

#EUYearofRail



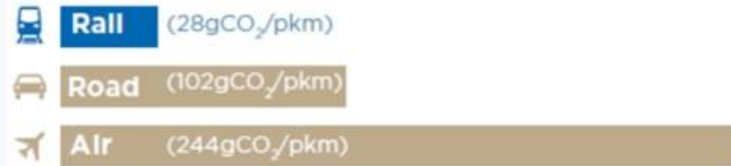
IMPACT OF GREEN DEAL ON THE EUROPEAN TRANSPORT SYSTEM

Railway Operating Community. What Commitment?

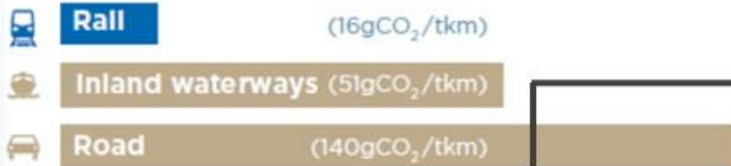
Alberto Mazzola, CER Executive Director

Rail is **9x less CO₂** intensive than road for freight and air travel for passengers.

Passenger



Freight



Rail is **7x more energy-efficient** than road due to physical advantages such as lower rolling and air resistance.



Distance per energy unit consumed

Rail accounts for **just 2% of total EU energy consumption in transport**, while it carried 18% of freight and 8% of passengers of all transport modes in 2018

Rail emits **9x less CO₂**

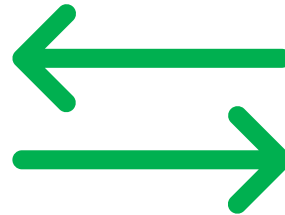


Rail is **7x more energy efficient**



Railways commitments & policy demands

- More efficient ticketing
- Developing international rail services for both passengers and freight
- Digitalisation of rail and infrastructure operations (Digital Automatic Coupling)
- ERTMS deployment
- Increasing diversity and the attractiveness of rail jobs (Women in Rail)



- Ticketing legislation that acknowledges the role of digital gatekeepers
- TEN-T completion with the setting of the right standards
- Strong EU governance for ERTMS deployment and industrialisation
- Adequate funding for rail projects (RRF, CEF) also through smart earmarking of ETS resources

Ticketing

- The **next couple of years**, as railway undertakings, our main focus will be on improving the booking experience for passengers. Railway undertakings commit to improving the passenger journey in the following ways:
 - **More up to date timetables**
 - **Being able to buy train tickets at least 6 and up to 12 months in advance**
 - **More up to date tariff exchange, enabling through tickets**
 - **European wide standardized API for selling train tickets & Increased harmonization of ticketing conditions (general conditions of use)**
 - **Full digitalization of tickets**
 - **Real time information during the journey & Better support during disruptions and delays**
- We will use the **period until 2030** to focusing further on multimodal travel information and ticketing. Railway undertakings commit to
 - **Multimodal travel information**
 - **Pan-European roll-out of OSDM-online, extending to the whole sector, e.g. smaller railways**
 - **Multimodal ticketing**
 - **Multimodal travel information**
 - **Ever better support during disruptions and delays**

Ticketing: policy demands

- The sector wants to contribute to the European Green Deal by offering more long-distance cross border services to passengers, as preferable alternatives to other modes of transport. Due to the higher risks involved and the much greater financial investments required, this can only be realistically achieved by allowing different railway undertakings to work together. **The Commission must produce Guidelines defining criteria under which agreements that serve the objectives of the Green Deal would be qualified as not restricting competition.**
- **Data exchange should continue to rely on voluntary contractual agreements and the rights of data generators should be explicitly recognized in the EU framework on data governance** and the forthcoming Data Act. Data sharing should be based on a level playing field and the principle of reciprocity while respecting the protection of trade secrets and intellectual property rights.

CER's position on TEN-T

- TEN-T should be revised bearing in mind that it makes **integral part of the wider Green Mobility Package**
- Current projects must be **completed!**
- Cooperation between governing bodies of **Rail Freight Corridors and Core Network Corridors** to be improved
- Promotion of a European **high-speed network** linking European major cities, with **international passenger corridors** to better coordinate train paths and investments
- Further integration of **urban nodes** and **freight terminals** in TEN-T, further to ports and airports
- Facilitating the operation of trains with a **P/C 400 loading gauge** under conditions such as
 - exceptions based on market needs and economic viability and high level of political commitment with adequate public funding required
- **No to general 160km/h** minimum speed for passenger trains



- ➔ Massive investments are still needed to connect railways, both physically and digitally, and with other transport modes, increasing both inter- and multimodality.
- ➔ Now more than ever, with a global climate emergency and clear EU climate objectives to meet, it is vital to invest in green transport like rail at the heart of the TEN-T.

ERTMS needs a boost

The capital investment for track side ERTMS deployment on the entire TEN-T core network amounts at €80 billion plus €11 billion for onboard retrofitting of the entire fleet...

- A **new governance** is needed to ensure financial and political commitment to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors.
- **2030** must be kept as deadline for ERTMS deployment on TEN-T core network, **2050** for the comprehensive. Support must be given when acceleration is desired to equip the comprehensive network by 2040.
- A revision of the **state aid guidelines** increasing the limit of the eligible costs to 100% is necessary.
- **CEF co-financing** rates for ERTMS should be set at 100%.
- For **on-board units**, the current lump sum approach is not efficient.
- The **decommission of class B** in parallel to ERTMS deployment shall be funded accordingly.
- ERTMS investments must be considered to be 100% contributing to combating **climate change**.
- The Rail Operating Community must be involved in the work of the EC Expert Group Industrial Forum to design the right mobility transition pathways (in the context of the EU industrialization strategy) and ensure **ERTMS industrialisation!**

Fit for 55: an opportunity not to miss

The Fit for 55 package must recognise the role of **rail as the most energy-efficient transport mode and the existing solution that reconciles economic growth and job creation with the necessity to effectively decarbonise transport through modal shift in Europe**. CER key proposals are:

- **25% of the expected revenues from the new Emission Trading System (ETS) should be allocated to the further development of railway system**, as per the objectives of EUSSMS. Electric rail is fully paying for the carbon price under the ETS and revenues would contribute to a low-emission multimodal infrastructure and fleet for passenger and freight.
- The Regulation on Alternative Fuels Infrastructure should address decarbonisation of transport as a whole, promoting zero-emissions door-to-door mobility with **railway stations as multimodal hubs**.
- The update of the Energy Taxation Directive should allow Member States to set **tax exemptions to rail freight** as long as carbon-only flights are exempted from energy taxation.
- An ambitious **Effort Sharing Regulation (ESR) target at EU level must be complemented by interim GHG targets for 2030 and 2040**, which in turn should be reflected in the National Energy and Climate Plans. Both the ETS and ESR are needed to decarbonise transport in the mid-term and deliver a 90% reduction in transport emissions by 2050.