

# Activities and Challenges for the year to come and beyond

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# ***CER MISSION***

Represent the interests of its members on the EU policy-making scene to support an improved business and regulatory environment for European railway undertakings and railway infrastructure companies.




**CER**  
The Voice of European Railways

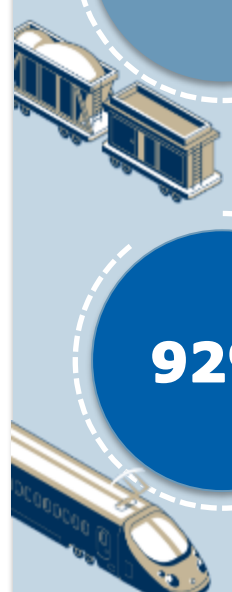
71%

**76%**

of respondents believe the U.S. will be a net exporter of oil by 2030



92%



- For now rail operators incur very high prices for electricity and need to be supported.
- 80% of train-kilometres are run on electric energy.
- On average the electricity price has at least tripled compared to 2021, with several countries experiencing a 10-fold increase.
- We are recovering from COVID-19 pandemic.

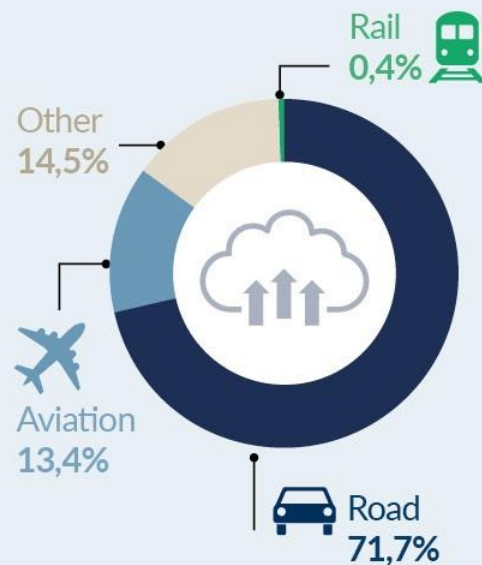
# Rail reduces the EU's carbon footprint



**Rail's direct emissions account for less than 0.4% of transport emissions.** This is less than half the GHG emissions of Cyprus, whereas road generates more than the total emissions of France and Spain combined. Aviation emissions grew the most during the last decades and now surpass the total GHG emissions of Romania.

## EU energy-related GHG emissions from transport

Transport emits **26%** of energy-related GHG emissions (incl. international aviation and shipping)

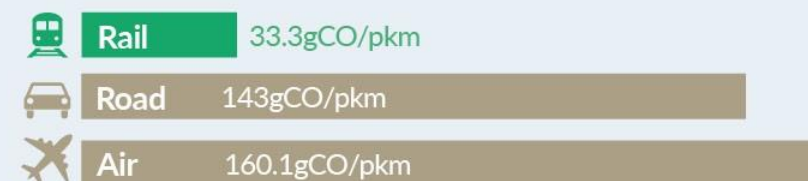


**Rail is the closest mode to net zero.** Rail is the most efficient form of passenger and freight transport in the EU27. Rail's well-to-wheel GHG intensity improved by more than 10% between 2014 and 2018.

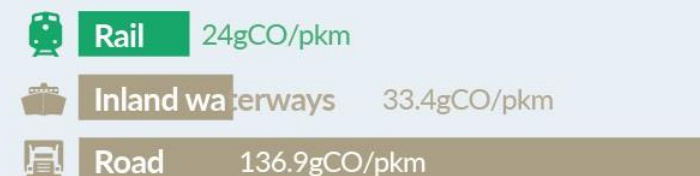
## Well-to-Wheel

includes both the GHG emissions from the production and distribution of fuels and those from using them.

### Passenger



### Freight



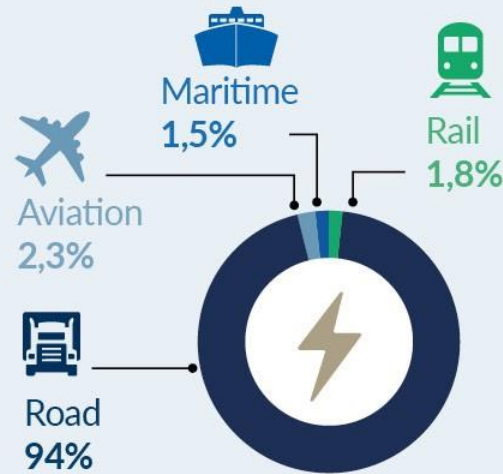


# Rail contributes to major energy savings



Rail accounts for **1.8% of EU transport's energy consumption**, while it carried 17% of freight and around 8% of passengers of EU27 inland transport in 2019.

Transport represents  
**31%** of the EU's final energy consumption



## How?

- Rail is already an electric mode.
- Rail benefits from physical advantages such as lower rolling and air resistance.

Rail is **7x more energy-efficient than road** and **15x more** than air transport.

## Energy efficiency of rail

Distance per energy unit consumed



- Infrastructure is key, CER advocates for developing HSR network in Europe to connect major cities
- TEN-T proposal
  - CER likes indicative maps with neighbouring countries of EU
  - better connectivity to ports and freight terminals
  - ERTMS
  - infrastructural basis for the implementation of the Commission goals to double HS rail traffic by 2030 and triple it by 2050

- EC envisages to publish a legislative proposal on rail capacity allocation and management in Q2 2023
- The sector developed a TimeTablingRedesign – TTR project; new process for allocation of rail capacity that better fits market needs
- new capacity allocation rules would:
  - optimize path request deadlines to fit the needs of both freight and passenger rail operators (e.g. allowing passenger RUs to start selling tickets much earlier while providing the flexibility needed for freight RUs to react to fluctuating market),
- optimized use of existing infrastructure capacity by reducing wasted capacity through optimizing the planning and allocation process
- - The new EU legislation that will be proposed next year will be based on this sector initiative



# Digital Automatic Coupling

- The DAC is an
  - accelerator for railway freight transport
  - enabler and innovation driver to replace manual processes
- Sector committed to contribute to the successful development and stepwise deployment of the DAC until 2030
- Sector needs appropriate funding, authorisation framework that facilitates an accelerated and efficient DAC roll out for the existing rolling stock plus developed TSIs before deployment

# Digital Automatic Coupling - benefits

- improving railway safety
- fostering modal shift from other modes of transport to rail
- considerably reducing the operational time for shunting manoeuvres and freight train preparation
- providing up to 15 % additional infrastructure capacities
- providing up to 40 % capacity increase

# Train drivers directive

- Review the Directive 2007/59/EC on certification of train drivers
- The revision will (according to the EC) focus
  1. a low interoperability of licences and complimentary certificates
  2. the language requirements and
  3. the cumbersome certification system

# Train drivers directive – CER view

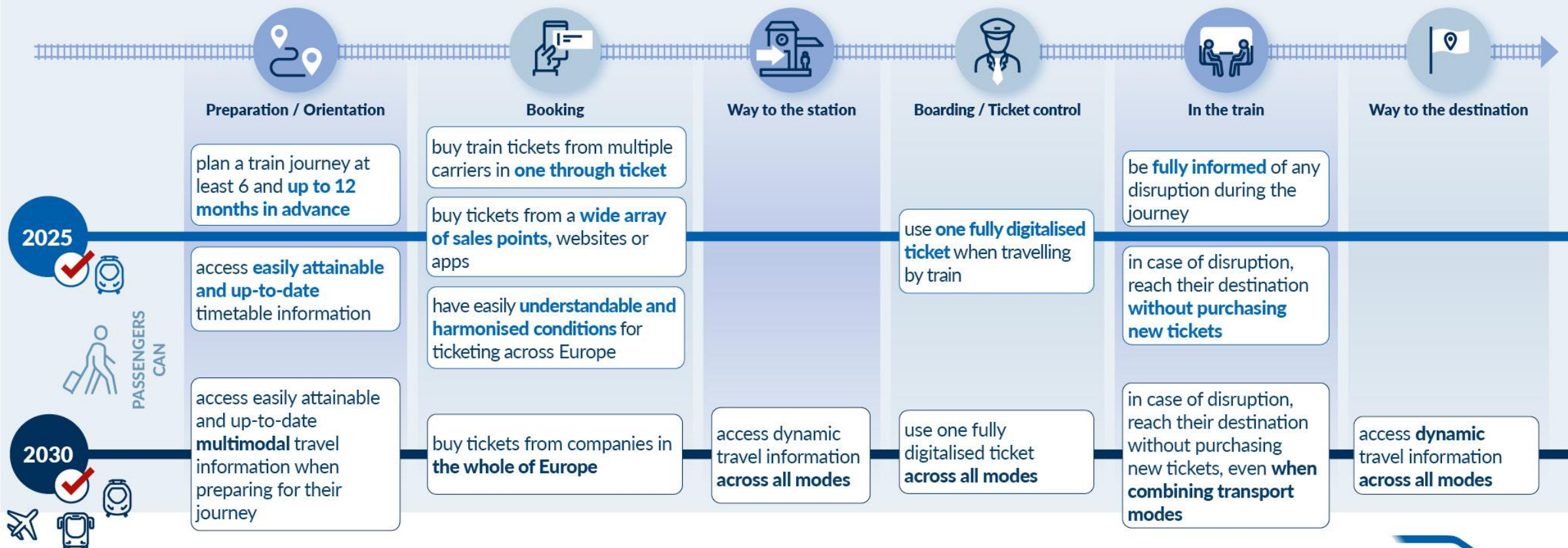
- The CER **supports the revision** of the Train Drivers Directive
- CER recommends that the Train Drivers Directive remains a **directive**
- CER recommends to **keep the national approach** to a large extent, nonetheless recommends to **step by step move to European as well as digital solutions**. The **NSAs remain the competent authorities**. The remit of the **European Union Agency for Railways (ERA)** shall not be changed.

- Regulation on multimodal digital mobility services
- Delegated regulation on multimodal travel information services
- Communication on Mobility Data Space
- The review of the Passenger rights Regulatory Framework



# CER Ticketing Roadmap for seamless international passenger rail travel

## How we get there



# CER Ticketing Roadmap – key elements

- UIC Open Sales and Distribution Model
- UIC MERITS
- UIC eTCD (Electronic Ticket Control Database)
- CIT Agreement on Journey Continuation

# For further information:

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