

of CER and EU transport policy



The Voice of European Railways



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Foreword

Back in 1988, 14 railway companies felt the need to establish a stronger link with the European institutions following increasingly significant political developments in transport. As a result, CER was founded as an independent group of the International Union of Railways (UIC) with its own offices in Brussels. Soon after this, in 1991, the European Commission began the first of its initiatives to regulate the railway sector by adopting the foundation for rail market opening - Directive 91/440/EEC.

A number of other important rail legislative proposals followed: the first railway package was published in 2001, the second in 2004, the third in 2007, and the fourth one in January 2013.

CER, representing the vast majority of EU rail business, has always been at the forefront in helping shape rail regulation. CER became an independent body in 1996, and the membership grew quickly to its current level of 82 railway undertakings, infrastructure companies and vehicle leasing companies.

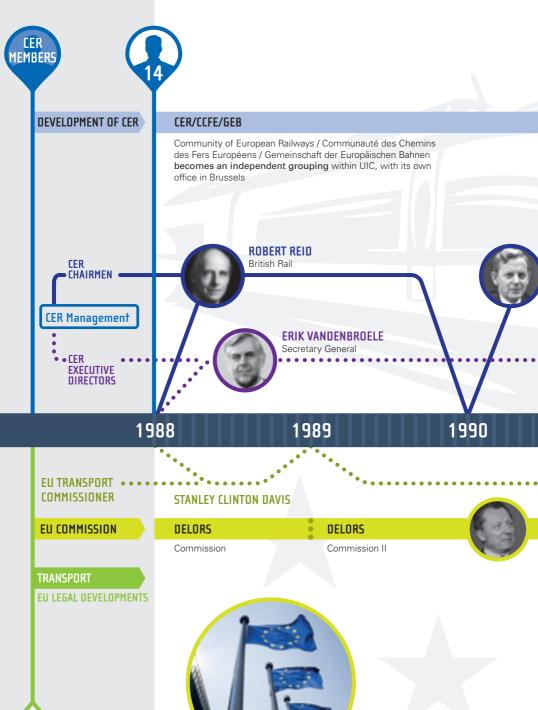
On behalf of our membership we aim to continue being a reliable but also critical partner towards the EU institutions. We will continue working hard to make rail the backbone of the future European transport system. And we are fully aware that we will only be successful when keeping a close dialogue with our members, our partners and all our interlocutors.

We thank you for your support and trust over the past 25 years and look forward to continue working with you all in the future.

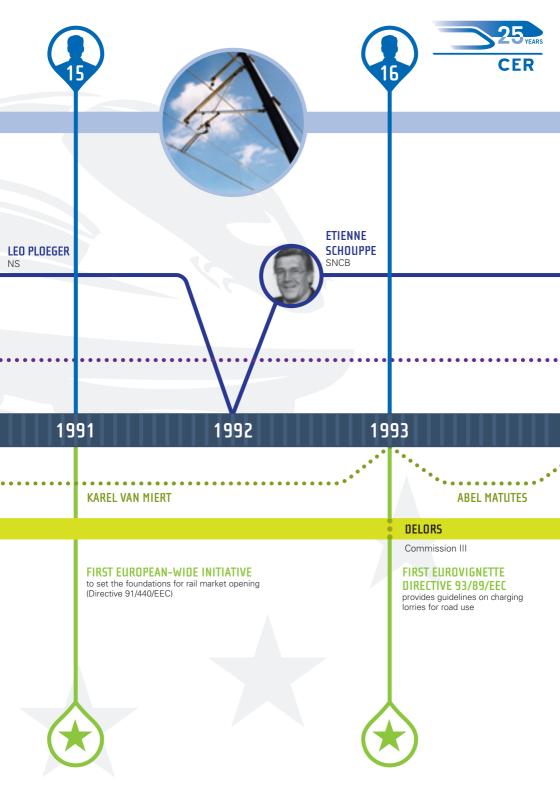
Mauro Moretti, CER Chairman

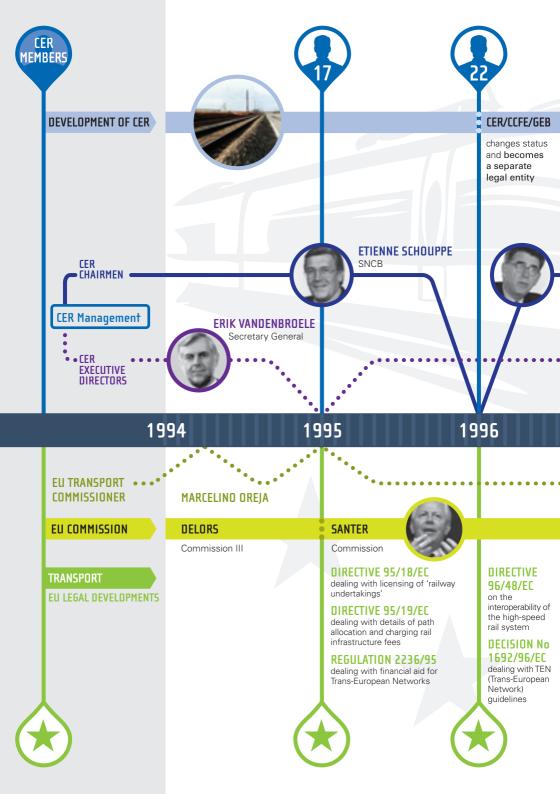
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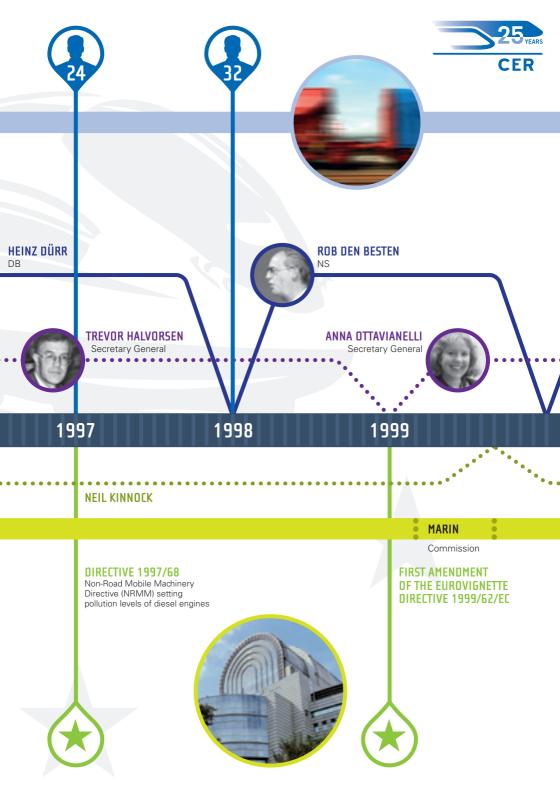
Libor Lochman, CER Executive Director

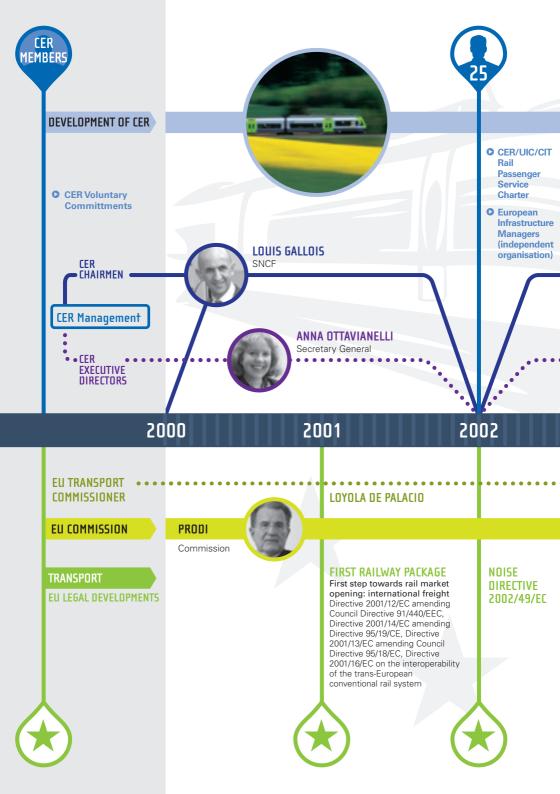


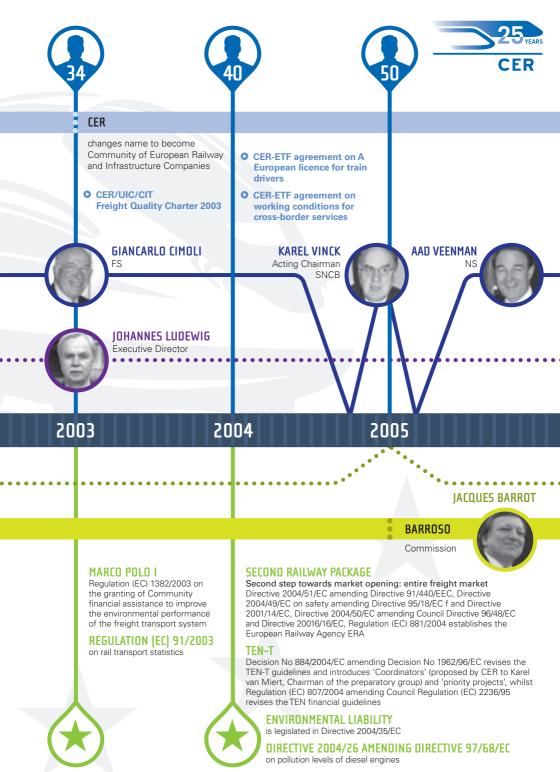


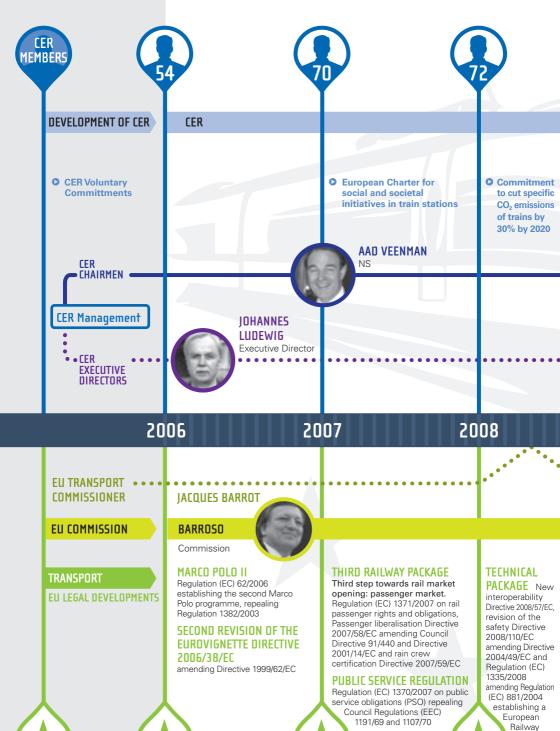




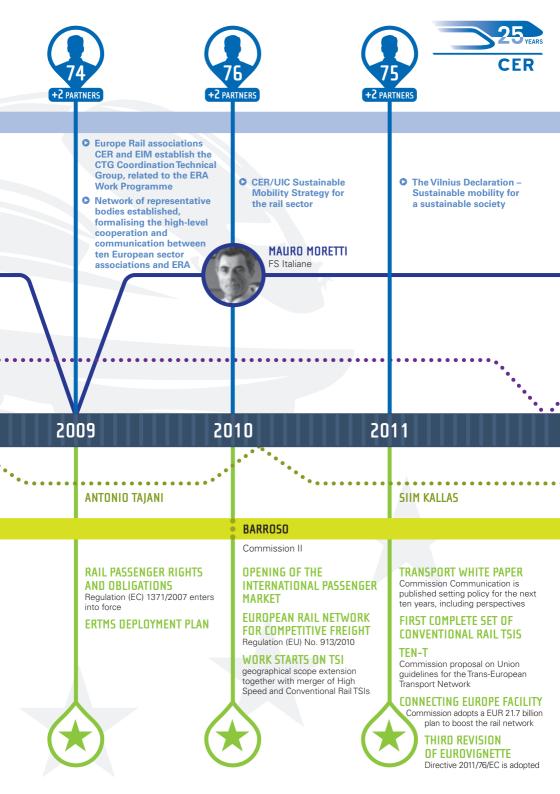


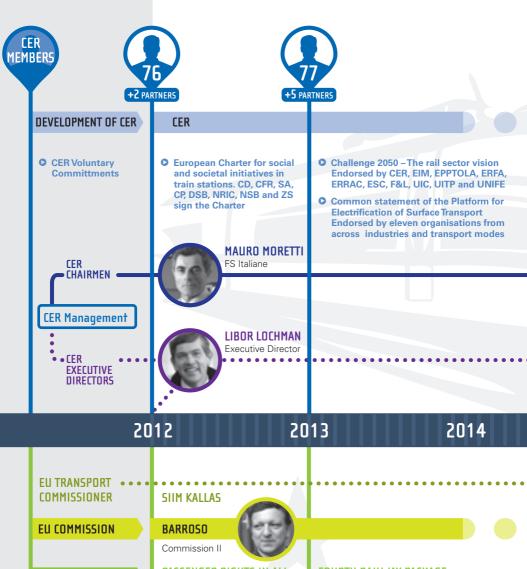






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TRANSPORT

EU LEGAL DEVELOPMENTS

PASSENGER RIGHTS IN ALL TRANSPORT MODES

European Parliament Resolution is adopted

RECAST OF THE FIRST RAILWAY PACKAGE

Directive 2012/34/EU is adopted by Council and Parliament repealing Directives 91/440/EEC, 95/18/EC and 2001/14/EC

FOURTH RAILWAY PACKAGE

The European Commission adopts its proposals (COM(2013) 25 final)

CLEAN POWER FOR TRANSPORT PACKAGE

is adopted by the European Commission

MEGATRUCKS

The European Commission publishes a proposal to revise Directive 96/53/EC with the objective of allowing megatrucks to cross borders between countries

RAIL SAFETY (RECAST)

European Commission adopts a proposal (COM(2013) 31 final)







MULTIANNUAL FINANCIAL FRAMEWORK 2014–2020 Probable adoption



CER/LUC STRATEGY - MOVING TOWARDS SUSTAINABLE MOBILITY

BY 2020

 European railways will reduce their specific average CO₂ emissions from train operation by 30% compared to the 1990 base year, measured per passengerkm (passenger service) and tonne-km (freight service)

BY 2030

- European railways will reduce their specific average CO₂ emissions from train operation by 50% compared to the 1990 base year, measured per passengerkm (passenger service) and tonne-km (freight service)
- European railways will reduce their specific final energy consumption from train operation by 30% compared to the 1990 base year, measured per passengerkm and tonne-km
- European railways will reduce their total exhaust emissions of NO_x and PM10 by 40% in absolute terms, even with projected traffic growth compared to the 2005 base year

CER's 50th anniversary

2038

20

2030

'CHALLENGE 2050' THE RAIL SECTOR VISION

- Rail is at the heart of an integrated, attractive transport system in which each mode plays to its strengths, enabling a more competitive European economy
- Rail is central to delivery of a strategy that has resulted in a massive cut in Greenhouse Gas (GHG) emissions, reduced oil dependency and mitigated the challenge of congestion
- Rail is the enabling factor for sustainable mobility that underpins economic growth and a dynamic society

EUROPEAN COMMISSION TRANSPORT WHITE PAPER

BY 2020

 Establish the framework for a European multimodal transport information, management and payment system

BY 2030

- 30% of road freight over 300km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050
- Triple the length of the existing highspeed rail network
- A fully functional and EU-wide multimodalTEN-T 'core network'

