caused by third-party violence in rail passenger transport in Europe.** The aim is to improve the personal security of workers and, consequently, the security of passengers.

CER Human Resources Directors – new issues

An improved but realistic social dialogue is important for preventing social conflicts, but **a coordinated approach is the first and necessary step**. That's why new special working parties have been created by CER's Human Resources Directors in order to put the emphasis on two important subjects: **the protection of staff** in case of change of rail operators and **corporate social responsibility** in labour practices.

Protection of staff: In the light of the developing competition in the railway sector, particularly in regional rail transport, **many railway enterprises are concerned with the consequences of lost tendering processes for employees who performed the service before**. In some countries, clear rules already exist for this issue for all business sectors. But for many Member States, the relatively new EU Regulation 1370/2007 (so called PSO Regulation), in connection with EU Directive 2001/23/EC, brought this question up to the Human Resources management. The intention of the EU Commission to further open the domestic passenger markets will also imply more public competitive tendering processes in the Member States. Therefore, a CER working party was established in order to get more information about the situation in the various Member States, as well as to define a CER common understanding on the issue.

Corporate Social Responsibility (CSR): Society is becoming more and more aware of businesses keeping high ethical standards, of businesses taking social responsibility and of businesses having good employee relations.

Corporate social responsibility is all about doing the right thing – right for rail users, right for our customers, for our employees, for the environment and right for the communities in which we work. CER and its members are committed to being responsible and attractive employers and CER is framing the issue based on ISO 26000, bearing in mind that applying the principles of CSR is not demanded by the law. The necessary flexible conditions inside a company must take care of the employees' legitimate rights to protection of their resources, and health and safety in the workplace have to be safeguarded, together with a balanced work-family relationship. CER members offer socially responsible labour practices, not only jobs. A working party is developing the issue in order to prepare a **CER Charter on CSR in Labour Practices based on the ISO 26000**.



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On track with future European transport policy

Trends in European transport still need to show a major change if longer-term goals on carbon emissions are to be achieved, and the continent's dependency on oil reduced. The 2011 Transport White Paper outlined how rail should play a bigger role in the transition to a more balanced transport policy – but can the various players now coordinate their actions and make this a reality?

Europe's transport system has so far failed to keep up with the other main sectors of the economy in terms of sustainability and decarbonisation. While the total level of greenhouse gas emissions fell by 20% both in industry and in agriculture and by 7% in power generation between 1990 and 2005, it rose by a staggering 30% in transport over the same period. In 2009, transport was responsible for 24% of the EU's total greenhouse gas (GHG) emissions. It cannot be the case that most sectors and industries continue to make major contributions to decarbonisation while transport contributes negatively to the overall effort. A major re-orientation of the transport system is therefore essential if long-term carbon reduction targets are to be achieved. After much hesitation, **an emissions reduction target was finally defined for the transport sector in the European Commission's 2011 Transport White Paper**, committing the EU to achieving a reduction of 60% of total greenhouse gas emissions in transport compared to the 1990 level by 2050.

**“The idea is to unleash rail's true potential
... rail can certainly solve a lot of problems.”**

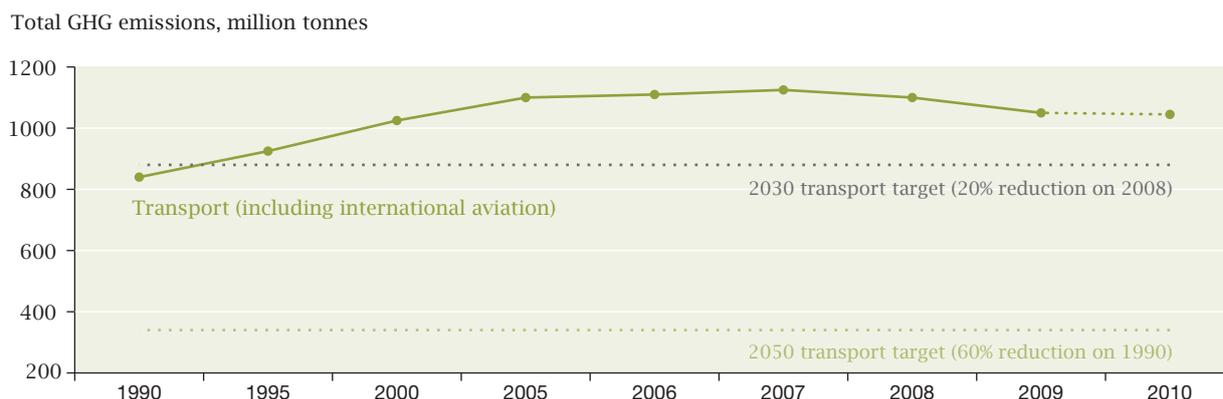
Commission Vice-President Siim Kallas,
European Railway Award, 8 February 2012

It is thus no surprise that the European Commission has identified **the need to move away from oil** as a key plank of any future European transport policy. If the EU is going to seriously reduce its GHG emissions and improve its energy security, this will have to involve a major shift away from oil towards a more diversified energy supply system that focuses more on electric power generated from a range of sources that are both more sustainable and European focussed.

Vulnerability to oil shocks

Decarbonisation is not the only challenge facing Europe. With an import dependence ratio of around 90%, the European Union is particularly vulnerable to oil supply shocks, be it with respect to quantity or price. This translates into a macroeconomic vulnerability as well. In 2011 the EU's net oil import bill surpassed the record level of 2008, reaching EUR 276 billion. This regular haemorrhaging of resources to the outside world rose to 2.2% of the Union's total GDP in 2011 as compared to 1.5% in 2005. The transport sector – mainly road transport, but also increasingly aviation – accounts for more than half of the EU's total oil consumption. Conversely, the transport sector as a whole is around 96% dependent on oil for its energy mix. While transport energy consumption in 2009 fell by over 4% from its peak in 2007 due to the recession, in terms of energy consumption trends, the long-term trend is still expected to be an upward one. Total transport energy consumption increased by 32% between 1990 and 2009, and **the gains in energy efficiency have been counteracted by the increasing demand for transport.**

Figure 1: Trends and targets: EU-27 GHG emissions



Dotted line segments represent data series extrapolation from 2009 to 2010 using proxy data.

Source: EEA, 2011

The strengths of rail

In marked contrast with the other transport modes, in particular road, **rail displays high energy efficiency per transport unit, much lower specific emissions of greenhouse gases, and much lower oil dependence.**

Overall, around 80% of rail traffic in the European Union already uses electric traction, which has the potential to be entirely powered from renewable non-carbon sources. In short, **Europe would have much to gain from a modal shift in favour of rail.**

The 2011 Transport and Environment Reporting Mechanism (TERM) report from the European Environment Agency, which measures the impact of transport on the environment, pointed out that new technologies are expected to deliver further emission reductions in support of the long-term target. However, it added that compliance with the target is also dependent on behavioural change and performance improvements, as **it is unlikely that technological improvements alone will be sufficient.** Through the use of mechanisms such as the polluter-pays principle and the internalisation of external costs, modal shift to rail can help offer sustainable solutions that can be easily implemented without requiring technological improvements to be developed first.

Future visions

The 2011 Transport White Paper identifies two segments of the transport market where it would particularly welcome a greater share for rail. These are long-distance overland freight, and medium-distance passenger travel, notably relying on an expansion of high-speed rail. In particular, the White Paper proposes that rail should reach modal shares of at least 30% in each of these segments by 2030, and of at least 50% by 2050. These strategic goals are of major importance if Europe intends to respond efficiently to the twin challenge of oil dependence and climate change.

So the circumstances are right **for rail to play a major role in making European transport more sustainable.** The vision and the technology are there, and the logic of energy use demands that it should happen; the challenge now for all players is to turn that vision into a reality.

Making greater use of more energy-efficient modes

“30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed.”

“By 2050, complete a European high-speed rail network: triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail.”

‘Roadmap to a Single European Transport Area’ – 2011 Transport White Paper

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Bearing the full costs of transport: where next?

The revision of the Eurovignette Directive was finally completed in 2011, allowing a wider application of the ‘polluter-pays’ principle in European freight transport. The Commission will also, by late 2012, report on what measures have to now be taken for further internalising the external costs of all modes. To help this work, **the rail sector has commissioned new research on the external costs of transport.**

Towards the end of 2011, agreement was finally reached between Council and Parliament on the revision of the Eurovignette Directive, bringing to an end over three years of discussion. For the first time, Member States are able to charge road freight vehicles for some of the external costs they generate, allowing the establishment of a more level playing field between the modes.

The final agreement was weaker than the Commission’s original proposal back in 2008, due largely to the opposition in Council from some Member States, but it established an important step forward in the move to internalise all external costs in transport. Key points of the agreement included:

- Member States may charge lorries for the air pollution and noise costs they generate, and they may also vary the infrastructure charge to take account of congestion;
- On air pollution costs, there are derogations for those vehicles that comply with the most stringent EURO emission standards (EURO V and VI) until four years after the dates of application of the standard;
- While Member States will still determine the use of any revenues generated by charging, the directive recommended that revenues from external cost charges should be invested in transport projects “to make transport more sustainable”, with at least 15% of revenues invested in the TEN-T network. Recommended areas to spend the revenues include reducing road transport pollution at source, improving the CO₂ and energy performance of vehicles, and developing alternative infrastructure for transport users.

“The average external costs for road transport are much higher than for rail. Per passenger-km the costs of cars or aviation are about four times those of rail transport. For freight transport we see a similar pattern.”

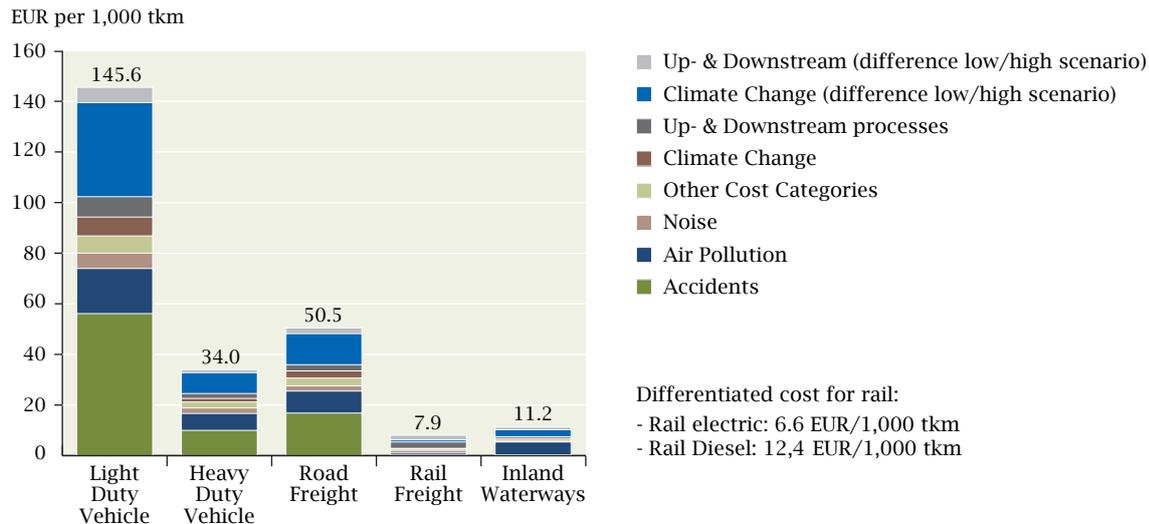
CE Delft study

Future development

In order to ensure that work in this area continues to be driven forward, the directive also obliges the Commission to report back in 2012 on what measures have to be taken for further internalising external costs, along with a timetable. This matches the proposals in the 2011 Transport White Paper, which said that the Commission will look at a mandatory infrastructure charge for heavy duty vehicles by 2016, and the full and mandatory internalisation of external costs for road and rail transport by 2020. The Commission must also report back on the impact and effects of the revision within four years, when it is likely that the Commission will also make proposals for a further revision. With the legislative stage now over, **the focus will shift onto encouraging Member States to take advantage of the terms of the directive and introduce charging.**

To help move forward the work on external costs and ensure that the figures for total, average and marginal external costs of transport in the EU were as up-to-date as possible, **the rail sector also commissioned a new study into the external costs of transport in Europe.** Since the study for the rail sector in 2004, which used data from 2000, the relevance of the subject has increased. Internalisation of external costs was one of the main focus points of the European Commission’s Greening Transport Package in 2008. Additionally, in 2004 and 2007, several Central and Eastern European countries joined the EU and their fast developing economies have considerable impacts on the transport systems.

Figure 1: Average external costs 2008 for EU27 for freight transport (excluding congestion)



Differentiated cost for rail:
 - Rail electric: 6.6 EUR/1,000 tkm
 - Rail Diesel: 12,4 EUR/1,000 tkm

Other cost categories: Costs for nature and landscape, biodiversity losses (due to air pollution), soil and water pollution costs, additional costs in urban areas. Data do not include congestion costs.

Road Freight Total: The weighted average of all road freight transport modes.

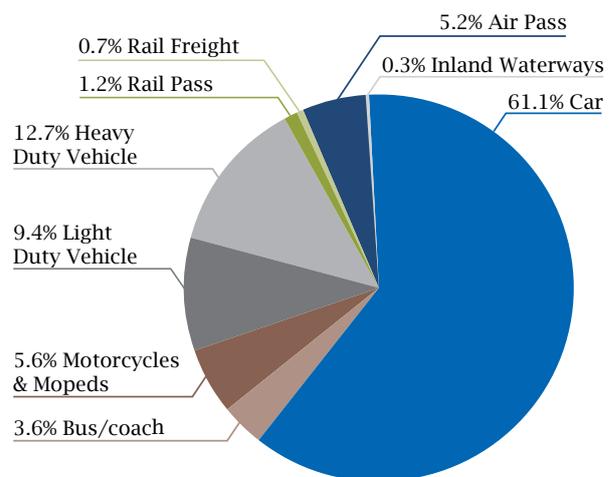
* Data include the EU-27 with the exemption of Malta and Cyprus, but including Norway and Switzerland.

Source: Study 'External Costs of Transport in Europe'

'External Costs of Transport in Europe'
 is available at www.cer.be

The total and average cost estimates provide a strong basis for comparing the environmental burden of various transport modes and can also be used for general policy development by the Commission and by Member States. Another application could be in cost benefit analysis (CBA) for transport infrastructure projects, and the results of the study can also be used as a basis for pricing strategies.

Figure 2: Share of the different transport modes on total external costs 2008 for EU 27 (excluding congestion)



Source: Study 'External Costs of Transport in Europe'

Price of external costs

The new rail sector study into the external costs of transport in Europe, undertaken by consultants CE Delft, INFRAS and ISI under the supervision of UIC, was completed towards the end of 2011. It found that the total external cost of transport in the EU-27 (without Malta and Cyprus, but including Norway and Switzerland) amounted to more than EUR 500 billion, based on 2008 figures - about 4% of total GDP.

The study concluded that about 77% of the costs are caused by passenger transport and 23% by freight. With 93%, road transport is responsible for the lion share of the external costs. Passenger cars have a share of about 61%, followed by trucks (13%), vans (9%), motorcycles (6%) and buses (4%).

From the non-road modes, aviation (intra-EU flights only) has the largest share in external costs with about 5%. Rail transport is responsible for less than 2% and inland shipping for only 0.3%. The average external costs for road transport are much higher than for rail. Per passenger-km the costs of cars or aviation are about four times those of rail transport, and for freight transport there is a similar pattern.

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Longer trucks: the right future for European freight?

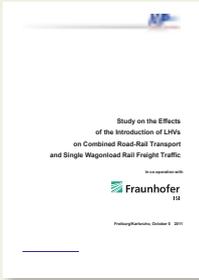
The debate over the possible European-wide use of longer and heavier freight vehicles on Europe’s roads has recently been reopened, with the European Commission announcing that it intends to revise the rules that regulate Europe’s trucks. In order to have proper information on what the impact could be on the rail sector, CER asked independent consultants to examine the impact that any changes might have on rail freight.

The wider use of longer and heavier trucks (LHVs, or ‘megatrucks’) raises major issues concerning freight transport. Given that the 2011 Transport White Paper envisaged a significant shift of medium and long-distance freight from road to rail, the impact they would have on the modal split of freight is crucial, as are the effects on the targets to reduce greenhouse gases from transport that were laid down in the White Paper.

To better examine the impact on rail, in 2011 CER asked K+P Transport Consultants and the Fraunhofer Institute for Systems and Innovation Research (ISI) to conduct a detailed study into the implications for rail freight. The study considered the impact that megatrucks would have on rail freight in five separate trans-European corridors:

- North Germany – Czech Republic;
- Belgian and Dutch ports (Antwerp, Rotterdam) – Ile de France – Spain;
- Scandinavia (Malmö) – Denmark – Germany (Ruhr area);
- Germany (Ruhr area) – Switzerland/Austria – Northern Italy;
- South-east Germany (Munich) – Austria – Hungary (Budapest).

‘Study on the Effects of the Introduction of LHVs on Combined Road-Rail Transport and Single Wagonload Rail Freight Traffic’



is available at www.cer.be

Combinations

The effects on two particular types of rail freight were analysed: single wagonload, and combined road-rail transport. While longer and heavier lorries could be up to 25.25m long, in order to properly consider different possible reactions, three different types of LHV configuration were considered: 40/44 tonnes / 17.8m length; 44 tonnes / 25.25m length; and 60 tonnes / 25.25m length.

The consultants found that **single wagonload markets would be affected worst due to their high share of fixed costs**, with over 35% of rail freight shifted back to road in the Germany-Italy corridor (see Figure 1). The intensity of the downward spiral in single wagonload markets, where decreasing transport volumes lead to higher costs per unit, could lead to their complete or partial breakdown in the medium to long term, the study warned. “It is highly probable that decreasing volumes would end up with a complete withdrawal of the service,” the report warned.

“It is highly probable that decreasing volumes would end up with a complete withdrawal of the service”

Study on the Effects of the Introduction of LHVs on Combined Road-Rail Transport and Single Wagonload Rail Freight Traffic

Figure 1: Relative modal back-shift from single wagonload to road by 2020

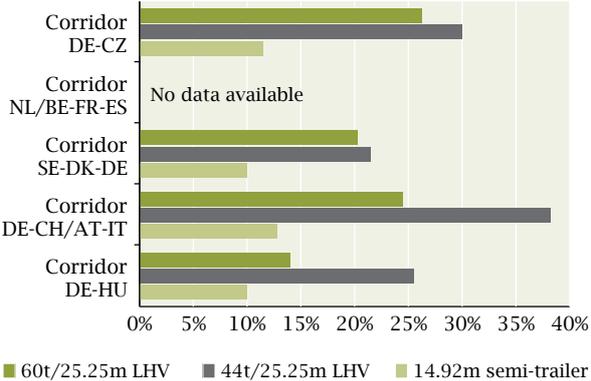
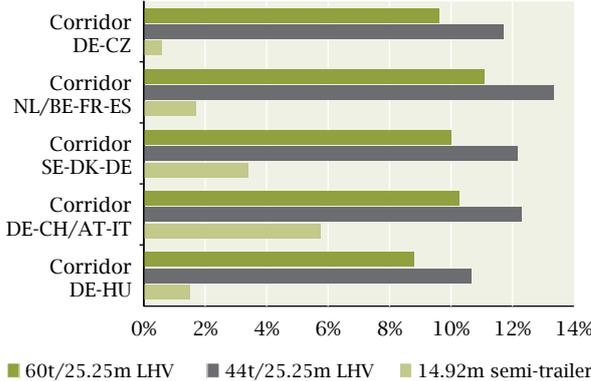


Figure 2: Relative modal back-shift from combined transport to road by 2020



Furthermore, while not suffering losses on such a large scale as single wagonload freight, **combined transport would certainly lose market share as well** - the corridor from the Belgian and Dutch ports to Spain was the most affected with more than 13% losses (see Figure 2) – a consequence that should be given carefully consideration given the huge investment programmes already made to establish combined transport in Europe. Along the five corridors considered, the impact would lead to revenue losses of EUR 484 million in combined transport and EUR 504 million in single wagonload markets. In addition, rail companies would face extra investment costs for improvements to terminals to accommodate longer vehicles. For capital-intensive undertakings, and in particular for combined transport system providers, these challenges may be difficult to fund, the consultants warned. The White Paper’s aim of achieving modal shift of 30% of medium and long-distance freight by 2030 from road to rail and inland waterways would also be heavily undermined.

External effects

The overall effect on such changes would cause overall external costs from freight transport, including CO₂ emissions, to rise, as **the external costs of current standard HGVs are four times higher than in single wagonload and five times above combined transport**. The Commission recognised in the Transport White Paper that for freight, rail’s strength is on medium and long distance journeys. However, **as the study showed, allowing the widespread use of megatrucks would have the effect of discouraging rail freight on such journeys**. Railway traffic in general and single wagonload in particular can be characterised by a very low economic threshold, which in turn means that they are very sensitive to even slight decrease of volumes. Decreasing volumes would end up with a complete withdrawal of the service - as the experience in many European countries has already proven with single wagonload.

CHAPTER 3

FOSTERING SUSTAINABLE MOBILITY ACROSS EUROPE

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Rail solutions for sustainable European transport

Decarbonising the transport and energy sectors is a key priority for the EU in order to make the EU's GHG emissions reduction target for 2050 achievable. CER members' commitment to further reduce the already low environment impact of the railways demonstrates that the rail sector takes its responsibilities seriously as a forward-thinking transport mode that can help achieve a low-carbon and sustainable European transport system.

While finding solutions to the financial crisis has been the highest priority for the EU over the last two years, the reduction of CO₂ emissions, including those from transport, to meet the 2050 target of a 95% cut on 1990 levels also remains a priority. At the UN Framework Convention on Climate Change (UNFCCC) talks in Durban in December 2011, the world's leaders agreed a new commitment to establish a long-term roadmap on tackling climate change. The outcome of Durban is likely to have direct impact on helping the EU to ensure its existing internal greenhouse gas emissions (GHG) reduction commitments for 2020 and beyond remain a political priority, and block any attempt to weaken proposed targets for transport and other sectors. In this context, **rail is in a favorable position to help the EU achieve its goals.**

Strategies to increase the environmental advantage of rail

CER members agreed **in 2008 to commit to a sector-wide cut of 30% of specific CO₂ emissions from rail traction over the 1990-2020 period**, and this commitment is monitored annually by UIC through its Energy and CO₂ Database. The latest monitoring report on progress towards the target, shows that the sector is clearly on target to meet the 30% reduction in both freight and passenger sectors. Furthermore, total CO₂ emissions from the European railway sector are 38% below their 1990 level, making rail the only transport mode in which total emissions have fallen. Given the increasing EU focus on 2050 targets now, CER and UIC members subsequently approved in 2010 the document

Key targets included in the sustainable mobility strategy

Climate protection

By 2030, the European railways will:

- Reduce their specific average CO₂ emissions from train operation by 50% compared to base year 1990;
- Will not exceed the total CO₂ emission levels from train operations in absolute terms, even compared to base year 1990.

By 2050, the European railways will strive towards carbon-free train operation, and provide society with a climate-neutral transport alternative.

Energy efficiency

- By 2030, the European railways will reduce their specific final energy consumption from train operations by 30% compared to the base year 1990.
- By 2050, the European railways will strive towards halving their specific final energy consumption from train operation by 2050 compared to the base year 1990.

Exhaust emissions

- By 2030, the European railways will reduce their total exhaust emissions of NO_x and PM10 by 40% in absolute terms compared to base year 2005.
- By 2050, the European railways will strive towards zero emission of nitrogen oxides (NO_x) and particulate matter (PM10) from non-electric trains by 2050.

Noise and vibrations

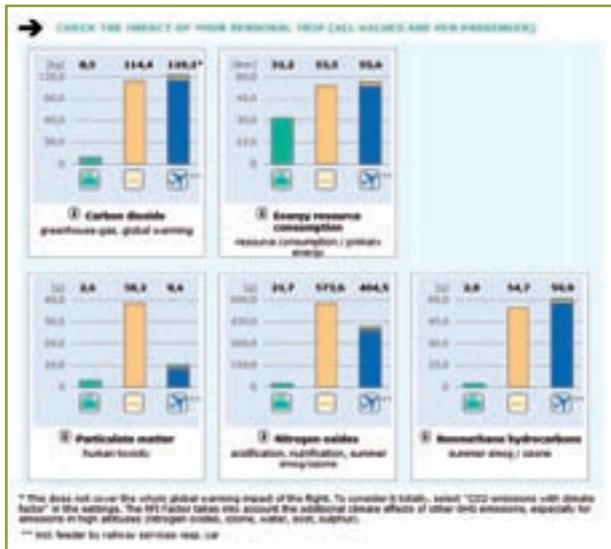
- By 2050, the European railways will strive towards noise and vibrations no longer being considered a problem for the railways – meaning that noise levels become socially and economically acceptable and allow for 24-hour passenger and goods operations in 2050.

‘Moving towards Sustainable Mobility: Rail Sector Strategy 2030 and beyond’ (generally known as the ‘sustainable mobility strategy’), which covers four separate areas – **climate protection, energy efficiency, exhaust emissions, and noise and vibrations** – and demonstrates the sector’s commitment to contribute to seriously reduce CO₂ in the long-term, whilst also ensuring that the low-carbon advantage that rail has over other modes is retained.

EcoPassenger and EcoTransit: leading EU activity on carbon footprint calculators

To help raise awareness of the impact of CO₂, **providing details of the carbon footprint of journeys is increasingly becoming a priority** for transportation services, and also a key tool decision-makers are looking at for promoting sustainable transport solutions. The 2011 Transport White Paper spoke of the need to “encourage business-based GHG certification schemes and develop common EU standards in order to estimate the carbon footprint of each passenger and freight journey”. The rail sector is a frontrunner in this area since it has already developed carbon footprinting applications EcoPassenger (for passenger services) and EcoTransIT¹ (for freight services). The tools have been recognised by the European Environment Agency (EEA) as “good practice” and are official partners of the Sustainable Energy Europe Campaign². An additional webtool is also being developed now which calculates the external costs of freight journeys in financial terms.

EcoPassenger



Environmental impact of a trip (passenger) from Brussels (Belgium) to Marseille (France)

The EcoPassenger web application (www.ecopassenger.org), developed by UIC, calculates the environmental impact of passenger journeys across different modes of transport (air, rail and road). It has a robust CO₂ calculation methodology and can provide the passenger with basic information on energy usage, carbon emission, journey time etc. for one specific journey (see screenshot). EcoPassenger participated in the European Commission’s ‘Challenge for a European multimodal Journey Planner’ competition, and the rail sector is working with the European Commission to develop it further.

EcoTransIT

The EcoTransIT web application (www.ecotransit.org), developed by a consortium of European railway companies, calculates the environmental impact of freight traffic across different modes of transport. The tool is based on constantly updated scientific data and a transparent recognised methodology. EcoTransIT is not only a calculator, but a platform of best practice in green logistics. EcoTransIT is being further developed into a worldwide version allowing for the first time carbon footprints of logistical chains including all transport modes on global level. Usage has tremendously increased over the past years (+80% in 2010) and EcoTransIT received the eleventh Logistics Innovation Award in Paris in 2011.



Environmental impact of a trip (freight) from Brussels (Belgium) to Milan (Italy)

¹ The EcoTransIT tool is used in the EU co-funded logistic benchmarking tool ‘Be Logic’.

² The Sustainable Energy Europe Campaign is a European Commission initiative which aims to raise public awareness and promote sustainable energy production and use.



European Environment Commissioner Janez Potočnik visits the CER/UIC stand at Green Week and tests the EcoPassenger tool

Decarbonisation through electrification

Decarbonising the energy sector is another key objective of the EU for reaching its GHG reduction targets. In December 2011, the Commission published its Energy Roadmap for 2050 which outlines how to reduce GHG emissions from energy by 80-95% below 1990 levels by 2050. Concerning transport, the plan aims at increasing the use of electricity as a power source for transport.

In this context, CER and the Union of the Electricity Industry (EURELECTRIC) launched in December 2011 a joint future-oriented vision for sustainable and competitive surface transport for Europe which sees **electrification as the central way to reduce GHG emissions from transport and to reduce the dependence of the EU on imported oil**. It is a vision that supports a modal shift to rail and a fully electrified door-to-door multimodal transport system.

“...UIC has developed a well balanced, transparent and scientifically sound method of environmental comparisons.”

Jacqueline McGlade, Executive Director,
European Environment Agency

Putting diesel propulsion on the right track

While diesel traction only accounts for 20% of European rail traffic, diesel propulsion will still play a crucial role in the coming years in providing rail services on secondary lines and also as the backbone of railway operation in countries that currently have little electrification. Although rail’s air pollutant emissions only contribute a small proportion of the transport sector’s total emissions, rail diesel exhaust emissions are increasingly attracting public attention. Emissions from diesel railcars and locomotives were included in the scope of the Non-Road Mobile Machinery (NRMM) Directive in 2004 and **significant improvements have been made for rail with regards to NOx and PM emissions**. The total emissions from rail diesel traction have continuously decreased since 1990 and the rail sector is looking at new technologies such as optimisation of fossil energy consumption, hybrid solutions or even carbon-free propulsion concepts in the longer term in order to provide rail traction on non-electrified lines.

Despite the minor role that rail transport has on air quality, the sector has committed to further improve its emission performance as part of the ‘Sustainable Mobility Strategy’: **by 2030 the European railways will reduce their total exhaust emissions of NOx and PM by 40% in absolute terms compared to 2008**. The rail sector is working on the CleanER-D (www.cleaner-d.eu) project³ which will help the sector achieve these exhaust emission reduction targets.

³ CleanER-D (Clean European Rail-Diesel) is a research project partly funded by the European Commission under the 7th Framework Programme that started in June 2009.

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Rail sector increases climate resilience

Climate change is nowadays a reality for rail companies and its adverse impact is expected to increase in coming decades. By strengthening their collaboration and enhancing the dialogue with the European Commission and the United Nations, **CER and its members are actively working to increase the climate resilience of rail transport across Europe.**



The European Climate Adaptation Platform (CLIMATE-ADAPT), an interactive web-based tool on adaptation to climate change

After the publication of the 2009 White Paper 'Adapting to climate change: Towards a European framework for action' (COM (2009)1477), the European Commission set up an Adaptation Steering Group (ASG) comprising representatives from Member States, civil society and the scientific community. With the objective of improving the EU's resilience to the impact of climate change, the ASG is in charge of supporting the Commission in defining **a European adaptation strategy.**

On 23 March 2012, **the European Climate Adaptation Platform (CLIMATE-ADAPT)**, an interactive web-based tool on adaptation to climate change, was launched. The first concrete result towards an EU strategy, the tool (www.climate-adapt.eea.europa.eu) is designed to support policy-makers at the EU, national, regional and local levels in the development of adaptation measures and policies.

The ASG is also defining guidelines for standards, focusing on infrastructure. This should help project developers to take climate resilience into account for decisions on new and existing infrastructure.

The international framework

The United Nations Framework Convention on Climate Change (UNFCCC) aims at helping countries to better understand and assess impact, vulnerability and adaptation to climate change. The programme has today more than 200 partners. A number of EU Member States have already published a national adaptation strategy, e.g. Finland, Germany and France.

In November 2011, **CER joined the UNFCCC with the ultimate goal of strengthening the sector's work on climate resilience at the international level** and raising awareness among key stakeholders.

CER launches discussions at EU level

The rail sector is regularly affected by rigorous weather events, and it expects stronger consequences of extreme weather conditions and climate change in the next decades. This was the result of an internal CER survey carried out in Autumn 2011 among CER members. Based on the results, **CER organised the first sectorial workshop on climate change adaptation in Brussels on 19 April 2012.**

On this occasion, infrastructure managers, railway enterprises, suppliers and contractors made presentations on how railways are getting prepared to weather events and climate change. The European Commission and the United Nations explained their activities in climate change adaptation. The overall objective of the workshop was to understand how the EU's initiatives and the sector's activities can support each other in order to enhance the rail sector's climate resilience.



A new framework for an open-minded mobility operator

SNCF draws on its long experience in France to offer an extended range of services for smooth door-to-door mobility for clients, travellers, transport and logistic operators, and regional authorities. Warmer temperatures, longer heat waves in the summer, cooler winters and more frequent extreme climate events will inevitably have an impact on the daily activities, travelling and working conditions, maintenance operations as well as transport regulation.

Since the middle of 2010, SNCF has been involved in discussions with the French Ecology and Transport Ministry in order to define the national framework for climate change adaptation. At the end of 2011, SNCF launched a working group with each division specialists to define a new vision about adapting its activities to climate change. Four steps are established to characterize SNCF's climate change priorities:

- Impacts, vulnerability and adaptation schedule;
- Adaptation alternatives vs. impacts;
- Scenarios towards the future;
- Plans for each division and global governance.

SNCF's climate change adaptation plan points out several characteristics from mitigation to reduce greenhouse gas emissions. This plan sets up accurate risk cartographies having a local effect on adaptation policies while it tackles more global aspects in the case of mitigation. If these scenarios concerning the future climate and its impacts on infrastructure or rolling stock provide a window into the climate of the future, it is the task of those involved with planning, design, construction, and operation of the railway system to understand how climate change will impact those subsystems. There are also new techniques to learn and to apply in order to deal with problems with deep uncertainty. If we do so, the marginal cost of adapting to climate change can be more easily accommodated.

To illustrate adaptation measures for railway mobility, SNCF has got several options:

- Research on new, heat-resistant or resilient materials;
- Replacement of bridge expansion joints;
- Design changes to reduce stress in rail tracks;
- Passengers' comfort in stations and new rules for trains supply shielded from the sun before exploitation;
- Modification for working time to avoid undue heat stress for construction workers or maintainer with the added benefit of less traffic disruption.

Decisions for adaptation are twofold: first, actions bound to the climate change forecasts and the construction of new infrastructure, new stations and the manufacturing of new rolling stock; second, actions for climate proofing by rehabilitation and protection of the existing equipment against risks of climatic impact. SNCF's plan has established requirements for addressing climate change and adaptation that are currently being implemented at various levels of governance.

Finally, climatic average evolution could also lead to modifications of transport demand, infrastructures needs and journey conditions, because of changes in tourist destinations, population distribution and agricultural production.

For more information: www.sncf.com



CHAPTER 4

CER IN 2011/2012

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How does CER work?

CER is the only organisation in the EU representing the entire European railway system. Its diverse membership includes railway undertakings, infrastructure companies, path allocating bodies and vehicle leasing companies, including long-established bodies, new entrants, and both private and public-sector organisations. CER currently has 76 members and 2 partners.

The governance structure of CER rests on three main bodies, ensuring a steady flow of communication between CER and its members. These bodies are supported by regular meetings on chief executive and working levels.

CER General Assembly

The General Assembly is the **decision-making body of CER**. All member companies take one seat and are represented by their chief executive or director general. The assembly gives the CER team guidance by taking decisions on how to advance on specific policy dossiers.

CER Management Committee

The Management Committee **prepares the decisions** of the General Assembly. It consists of the CER Chairman, four Vice-Chairmen and further members elected by the General Assembly, no more than 16 Administrators.

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.

Beside these internal bodies, CER also establishes further meetings and working groups to discuss specific issues. Affected members are invited to take part in these discussions.

High Level Meetings

At least once a year, separate meetings are held 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 from Central and Eastern Europe.

Working Groups

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

- Customs Group;
- Economics and Taxation Group;
- Environment Support Group;
- ERA Steering Unit (and various working groups on interoperability and safety);
- Freight Focus Group (FFG);
- Human Resources Directors (HRD);
- Infrastructure Interest Group (IIG);
- Passenger Working Group (PWG).

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.

76 member railway and infrastructure companies & 2 partners (as of 1 May 2012)

COUNTRY	Logo	Name <i>English Name</i>	Abbreviation	CER General Assembly Representative	Website
ALBANIA		Hekurudha Shqiptare <i>Albanian Railways</i>	HSH	Zamir RAMADANI	
AUSTRIA		Fachverband der Schienenbahnen <i>Austrian Railway Association</i>	WKO	Robert WOPPEL	www.schienenbahnen.at
AUSTRIA		Österreichische Bundesbahnen <i>Austrian Federal Railways</i>	ÖBB	Christian KERN	www.oebb.at
AUSTRIA		Salzburger Lokalbahn <i>Salzburg Regional Railway</i>	SLB	Gunter MACKINGER	www.slb.at
AUSTRIA		WESTbahn <i>WESTbahn</i>	WESTbahn	Stefan WEHINGER	www.westbahn.at
BELGIUM		Société Nationale des Chemins de Fer Belges /Nationale Maatschappij der Belgische Spoorwegen <i>Belgian National Railways</i>	SNCB/NMBS	Marc DESCHEEMAECCKER	www.b-rail.be
BELGIUM		SNCB/NMBS Holding <i>Belgian National Railways Holding</i>	SNCB/NMBS Holding	Jannie HAEK	www.sncb.be www.nmbs.be
BELGIUM		Thalys International <i>Thalys International</i>	Thalys	Franck GERVAIS	www.thalys.com
BOSNIA- HERZEGOVINA		Željeznice Federacije Bosne i Hercegovine <i>Railways of the Federation of Bosnia- Herzegovina</i>	ŽFBH	Nedžad OSMANAGIĆ	www.zfbh.ba
BOSNIA- HERZEGOVINA		Željeznice Republike Srpske <i>Railways of the Republic of Srpska</i>	ŽRS	Dragan SAVANOVIĆ	www.zrs-rs.com
BULGARIA		Balgarski Daržavni Železnitsi Patnicheski prevozi <i>Bulgarian Rail Passenger Operator</i>	BDŽ PP	Georgi IVANOV Metodi HRISTOV	www.bdzb.bg
BULGARIA		Balgarski Daržavni Železnitsi Cargo <i>Bulgarian Rail Cargo Operator</i>	BDZ Cargo	Ivailo IVANOV Plamen DZUROV	www.bdzb.bg
BULGARIA		Bulgarian Railway Company <i>Bulgarian Railway Company</i>	BRC	Adrian TACEA	www.brc-bg.com
BULGARIA		Bulmarket <i>Bulmarket</i>	Bulmarket	Stanko Dobrev STANKOV	www.bulmarket.bg
BULGARIA		Nacionalna Kompania Železopatna Infrastruktura <i>Bulgarian National Railway Infrastructure Company</i>	NRIC	Milcho LAMBREV	www.rail-infra.bg
CROATIA		Hrvatske Željeznice <i>Croatian Railway Company</i>	HŽ	Rene VALČIĆ	www.hznet.hr
CZECH REPUBLIC		České Dráhy <i>Czech Railways</i>	ČD	Petr ŽALUDA	www.cd.cz
CZECH REPUBLIC		Správa Železniční Dopravní Cesty <i>Czech Railway Infrastructure Administration</i>	SŽDC	Jiří KOLÁŘ	www.szdc.cz
DENMARK		Danske Statsbaner <i>Danish State Railways</i>	DSB	Jacob KJAER	www.dsb.dk

COUNTRY	Logo	Name <i>English Name</i>	Abbreviation	CER General Assembly Representative	Website
DENMARK		DB Schenker Rail Danmark <i>DB Schenker Rail Denmark</i>	DB Schenker (DK)	Stig KYSTER-HANSEN	www.rail.dbschenker.dk
ESTONIA		Eesti Raudtee <i>Estonian Railways</i>	EVR	Kaido SIMMERMANN	www.evr.ee
FINLAND		VR-Yhtymä Oy <i>VR-Group- Finnish Railways</i>	VR Group	Mikael ARO	www.vr.fi
FRANCE		Société Nationale des Chemins de Fer Français <i>French National Railway Company</i>	SNCF	Guillaume PEPY	www.sncf.fr
FRANCE		Veolia Transport <i>Veolia Transport</i>	Veolia Transport	Jérôme GALLOT	www.veolia-transport.com
GERMANY		Deutsche Bahn <i>German Railway Group</i>	DB	Rüdiger GRUBE	www.deutschebahn.com
GERMANY		TX Logistik <i>TX Logistik</i>	TX Logistik	Karl MOHNSEN	www.txlogistik.de
GERMANY		Verband Deutscher Verkehrsunternehmen <i>German Railway Association</i>	VDV	Oliver WOLFF	www.vdv.de
GREAT BRITAIN		Association of Train Operating Companies <i>Association of Train Operating Companies</i>	ATOC	Roger COBBE	www.atoc.org
GREAT BRITAIN		DB Schenker Rail UK <i>DB Schenker Rail UK</i>	DB Schenker (UK)	Alain THAUVETTE	www.rail.dbschenker.co.uk
GREAT BRITAIN		Eurostar (UK) <i>Eurostar (UK)</i>	Eurostar	Nicolas PETROVIC	www.eurostar.com
GREECE		Organismo Siderodromôn Elladas <i>Hellenic Railways Organisation</i>	OSE	Panayiotis THEOFANOPOULOS	www.ose.gr
GREECE		TRAINOSE <i>TRAINOSE - Greek National Passenger Train Operating Company</i>	TRAINOSE	Athanassios ZILIASKOPOULOS	www.trainose.gr
HUNGARY		Central-European Railway <i>CER Central European RailwayTransport, Trading and Service Company</i>	CER	István BÁRÁNY	www.cer.hu
HUNGARY		Magyar Vasúti Fuvarozói Egyesülés <i>Hungarian Railway Association</i>	HUNGRAIL	László MOSÓCZI	www.hungrail.hu
HUNGARY		Magyar Államvasutak <i>Hungarian State Railways</i>	MÁV	Ferenc SZARVAS	www.mav.hu
HUNGARY		Rail Cargo Hungaria <i>Rail Cargo Hungaria</i>	Rail Cargo Hungaria	Imre KOVÁCS	www.railcargo.hu
HUNGARY		Vasúti Pályakapacitás-Elosztó <i>Hungarian Railway Capacity Allocator</i>	VPE	István PÁKOZDI	www.vpe.hu
HUNGARY/ AUSTRIA		Győr-Sopron-Ebenfurth Vasút/ Raabodenburg-Ebenfurter Eisenbahn <i>Győr-Sopron-Ebenfurth Railway Company</i>	GySEV/ RoeEE	Ilona DAVID	www.gysev.hu
IRELAND		Iarnród Éireann <i>Irish Rail</i>	IÉ	Richard FEARN	www.irishrail.ie
ITALY		Ferrovie dello Stato <i>Italian Railway Group</i>	FS	Mauro MORETTI	www.ferroviedellostato.it

COUNTRY	Logo	Name <i>English Name</i>	Abbreviation	CER General Assembly Representative	Website
LATVIA		Baltijas Ekspresis <i>Baltic Rail Freight Company</i>	BE	Janis BLAZE	www.asbe.lv
LATVIA		Baltijas Transita Serviss <i>Baltic Transit Services</i>	BTS	Ivars SORMULIS	
LATVIA		Latvijas Dzelzceļš <i>Latvian Railways</i>	LDZ	Uģis MAGONIS	www.ldz.lv
LITHUANIA		Lietuvos Geležinkeliai <i>Lithuanian Railways</i>	LG	Stasys DAILYDKA	www.litrail.lt
LUXEMBOURG		Alpha Trains International <i>Alpha Trains International</i>	Alpha Trains	Shaun MILLS	www.alphatrains.eu
LUXEMBOURG		Société Nationale des Chemins de Fer Luxembourgeois <i>Luxembourg National Railway Company</i>	CFL	Alex KREMER	www.cfl.lu
LUXEMBOURG		CFL Cargo <i>Luxembourg Cargo Company</i>	CFL Cargo	Fernand RIPPINGER	www.cflcargo.eu
MACEDONIA		Makedonski Železnici Infrastructure <i>Railways of the Former Yugoslav Republic of Macedonia Infrastructure</i>	RFYMI	Irfan ASANI	www.mz.com.mk
MACEDONIA		Makedonski Železnici Transport <i>Railways of the Former Yugoslav Republic of Macedonia Transport</i>	RFYMT	Oliver DERKOSKI	mz-transport.uuuq.com /Index-en.html
MONTENEGRO		Montecargo <i>Montenegro National Freight Operating Train Company</i>	Montecargo	Budimir ŠARANOVIĆ	www.montecargo.me
MONTENEGRO		Željeznicka Infrastruktura Crne Gore <i>Rail Infrastructure Montenegro</i>	ZICG	Branislav FILIPOVIĆ	www.zicg.me
NETHERLANDS		MRCE Dispolok <i>Locomotive Leasing Company</i>	MRCE Dispolok	Tetsu IKEDA	www.mrce-dispolok.com
NETHERLANDS		DB Schenker Rail Nederland <i>DB Schenker Rail Netherlands</i>	DB Schenker (NL)	Aart KLOMPE	www.dbschenker.nl
NETHERLANDS		Nederlandse Spoorwegen <i>Dutch Railways</i>	NS	Bert MEERSTADT	www.ns.nl
NORWAY		Norges Statssbaner <i>Norwegian State Railways</i>	NSB	Geir ISAKSEN	www.nsb.no
POLAND		Polskie Koleje Państwowe <i>Polish State Railways</i>	PKP	Jakub KARNOWSKI	www.pkp.pl
POLAND		Rail Polska <i>Rail Poland</i>	Rail Polska	Timothy HOLLAWAY	www.railpolska.pl
PORTUGAL		Comboios de Portugal <i>Portuguese Railway Company</i>	CP	José Salomão COELHO BENOLIEL	www.cp.pt
ROMANIA		Compania Națională de Cai Ferate <i>Romanian National Infrastructure Company</i>	CFR	Ion STOICHESCU	www.cfr.ro
ROMANIA		Societatea Națională de transport Feroviar de Călători <i>Romanian National Passenger Train Operating Company</i>	CFR Călători	Dorin-Ioan MAER	www.cfr.ro/calatori

COUNTRY	Logo	Name <i>English Name</i>	Abbreviation	CER General Assembly Representative	Website
ROMANIA		Societatea Națională de Transport Feroviar de Marfă <i>Romanian National Freight Operating Train Company</i>	CFR Marfă	George MICU	www.cfrmarfa.cfr.ro
ROMANIA		Grup Feroviar Roman <i>Romanian Railway Group</i>	GFR	Sorin CHINDE	www.gfr.ro
ROMANIA		Regiotrans Brasov <i>Romanian Transport Brasov</i>	Regiotrans Brasov	Costel COMANA	www.regiotrans.ro
SERBIA		Železnice Srbije <i>Serbian Railways</i>	ŽS	Milovan MARKOVIĆ	www. serbianrailways.com
SLOVAKIA		Železnice Slovenskej Republiky <i>Slovak Infrastructure Company</i>	ŽSR	Štefan HLINKA	www.zsr.sk
SLOVAKIA		Železničná Spoločnosť Slovensko <i>Slovak Rail Passenger Operator</i>	ZSSK	Pavol GÁBOR	www.slovakrail.sk
SLOVAKIA		Železničná Spoločnosť Cargo Slovakia <i>Slovak Rail Freight Company</i>	ZSSK Cargo	Vladimír LUPTÁK	www.zscargo.sk
SLOVENIA		Slovenske Železnice <i>Slovenian Railways</i>	SŽ	Dušan MES	www.slo-zeleznice.si
SPAIN		Administrador de Infraestructuras Feroviarias <i>Spanish Railway infrastructure Manager</i>	ADIF	Enrique VERDEGUER	www.adif.es
SPAIN		Ferrocarriles Españoles de Vía Estrecha <i>Spanish Narrow Gauge Railways</i>	FEVE	Marcelino OREJA ARBURÚA	www.feve.es
SPAIN		RENFE Operadora <i>National Spanish Railway Operator</i>	RENFE Operadora	Julio GÓMEZ POMAR	www.renfe.es
SWEDEN		Sveriges Branschföreningen Tågoperatörerna <i>Association of Swedish Train Operators</i>	ASTOC	Jan SUNDLING	www. tagoperatorerna.se
SWITZERLAND		BLS <i>Swiss Railway Company</i>	BLS	Bernard GUILLELMON	www.bls.ch
SWITZERLAND		Schweizerische Bundesbahnen/Chemins de Fer Fédéraux Suisses/Ferrovie Federali Svizzere <i>Swiss Federal Railways</i>	SBB/CFF/FFS	Andreas MEYER	www.sbb.ch
SWITZERLAND		Trasse Schweiz AG <i>Swiss Train Path allocating Body</i>	Trasse Schweiz	Thomas ISENMANN	www.trasse.ch
TURKEY		Türkiye Cumhuriyeti Devlet Demiryolları <i>Turkish State Railway</i>	TCDD	Süleyman KARAMAN	www.tcdd.gov.tr

Partners (as of 1 May 2012)

GEORGIA		Saqartvelos Rkinigza <i>Georgian Railway</i>	GR	Irakli EZUGBAYA	www.railway.ge
JAPAN		East Japan Railway Company <i>East Japan Railway Company</i>	JR East	Yoshio ISHIDA	www.jreast.co.jp

CER governance

CER Chairman and Management Committee



Mauro MORETTI
FS, Ferrovie dello Stato Italiane
CER Chairman



Roger COBBE
ATOC, Association of Train Operating
Companies
CER Vice-Chairman



Jan SUNDLING
ASTOC, Branschföreningen Tågoperatörerna
CER Vice-Chairman



Vladimír L'UPTÁK
ŽSR, Železnice Slovenskej Republiky
CER Vice-Chairman until April 2012



Maria WASIAK
PKP, Polskie Koleje Państwowe
CER Vice-Chairman until April 2012



Marc DESCHEEMAECKER
SNCB/NMBS, Société Nationale
des Chemins de Fer Belges/Nationale
Maatschappij der Belgische Spoorwegen
Board Member



Andreas MEYER
SBB/CFF/FFS, Schweizerische
Bundesbahnen/Chemins de Fer Fédéraux
Suisse/Ferrovie Federali Svizzere
Board Member



Jérôme GALLOT
Veolia, Veolia Transport
Board Member



Guillaume PEPY
SNCF, Société Nationale des Chemins de
Fer Français
Board Member



Rüdiger GRUBE
DB, Deutsche Bahn
Board Member



Kaido SIMMERMANN
EVR, Aktsiaselts Eesti Raudtee
Board Member



Christian KERN
ÖBB-Holding
Board Member



Ion STOICHESCU
CFR, Compania Națională de Cai Ferate
Board Member



Bert MEERSTADT
NS, Nederlandse Spoorwegen
Board Member



Ferenc SZARVAS
MÁV, Magyar Államvasutak
Board Member



Jannie HAЕК
SNCB /NMBS Holding
Board Member until February 2012

Chief Executive Officers from CER member companies, who are elected as members of the Management Committee of UIC Europe but who are not members of the CER Management Committee are automatically associated to the CER Management Committee

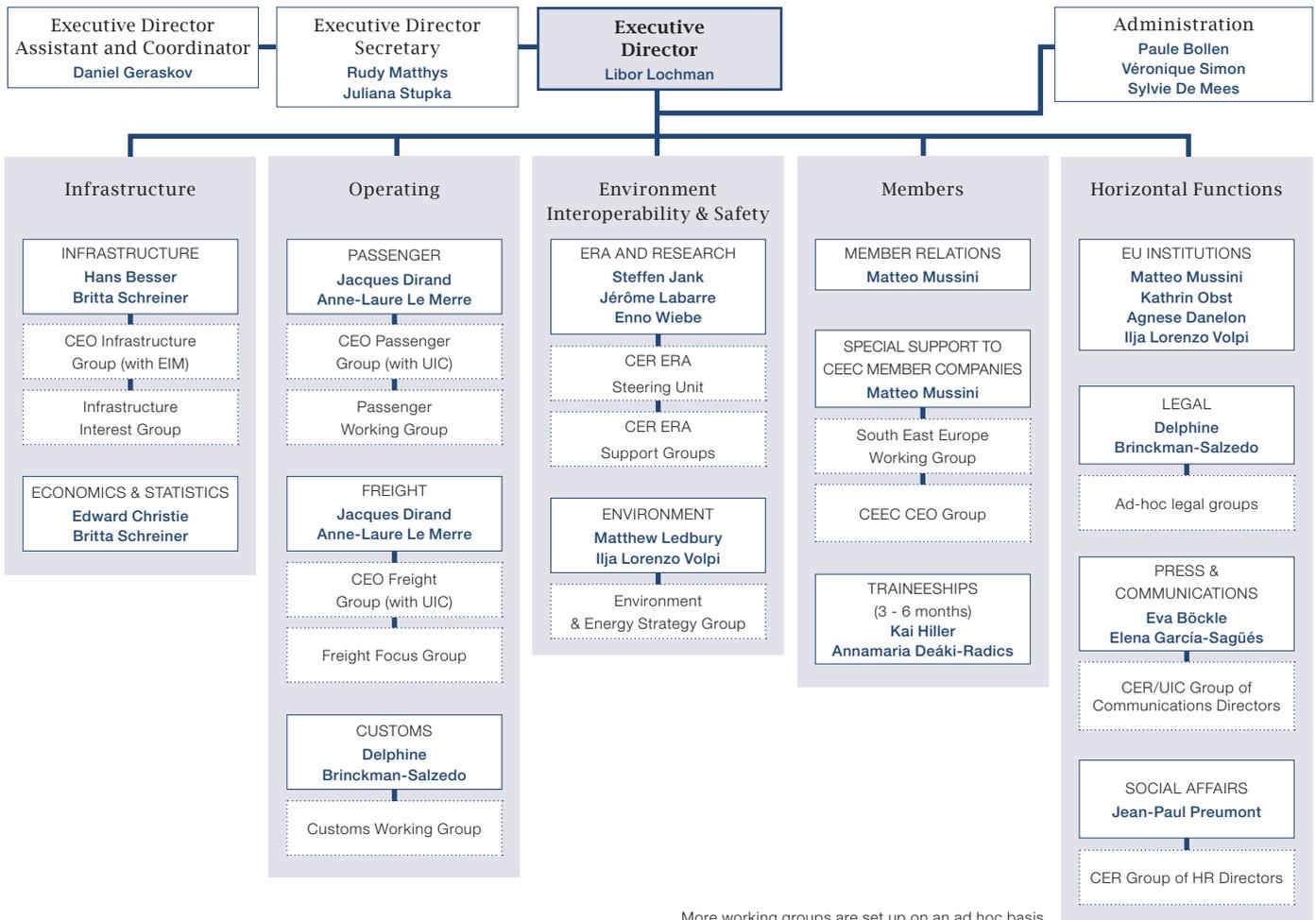


José Salomão COELHO BENOLIEL
CP, Comboios de Portugal
Associated Member



Bernard GUILLELMON
BLS
Associated Member

CER working structure



CER team



Front row, from left to right: Annamaria Deáki-Radics, Véronique Simon, Agnese Danelon, Libor Lochman, Kathrin Obst, Anne-Laure Le Merre, Paule Bollen, Ilija Lorenzo Volpi, Jacques Dirand, Elena García Sagüés, Delphine Brinckman-Salzedo, Juliana Stupka and Nhu Tram.

Second row, from left to right: Kai Hiller, Britta Schreiner, Hans Besser, Edward Christie, Daniel Geraskov, Eva Böckle, Matthew Ledbury, Sylvie De Mees, Enno Wiebe, Steffen Jank, Jean-Paul Preumont, Jerome Labarre, Matteo Mussini.

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List of CER publications

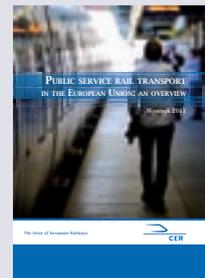
From May 2011 to May 2012, CER produced various kinds of publications on a regular basis, including more than 20 position papers and a number of brochures and studies on European rail policy issues. In addition, a monthly newsletter as well as several articles in books and newspapers provided readers with specific background information. The list below only comprises the most important publications. It does not take into account fact sheets, ad-hoc papers, or presentations which CER regularly produces to cover in full the various information levels of all stakeholders in order to efficiently support the lobbying activities at the European level.

All publications can be ordered from the CER office or downloaded at www.cer.be. You will also find further documents such as press releases or fact sheets and publications from previous years on the website.

CER brochures

Public service rail transport in the European Union: an Overview – November 2011

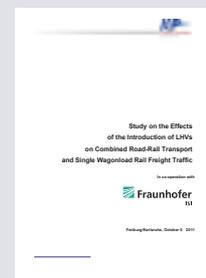
CER published the second edition of this brochure which describes the state of the art of public service transport in the European Union as well as in Norway, Switzerland and Croatia. A general commentary is also included, guiding the reader through the various elements to be taken into account when analysing the provision of public service transport. With this brochure, CER hopes to provide useful guidance to stakeholders in their assessment of the constantly changing legal framework for railway undertakings in Europe.



CER studies

Study on the Effects of the Introduction of LHVs on Combined Road-Rail Transport and Single Wagonload Rail Freight Traffic – November 2011

This study was conducted by K+P Transport Consultants (Freiburg) and the Fraunhofer-Institute for Systems and Innovation Research (ISI), Karlsruhe, between June 2010 and August 2011. Its core objective is to quantify the potential range and impact of modal shifts of rail freight to road due to the introduction of longer and / or heavier trucks (LHV). The two relevant rail markets 'single wagonload' and 'combined road-rail transport (CT)' are distinguished. For both markets the potential shifts by goods category and LHV setting are analysed in the short, medium and long run and including entailed shifts by the economic downward spiral.



CER position papers

CER position papers on the four core topics of the upcoming Fourth Railway Package – December 2011

The following four position papers summarise the vision of CER concerning the upcoming Fourth Railway Package: *Structural Models for Europe's National Rail Sectors*, *A European Network of Regulatory Bodies*, *Future role of ERA (CER-UNIFE position)* and *Market opening of domestic passenger traffic and further European integration of railway markets* summarise the vision of CER concerning the upcoming Fourth Railway Package.



- › CER-CIT position paper on *Communication on passenger rights in all transport modes (COM/2011/898)*, March 2012
- › CER position paper on the *recommendation to the ERTMS Specifications - updated Annex to the Technical Specification for Interoperability relating to the subsystem 'Control Command and Signalling' ('CCS TSI')*, March 2012
- › CER position on the *T&E input to the ERA WP TSI Noise*, February 2012
- › CER position paper on the *Review of the TEN-T Policy*, March 2012
- › CER response *freight train derailments*, February 2012
- › CER-UIC position paper on *RAC application exercise*, December 2011
- › CER position paper on the *ERA study on the limit between the scope of the TSIs and urban transport*, November 2011
- › CER Fact Sheet on *Transport Infrastructure Financing*, October 2011
- › CER position paper on the *Revision of the Technical Specifications for Interoperability / Passengers with Reduced Mobility*, September 2011
- › CER position paper on *CSM S & M*, September 2011
- › CER position paper on the *ECM certification Sectoral Accreditation Scheme (SAS) & ECM certification scheme*, September 2011
- › CER position paper on the *revision of the TSI PRM*, September 2011
- › CER position paper on *TEN HS AND CR Systems Performance Level RST TSI*, July 2011
- › CER position paper on *OPE TSI*, June 2011
- › CER position paper on *WAG TSI*, June 2011
- › CER position paper on the *ISP Report*, June 2011
- › CER position paper on the *Interchangeable Spare Parts Report*, June 2011
- › CER position paper on *freight SSR consultation*, May 2011
- › CER position paper on *OPE TSI Annex A*, May 2011
- › CER position paper on a *European multimodal journey planner: a real need, or just a "nice to have"?*, May 2011
- › CER position paper on the *STTP*, May 2011
- › CER position paper on *Single Safety Certificate*, May 2011
- › CER comments to *TAF TSI Chapter 7*, April 2011
- › CER position paper on *Energy Settlement*, April 2011

CER charters and agreements

- › *Memorandum of Understanding on ERTMS*, April 2012
- › *European Charter for social and societal initiatives in train stations*, February 2012
- › *CER and EURELECTRIC joint future-oriented vision for sustainable and competitive surface transport for Europe*, December 2011
- › *The Vilnius Declaration - Sustainable mobility for a sustainable society*, November 2011

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List of political events

2011

10 May

MEPs gather to officially launch Rail Forum Europe, the newly founded parliamentary forum dedicated to rail transport

7 June

European Parliament gives final approval to Eurovignette agreement revising the Eurovignette Directive (Directive 1999/62/EC) reached in trilogue discussions between the European Parliament, Council, and the European Commission

9 June

Foundation of the Independent Regulators Group – Rail (IRG-Rail) in The Hague, Netherlands following the signature of a Memorandum of Understanding by fifteen regulatory bodies competent for rail matters

16 June

European Commission formally requests eight member states to fully implement the railway interoperability Directive of 2008 (2008/57/EC) and its 2009 amendment. Austria, the Czech Republic, Germany, Ireland, the Netherlands, Poland, Sweden and the United Kingdom had so far failed to notify the Commission of measures taken to implement both these two Directives into national law (the deadline was 19 July 2010)

16 June

Transport ministers from Austria, Bulgaria, Czech Republic, Greece, Hungary, Romania and the Slovak Republic sign a Memorandum of Understanding on Corridor 7 (Orient Corridor) in the framework of the EU Transport Council. This is the very first MoU signed for a corridor defined by Regulation 913/2010

16 June

European transport ministers adopt by qualified majority a 'general approach' on the recast of the First Railway Package watering down the key provisions to such an extent that there is a serious risk of falling behind the sector's current state of play

23 June

European Union joins its first international organisation for transport after signing an agreement on the accession by the EU to the Convention concerning International Carriage by Rail (COTIF). By acceding to the convention, the EU automatically joins the intergovernmental organisation (OTIF) managing that convention

29 June

European Commission publishes its proposal for the Multi-Annual Financial Framework (MFF)

1 July

Poland takes over the presidency of the European Union

12 July

The Polish presidency – in collaboration with the Committee of the Regions and the Polish State Railways – organises the event 'High-speed for territorial cohesion of EU', gathering several railway experts as well as high-level political and economic figures to discuss the future of high-speed railway transport in the EU

12 September

The revised Eurovignette Directive completes its last legislative stage when it receives the approval of member states at a meeting of the General Affairs Council

15 September

European Commission adopts the Register of Infrastructure (RINF), a tool required by the Interoperability Directive (2008/57/EC) which aims at giving full transparency on technical characteristics of the European railway network necessary for interoperability

11 October

European Parliament TRAN Committee votes on the European Commission proposal to recast the First Railway Package

15 October

The revised Eurovignette Directive on road charges for lorries enters into force following its publication in the EU's official journal the week before. The EU rules must be transposed into national law by 16 October 2013

19 October

European Commission unveils its proposals for the Trans-European Transport Network Guidelines and the related financial instrument, the Connecting Europe Facility

16 November

European Parliament votes on the European Commission proposal to recast the First Railway Package, closing the first reading after more than nine months of intense and heated discussions on a very complex proposal put forward by the European Commission

16 November

European Railway Agency publishes the EU railway safety data for 2010. Since data were first collected in the EU in 2006, the year 2010 can be seen as the safest on EU railways

29-30 November

European Commission organises the fourth edition of TEN-T Days in Antwerp, Belgium, where decision makers and business leaders meet to discuss how the European Union's funding of cross-border transport infrastructure projects can help boost the economy. The theme of this year's TEN-T Days is 'Connecting Europe: Putting Europe's economy on the move'

December 2011 - January 2012

European Parliament expands to include eighteen new MEPs. Under the Lisbon Treaty, the number of MEPs is set at 751, and these numbers are reallocated among the member states

15 December

European Commission publishes the new Energy Roadmap 2050 revealing its plans to make much greater use of electricity as a power source for transport

15 December

European Parliament adopts the own initiative report of MEP Mathieu Grosch (EPP, BE) on a Roadmap to a Single European Transport Area acknowledging its ambition to set tangible targets for reducing emissions of CO₂ from transport by 2020

19 December

European Commission publishes a Communication on passenger rights in all modes 'A European vision for Passengers' (COM(2011)898)

2012

1 January

Denmark takes over the presidency of the European Union

17 January

German Social Democrat Martin Schulz is elected as new President of the European Parliament in the first ballot on 17 January with 387 votes, a position he will hold until the elections in 2014

22 January

Positive outcome of the referendum on Croatia's accession to the European Union. The ratification process, by the Parliaments of all 27 EU member states, is expected to be concluded by the end of June 2013. Therefore, entry into force and accession of Croatia to the EU is expected to take place on 1 July 2013

25 January

European Parliament TRAN Committee re-elects by acclamation Brian Simpson (S&D, UK) as Chair of the Committee. The four vice-chairs are also re-elected by acclamation

31 January

TEN-T Info Day for the 2012 Annual Call takes place in Brussels. The event presents the five priorities for the 2011 TEN-T Annual Call, which was launched on 10 January 2012

1 March

Herman Van Rompuy is re-elected president of the European Council for a second term of two and a half years, from 1 June 2012 to 30 November 2014

8 March

Council of Ministers adopts its position on the recast of the First Railway Package, following the political agreement reached last December

15 March

European Parliament adopts the draft report on a Resolution on the European Commission's Roadmap for moving to a competitive low carbon economy in 2050

22 March

EU transport ministers reach a general approach on the European Commission proposal for the Trans-European Transport Network (TEN-T) Guidelines

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List of CER events

2011

3 May

CER General Assembly in Paris welcomes the new European Commission White Paper on Transport and adopts a resolution supporting the challenging objectives set by the European Commission as well as the list of measures outlined in the White Paper



CER Deputy Executive Director Libor Lochman, CER Executive Director Johannes Ludewig, CER Chairman and CEO of FS Mauro Moretti

6 May

CER, EIM and RNE organize the European rail freight corridors conference 2011 in Frankfurt, Germany

10 May

CER organises a panel discussion in the framework of the transport logistic trade fair in Munich



Jacques Dirand, Michael Holzhey, Nicolas Perrin, Jürgen Müller, Michael Harting, Alexander Hedderich, Jan Sundling, Karel Vinck, Edward Burkhardt

11-12 May

CER organises the 51st joint EU / Customs Meeting in Vienna

18 May

CIT and RNE, together with CER and EIM present the European General Terms and Conditions (GTCs) concluded in early 2011 to European Commission representatives from DG MOVE

19 May

Chief executives of 21 European rail freight companies, plus the Turkish railways, gather in Brussels on the occasion of the CER High Level Freight Meeting and highlight the need to find ways to bridge the time gap between costs and benefits

24 May

CER together with MEP Serracchiani hosts a panel discussion on some of the key aspects of the recast proposal. The discussion is organized around three presentations made by Francesco Dionori (Steer Davies Gleave Consulting), Ian Dobbs (McNulty Consulting) and Professor Christian Kirchner (School of Business and Economics, Humboldt University)



MEP Serracchiani hosts a panel discussion organised by CER

24-27 May

Environment Commissioner Potočnik tries out the EcoPassenger tool at the CER/UIC stand during the Green Week

25 May

Chief executives of Europe's rail passenger operators gather in Brussels on the occasion of the CER High Level Passenger Meeting to debate a number of pressing issues facing the railways including passenger rights, the management of transport major disruptions and ticketing

30 May

CER Central and Eastern European CEOs meet with Commission Vice-President Siim Kallas and his Head of Cabinet Henrik Hololei in Brussels



CER Executive Director Johannes Ludewig, Commission Vice-President Siim Kallas, Head of Cabinet Henrik Hololei

1 June

CER and EIM Rail Infrastructure CEOs discuss European political issues of strategic importance and exchange examples of best practice at the CER-EIM High Level Infrastructure Meeting in Frankfurt

30 June

CER and UNIFE organise a rail investment seminar in Sofia to address the very slow absorption of European funds by the railway sector in many Central and Eastern European member states and in particular in Bulgaria and Romania

18 July

CER Executive Director Johannes Ludewig and Matthias Kurth, President of the Bundesnetzagentur, and Chairman of the Independent Regulators' Group (IRG-Rail), meet for the first time in Bonn to discuss current international regulation issues



Matthias Kurth, President of the Bundesnetzagentur and Chairman of IRG-Rail, and Johannes Ludewig, CER Executive Director

12 September 2011

CER Deputy Executive Director Libor Lochman is unanimously elected as new CER Executive Director by the 44th CER General Assembly taking place at the former German Parliament plenary hall in Bonn (Germany). Libor Lochman is to take office as CER Executive Director on 1 January 2012



Jean-Eric Paquet, Director European Mobility Network, addresses CER's General Assembly

13-14 September

CER Chairman and FS CEO Mauro Moretti, CER Executive Director Johannes Ludewig, Deutsche Bahn CEO Rüdiger Grube and SNCF President Guillaume Pepy participate in the opening panel discussion of the new international mobility and transport conference 'Traffic Talks' in Bonn. The discussion focuses on the trade-offs between economic and traffic growth, environmental impacts and funding issues

10 October

CER Chairman Mauro Moretti (CEO of FS), CER Vice-Chairman Maria Wasiak (CEO of PKP), CER Board Member Rüdiger Grube (CEO of DB) and CER Executive Director Johannes Ludewig participate in the first meeting of the Rail Strategy Platform, an initiative of European Commission Vice-President Siim Kallas

19 October

CER together with the Polish Presidency co-organises an event on the future high-speed rail network 'Putting European high-speed rail on the fast track'. Hosted by the European Parliament's EPP Group, the political debate gathers high level representatives from the European Commission, Parliament, Council, and the rail sector. Participants discussed possible ways how to fulfill the European Commission's objective to triple the length of high-speed lines in Europe by 2030, as stated in the 2011 Transport White Paper



Libor Lochman, Artur Zasada, Andrzej Massel, Zbigniew Szafranski, Jean-Eric Paquet and Michel Jadot

20 October

CER and BUSINESSEUROPE host the second symposium on devising smart regulation in the EU on the premises of the Representation of the Free State of Bavaria in Brussels

26 October

CER participates in RNE's annual information session with national regulatory bodies in Vienna

9 November

Passenger CEOs discuss crisis management and an industry strategy to improve 'rail ticketing' at the CER-UIC High Level Passenger meeting in Frankfurt. The discussions focused on the conditions for making information on timetables and fares available to third parties, ahead of the implementation of the related European legislation (TAP TSI)

22 November

CER, Vilnius Gediminas Technical University, and JSC Lithuanian Railways organize a conference on public service transport in the rail sector, two years after the implementation of the new legislative framework. The conference entitled 'Efficient Public Service Transport – At What Cost?' focuses both on the way in which public service transport by rail is organized throughout the EU and on future prospects in light of European Commission Vice-President Siim Kallas' intentions to stimulate the sector by opening it up to competition in 2012.

In the context of this event, CER officially presents its latest publication 'Public service rail transport in the European Union: an overview'. The second edition of this brochure describes the state of the art of public rail service transport in the EU as well as in Norway, Switzerland and Croatia



CER Executive Director Johannes Ludewig officially hands over the first copy of the PSO brochure to Stasys Dailydka, JSC Lithuanian Railways Director General, Andrzej Massel, Vice-Minister of Infrastructure, Poland and Chairman of the EU Transport Council, Keir Fitch, Deputy Head of Cabinet to European Commission Vice-President Siim Kallas, and Arūnas Štaras, Vice-Minister of the Ministry of Transport and Communications of the Republic of Lithuania

23 November

CER organises the second CER Information Session on Ticketing in the European Parliament where European railways present the rail sector's ticketing strategy and join forces to accelerate the development of 'ticketing' and improve passenger mobility in Europe



Johannes Ludewig and MEP Mathieu Grosch (EPP, BE)

6 December

Over 200 people, including senior figures from the European Commission, Parliament and Council, representatives from CER members, and former staff of CER, attend an official farewell for CER Executive Director Johannes Ludewig, before his retirement at the end of December after almost 10 years heading CER



CER Executive Director Johannes Ludewig, Professor Chris Nash, Deputy-Head of Cabinet Keir Fitch, MEP Michael Cramer (Greens, DE), MEP Mathieu Grosch (EPP, BE); and DG MOVE Director General Matthias Ruete

9 December

CER and EURELECTRIC launch their joint future-oriented vision for sustainable and competitive surface transport for Europe in anticipation of the European Commission's Energy Roadmap 2050 and in light of the March 2011 Transport White Paper

19 December

Under the impulse of CER, four rail freight companies – DB Schenker Rail (Germany), TX Logistik (Germany), SBB Cargo (Switzerland) and BLS Cargo (Switzerland) agree on a joint position and present their requirements for the development of European rail freight transport corridors defined by the European Commission

2012

1 January

Libor Lochman takes office as new CER Executive Director



CER Executive Director Libor Lochman

1 February

CER and ATOC organize an event hosted by European Parliament TRAN Committee Chairman MEP Brian Simpson (S&D, UK) featuring Sir Roy McNulty presenting his report on value for money in Britain's railway sector



CER Executive Director Libor Lochman and Sir Roy McNulty during the panel discussion

8 February

CER and UNIFE present the European Railway Award 2012 to European Coordinator for ERTMS Karel Vinck in the political category and to Alstom's Senior Vice President and Technical Advisor Francois Lacôte in the technical category



MEP Brian Simpson, CER Chairman Mauro Moretti, ERA Executive Director Marcel Verslype, UNIFE Director-General Philippe Citroën, Winner Francois Lacôte, UNIFE Chairman Henry Poupart-Lafarge, Winner Karel Vinck, CER Executive Director Libor Lochman and Vice-President Siim Kallas



CER Executive Director Libor Lochman, DB CEO Rüdiger Grube, DG MOVE Director General Matthias Ruete, Vice-President Siim Kallas, Deputy-Head of Cabinet Keir Fitch



More than 500 participants enjoyed the ceremony

9 February

European Commissioner László Andor, responsible for Employment, Social Affairs and Inclusion, joins the official signing ceremony of the 'European Charter for the development of social and societal initiatives in train stations' in the framework of the CER General Assembly



CER Executive Director Libor Lochman, Commissioner László Andor and CER Chairman Mauro Moretti



The signatories of the Charter together with Commissioner László Andor

9 February

Mauro Moretti, CEO of the Italian railways FS, is unanimously re-elected as Chairman of CER by the CER General Assembly who also confirms Roger Cobbe (ATOC), Vladimír L'upták (ZSR), Jan Sundling (ASTOC), Maria Wasiak (PKP), Marc Descheemaeker (SNCB/NMBS), Jérôme Gallot (Veolia Transport), Rüdiger Grube (DB), Christian Kern (ÖBB), Bert Meerstadt (NS), Andreas Meyer (SBB/CFF/FFS), Guillaume Pepy (SNCF), Kaido Simmermann (EVR), Ion Stoichescu (CFR), Ferenc Szarvas (MAV), José Salomão Coelho Benoliel (CP) and Bernard Guillelmon (BLS) as members of the newly composed CER Management Committee

18 April

Freight CEO's meet in Brussels during the CER-UIC High Level Freight Meeting to discuss important rail freight issues, in particular related to the implementation of the regulation 913/2010 on rail freight corridors.

19 April

CER members and representatives from the EU and the UN discuss how to strengthen their collaboration to better adapt the rail sector to climate change, and what the role of the rail sector should be in the upcoming European strategy on climate change adaptation, due in 2013, at a workshop organized by CER

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CER member statistics

CER publishes simple railway statistics of its members every year in order to give the reader a better overview of the activities of each member. The statistics table on the following page shows at one glance the broad range of CER's membership base, which mostly consists of integrated railway companies and railway undertakings of various sizes, including private freight and passenger operators, and others, in Europe.

Did you know, that...

CER member companies were responsible for 186,784 kilometres of railway lines in 2011. This is equivalent to travelling around the Earth four and a half times.



186,784 km

1,293 million tonnes of cargo were transported by CER members in 2011. If this freight were to be carried by road, it would require over 100 million truck journeys.

1,293 million tonnes cargo



CER member companies carried 12.8 billion passengers in 2011. This is twice the entire population of the Earth.



12.8 billion
passengers



1.2 million
jobs

1.2 million jobs are directly created by CER members. This equals 0.4% of the EU's working population.

2011 CER member statistics

CER Member ^a	COUNTRY	Length of lines	Staff number		Passengers carried		Passenger-kilometres		Freight tonnes carried		Freight tonne-km		Train-km (IM only)	Turnover		EBITDA
		in km	FTE ^b	Δ% 10/11	millions	Δ% 10/11	millions	Δ% 10/11	millions	Δ% 10/11	millions	Δ% 10/11	millions	millions €	Δ% 10/11	millions €
ADIF	ES	13 945	13 249	-4%	-	-	-	-	-	-	-	-	191.0	1 642.9 ^p	-18%	146.7 ^p
ASTOC ^j	SE	-	11 100 ^p	1%	n/a	n/a	10 300.0 ^p	3%	n/a	n/a	22 300.0	30%	-	n/a	n/a	n/a
ATOC	GB (UK)	-	50 398 ^d	0%	1 428.7	7%	56 433.2	-	-	-	-	-	-	n/a	n/a	n/a
BDŽ Holding ^m	BG	-	12 989	-6%	29.3	-3%	2 067.0	-2%	11.6	7%	2 497.3	6%	-	139.8	5%	n/a
BE	LV	-	164	0%	-	-	-	-	2.1	-	832.0	-	-	10.0 ^p	-3%	1.8 ^p
BLS	CH	520	2 840	0%	55.7	3%	865.2	3%	14.8	8.5%	3 826.0	14%	13.8	600.4	14%	0.2
BRC	BG	-	253	-8%	-	-	-	-	2.1	12%	671.0	7%	-	18.0	29%	1.2
BTS ⁿ	LV	-	135	0%	-	-	-	-	9.4	0%	2 857.0	0%	-	n/a	n/a	n/a
Bulmarket ⁿ	BG	16	60	0%	-	-	-	-	0.3	0%	81.0	0%	-	n/a	n/a	n/a
ČD ^e	CZ	-	31 846	-11%	166.0	2%	6 635.0	1%	79.0	3%	13 872.0	2%	-	1 531.0	8%	271.0
CER	HU	-	25	-3%	-	-	-	-	1.4	6%	354.0	-17%	-	7.3 ^p	-26%	0.4 ^p
CFL ⁿ	LU	275	2 856	0%	18.2	3%	350.0	2%	-	-	-	-	8.8	n/a	n/a	n/a
CFL Cargo ⁿ	LU	-	482	0%	-	-	-	-	7.8	0%	739.0	0%	-	n/a	n/a	n/a
CFR	RO	10 777	23 958	-5%	-	-	-	-	-	-	-	-	89.6	271.2 ^p	3%	-208.6 ^p
CFR Călători	RO	-	13 892	-6%	53.5	-7%	4 814.4	-8%	-	-	-	-	60.6	516.1 ^p	10%	0.9 ^p
CFR Marfă	RO	-	11 861	-18%	-	-	-	-	32.2	19%	5 544.0	19%	-	272.9 ^p	11%	9.1 ^p
CP	PT	-	2 957	-8%	126.0	-5%	3 749.0	1%	9.1	-1%	2 064.0	0%	6.2	238.0	-	39.0
DB	DE	33 576	284 319	3%	1 918.0	-2%	79 228.0	1%	411.6	-1%	111 980.0	6%	1 051.0	37 901.0	10%	5 141.0
DB Schenker DK ⁿ	DK	-	243	0%	-	-	-	-	7.1	0%	2 836.0	0%	-	n/a	n/a	n/a
DB Schenker NL ⁿ	NL	-	745	0%	-	-	-	-	26.5	0%	4 103.0	0%	-	n/a	n/a	n/a
DB Schenker UK ⁿ	GB (UK)	-	4 000	0%	-	-	-	-	n/a	n/a	n/a	n/a	-	n/a	n/a	n/a
DSB	DK	-	10 040	6%	219.0	11%	10 102.0	36%	-	-	-	-	-	1 622.0	8%	-42.5
Eurostar ^g	GB (UK)	489	1 414	-5%	9.7	2%	4 397.0	110%	n/a	n/a	n/a	n/a	n/a	925.0	5%	n/a
EVR	EE	1 280	1 796	5%	-	-	-	-	30.5	3%	6 034.0	-3%	-	119.0	10%	58.3
FEVE ⁿ	ES	1 194	1 873	0%	9.3	0%	188.0	0%	31.1	0%	377.0	0%	-	n/a	n/a	n/a
FS	IT	16 726	73 616	-11%	558.0 ^k	-10%	39 368.0 ^k	-9%	n/a	n/a	21 700.0	6%	317.4	8 512.0	6%	1 795.0
GFR ⁿ	RO	-	2 371	0%	-	-	-	-	9.3	0%	2 984.0	0%	-	n/a	n/a	n/a
GySEV/RoeEE	HU/AT	509	1 712	6%	4.8	10%	199.0	9%	5.5 ^o	2%	775.0 ^o	9%	5.3	76.2	n/a	3.2
HSR ⁿ	AL	423	1 882	0%	0.6	0%	32.0	0%	0.3	0%	46.0	0%	-	n/a	n/a	n/a
HUNGRAIL	HU	-	6	0%	-	-	-	-	-	-	-	-	-	-	-	-
HŽ	HR	2 722	12 468	-1%	50.0	-28%	1 486.0	-15%	11.8	-3%	2 438.0	-7%	27.0	427.2 ^p	-7%	48.4 ^p
ÍÉ	IR	1 683	4 129	-3%	37.4	-2%	1 639.0	-2%	0.6	2%	105.0	13%	18.0	186.0	-2%	-24.0
LDZ	LV	1 865	11 665	-2%	0.2	-2%	74.0	-1%	59.4	21%	21 340.0	24%	19.9	225.2	23%	42.7
LG	LT	1 767	10 505	2%	4.6	7%	389.0	4%	52.3	9%	15 088.0	12%	15.3	469.7 ^p	19%	152.2 ^p
MÁV ^l	HU	7 395	37 188	-1%	111.0	6%	5 561.0	-6%	-	-	-	-	103.0	470.3	2%	110.6
Montecargo ⁿ	ME	-	204	0%	-	-	-	-	1.2	0%	151.0	0%	-	n/a	n/a	n/a
NRIC	BG	4 098	13 825	-6%	-	-	-	-	-	-	-	-	31.2	152.7	-3%	-20.9
NS ⁿ	NL	-	20 246	0%	324.0	0%	16 359.0	0%	-	-	-	-	-	n/a	n/a	n/a

2011 CER member statistics

CER Member ^a	COUNTRY	Length of lines	Staff number		Passengers carried		Passenger-kilometres		Freight tonnes carried		Freight tonne-km		Train-km (IM only)	Turnover		EBITDA ^c
		in km	FTE ^b	Δ% 10/11	millions	Δ% 10/11	millions	Δ% 10/11	millions	Δ% 10/11	millions	Δ% 10/11	millions	millions €	Δ% 10/11	millions €
NSB	NO	-	10 010	4%	52.0	0%	2 725.0	0%	-	-	-	-	-	1 581.9	13%	191.6
ÖBB	AT	4 931	42 574	-4%	209.3	0%	10 293.0	1%	116.1	-1%	22 969.0	-1%	143.5	5 271.6	3%	1 278.6
OSE ⁿ	EL	2 522	4 244	0%	-	-	-	-	-	-	-	-	-	n/a	n/a	n/a
PKP ⁿ	PL	19 702	106 569	0%	188.7	0%	15 715.0	0%	127.8	0%	34 266.0	0%	-	n/a	n/a	n/a
Rail Cargo Hungaria ⁿ	HU	-	2 434	0%	-	-	-	-	31.2	-1%	6 183.0	-2%	-	n/a	n/a	n/a
Rail Polska ⁿ	PL	-	280	0%	-	-	-	-	2.0	0%	283.0	0%	-	n/a	n/a	n/a
Regiotrans Brasov ⁿ	RO	543	293	0%	2.4	0%	56.0	0%	-	-	-	-	-	n/a	n/a	n/a
RENFE Operadora ⁿ	ES	-	13 833	0%	453.7	0%	20 978.0	0%	16.1	0%	7 417.0	0%	-	n/a	n/a	n/a
RFYMI	MK	699	1 436	-3%	-	-	-	-	-	-	-	-	24.9	15.9	30%	1.8
RFYMT	MK	-	1 402	-3%	1.4	-6%	145.0	-6%	2.8	-11%	479.0	-9%	2.5	20.5	-7%	-0.7
SBB/CFF/FFS	CH	3 138	28 586	2%	356.6	3%	17 749.0	1%	48.6	-3%	12 346.0	-6%	169.9	5 832.9	15%	1 787.7
SLB ⁿ	AT	35	138	0%	4.8	0%	58.0	0%	1.8	0%	210.0	0%	-	n/a	n/a	n/a
SNCB/NMBS	BE	3 582 ⁿ	37 154 ⁿ	0%	229.2	2%	10 848.0	2%	41.1	3%	5 913.0	2%	-	n/a	n/a	n/a
SNCB/NMBS Holding	BE	-	19 211	-3%	229.2	2%	10 848.0	2%	41.1	3%	5 913.0	2%	-	n/a	n/a	n/a
SNCF	FR	-	152 387	0%	1 101.3	2%	86 377.0	2%	62.6	-3%	23 242.0	2%	-	n/a	n/a	n/a
SŽ	SI	1 209	8 797	28%	15.7	-3%	773.0	-5%	16.3	4%	3 584.0	9%	19.6	478.7 ^p	2%	42.6 ^p
SŽDC	CZ	9 470	11 649	23%	-	-	-	-	-	-	33 498.0	3%	-	277.5 ^p	3%	250.3 ^p
TCDD	TR	9 642	26 578	2%	86.0	2%	5 882.0	7%	25.0	6%	11 677.0	2%	40.0	731.0	-5%	-883.0
Thalys ⁿ	BE	-	n/a	n/a	6.4	0%	2 344.0	0%	-	-	-	-	-	432.5	0%	n/a
TRAINOSE ⁿ	EL	-	1 532	0%	15.3	0%	1 414.0	0%	3.2	0%	393.0	0%	-	108.6	0%	n/a
Trasse Schweiz	CH	-	10	-6%	-	-	-	-	-	-	-	-	165.1	1.7	11%	0.2
TX Logistik	DE	-	241	0%	-	-	-	-	3.8	0%	2.7	-100%	-	150.0	0%	-
VDV ⁿ	DE	37 643	n/a	n/a	n/a	n/a	n/a	n/a	965.8 ^o	0%	123 200 ^o	0%	n/a	n/a	n/a	n/a
Veolia Transport ⁿ	FR	-	1 710	0%	67.9	0%	2 012.0	0%	-	-	-	-	-	n/a	n/a	n/a
VPE	HU	-	33	6%	-	-	-	-	-	-	-	-	-	2.3	-1%	0.7
VR	FI	5 944	6 983	-5%	68.4	-1%	3 882.0	-2%	34.8	-3%	9 395.0	-4%	n/a	n/a	n/a	n/a
WKO	AT	475	776	-	23.0	-	186.0	-	4.5	-	18.6	-	7.5	72.0	-	-
ŽFBH	BA	601	3 784	-2%	0.5	1%	33.0	-2%	5.6 ^f	-29%	188.0 ^f	6%	2.8	32.7	24%	-17.5
ŽICG ⁿ	ME	249	873	0%	-	-	-	-	-	-	-	-	-	n/a	n/a	n/a
ŽRS	BA	426	3 484	-4%	0.3	-21%	22.0	-13%	5.2	2%	425.0	10%	2.0	42.2	9%	0.9
Žs ⁿ	RS	3 809	18 521	0%	7.3	0%	562.0	0%	12.6	0%	3 522.0	0%	-	n/a	n/a	n/a
ŽSR ^h	SK	3 624	15 820	-7%	-	-	-	-	-	-	-	-	45.4	212.8	-30%	-31.8
ZSSK	SK	-	4 792	-4%	45.9	2%	2 412.0	5%	-	-	-	-	-	287.0 ^p	11%	-
ZSSK Cargo	SK	-	8 054	-16%	-	-	-	-	37.5	-3%	7 290.0	-5%	-	371.0	-2%	76.7
GR ⁿ	GE	1 566	n/a	-	3.1	0%	626.0	0%	17.1	0%	5 417.0	0%	-	n/a	n/a	n/a
JR East ⁱ	Japan	7 513	59 650 ^p	0%	5 975.0	-1%	123 172.0	-2%	-	-	-	-	-	22 765.0 ^p	0%	5 541.2

- Not applicable
n/a Not available

- a Alpha Trains (LU) and MRCE Dispolok (NL) are also members of CER, but as rolling stock leasing companies, they are not listed in the table. Furthermore, Westbahn (AT) is a new member of CER but since they only became operational in December 2011 their figures are not included this year
- b Full Time Equivalents
- c Earnings Before Interest, Taxes, Depreciation and Amortization
- d Staff numbers: average over each year (train operating companies only, excludes freight and Network rail)
- e Both Turnover and EBITDA are indicated in EUR mil. ; The financial information for the year ended 31 December 2010 has been revised for comparison; On 1 September 2011, approximately 9,326 employees who ensure railway infrastructure were transferred from CD to SŽDC
- f Freight data contain only domestic performances
- g 2011 is Eurostar's first full year since its reorganisation on 31 August 2010 when it became a unified corporate structure within one legal entity, Eurostar International Limited, with SNCF, French Railways Limited, London and Continental Railways Limited and SNCB as
- h Since 1 January 2011 TACs for rail freight and rail passenger undertakings has been significantly decreased in Slovakia, while TACs has been determined at the level of variable costs, which causes drop in revenues from TACs in amount of 93 mil. EUR as compared to 2010. The shortage in revenues has been additionally covered with a state subsidy. Since the subsidy is not included in turnover, it shows 30% decrease in turnover
- i Consolidated figures of JR East Group (East Japan Railway Company and Subsidiaries) except "staff number", "Passengers carried" and "Passenger-kilometres". ; The figures are for the fiscal year 2010, which refer to the period 1 April 2010 to 31 March 2011.; The figures are for the fiscal year 2011, which refer to the period 1 April 2011 to 31 March 2012. ; EBITDA = (Net income) + (Income taxes) + (Depreciation) + (Interest expense) – (Interest and dividend income)
- j The increase in freight tonne-kilometres in 2011 compared to 2010 reflects the fact that LKAB Malmtrafik joined ASTOC in 2011
- k Since 2011, Lombardia regional traffic (NUTS-2 ITC4) is not included
- l Consolidated MÁV Group data
- m BDZ Holding continued its restructuring process by founding two new companies, BDZ PP and BDZ Cargo. In 2012, BDZ PP and BDZ Cargo replaced BDZ Holding as members of CER
- n 2010 data
- o UIC data
- p Provisional
- q Rail Cargo Hungaria is a wholly owned subsidiary of ÖBB

ABBREVIATIONS

AAR	Association of American Railroads
ASECAP	European Association with Toll Motorways, Bridges and Tunnels
ASG	Adaptation Steering Group
CEEC	Central and Eastern European Countries
CEF	Connecting Europe Facility
CEPS	Centre of European Policy Studies
CER	Community of European Railway and Infrastructure Companies
CIT	International Rail Transport Committee
CO₂	Carbon Dioxide
CSM	Common Safety Methods
CSR	Corporate Social Responsibility
DG MOVE	Directorate-General Mobility and Transport, European Commission
EBRD	European Bank for Reconstruction and Development
EC	European Commission
EEA	European Environment Agency
EFRTC	European Federation of Railway Trackworks Contractors
EIB	European Investment Bank
EIM	European Rail Infrastructure Managers
ENVI	Committee on Environment, Public Health and Food Safety in the European Parliament
EPP	European People's Party, European Parliament Political Group
ERA	European Railway Agency
ERATV	European Register of Authorised Types of Vehicle
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
ETF	European Transport Workers' Federation
EU	European Union
FFG	Freight Focus Group
FIA	Federation Internationale de l'Automobile
GDP	Gross Domestic Product
GHG	Greenhouse Gas
HRD	Human Resources Directors
IIG	Infrastructure Interest Group
IM	Infrastructure Manager
INF TSI	Technical Specifications of Interoperability for Infrastructure
IRU	International Road Transport Union
ISP	Interchangeable Spare Parts
LHV	Longer and/or Heavier Vehicles
MEP	Member of the European Parliament

MFF	Multiannual Financial Framework
MoU	Memorandum of Understanding
NOx	Nitrogen Oxides
NSA	National Safety Authority
OSJD	Organisation for Co-Operation between Railways (OSJD)
OSS	One-stop shop
OTIF	Intergovernmental Organisation for International Carriage by Rail
PM	Particulate Matter
PSC	Public Service Contract
PSO	Public Service Obligations
PWG	Passenger Working Group
RINF	Register of Railway Infrastructure
RISC	Railway Interoperability and Safety Committee
RNE	RailNetEurope
RŽD	Russian Railways
S&D	Progressive Alliance of Socialists and Democrats, European Parliament Political Group
TAF TSI	Technical Specification for Interoperability on Telematic Applications for Rail Freight Transport
TAP TSI	Technical Specification for Interoperability on Telematic Applications for Rail Passenger Transport
T&E	Transport and Environment
TEN-T	Trans-European Transport Network
TRAN	Committee on Transport and Tourism in the European Parliament
TSI	Technical Specifications for Interoperability
UIC	International Union of Railways
UIRR	International Union of combined Road-Rail transport companies
UITP	International Union of Public Transport
UNECE	United Nations Economic Commission for Europe
UNFCCC	UN Framework Convention on Climate Change
UNIDROIT	International Institute for the Unification of Private Law
UNIFE	European Railway Supply Industry
WB	World Bank

GLOSSARY

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 Dir 91/440, Directive 2001/13/EC revises Dir 95/18, Directive 2001/14/EC repeals Dir 95/19, Directive 2001/16/EC deals with interoperability of the conventional rail system.

Second Railway Package

Second step towards market opening – entire freight market. Directive 2004/51/EC revises Dir 91/440 ff, Directive 2004/49/EC on safety revises Dir 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.

Third Railway Package

Third step towards rail market opening – for passenger market. Regulation 1371/2007 on Passenger rights, Passenger liberalisation Directive 2007/58 and Train crew certification Directive 2007/59.

Recast of the First Railway Package

When implementing the first railway package, various issues of concern were raised by all stakeholders and some clarification was felt to be necessary to streamline the legal framework and secure that the key framework conditions for the development of competition, as foreseen in the first railway package, were adequately implemented.

In September 2010 the European Commission proposed to recast the first railway package with a view to clarify and reinforce these important framework conditions.

Fourth Railway Package

The European Commission intends to deepen the liberalisation and 'Europeanisation' of the railway sector with the adoption of a new legislative package by the end of 2012. The package will focus most strongly on: domestic passenger market opening; separation requirements between infrastructure managers and operators; and a strengthening of the role of the European Rail Agency (ERA).

Greening Transport Package

It aims to move transport further towards sustainability. It has five parts: the Greening Transport Communication, the Greening Transport Inventory, the Strategy to Internalise the External Costs of Transport, the Proposal for a Directive on road tolls for lorries, and the Rail Transport and Interoperability communication.

Transport White Paper

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

Connecting Europe Facility

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.

