

Key challenges of European rail policy

JÄRNVÄGSDAGEN
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CER at a glance

CER – The major rail lobby association



73%



80%



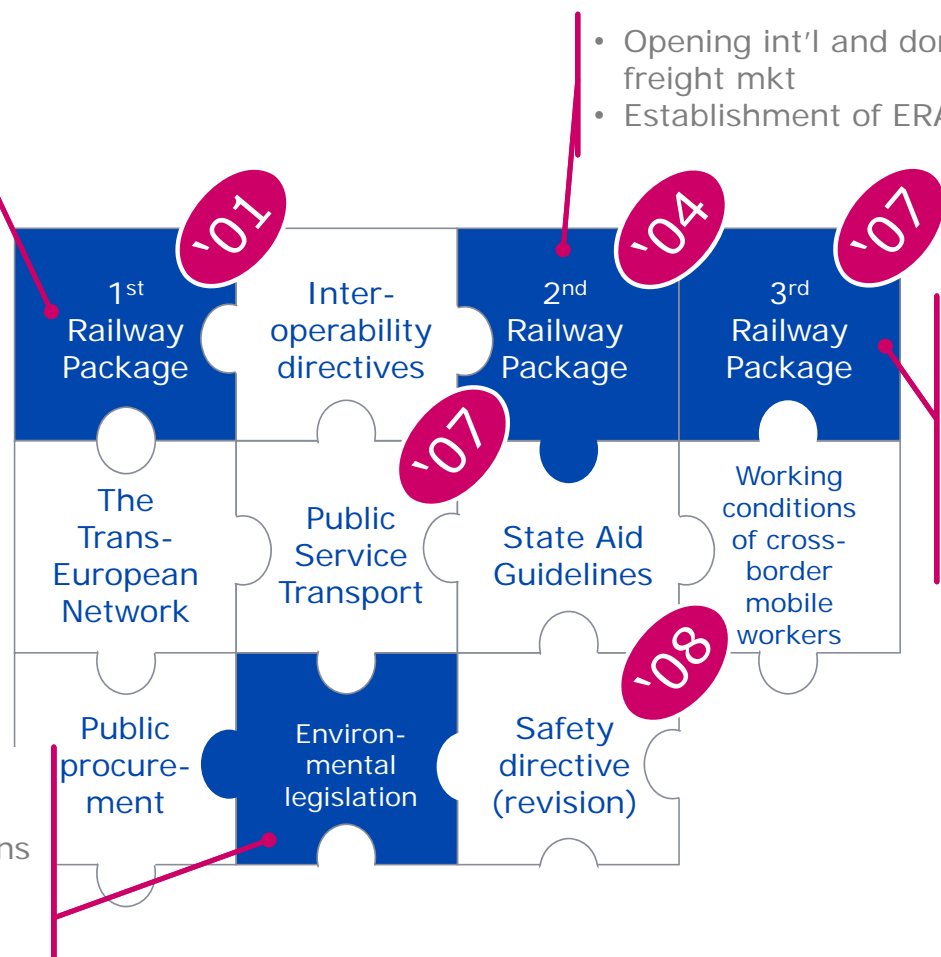
96%



2 European railway legislation

So many laws in so little time (I/II)

- International freight market opening
- Accounts separation
- Establishment of RB
- Compulsory NSs
- MACs

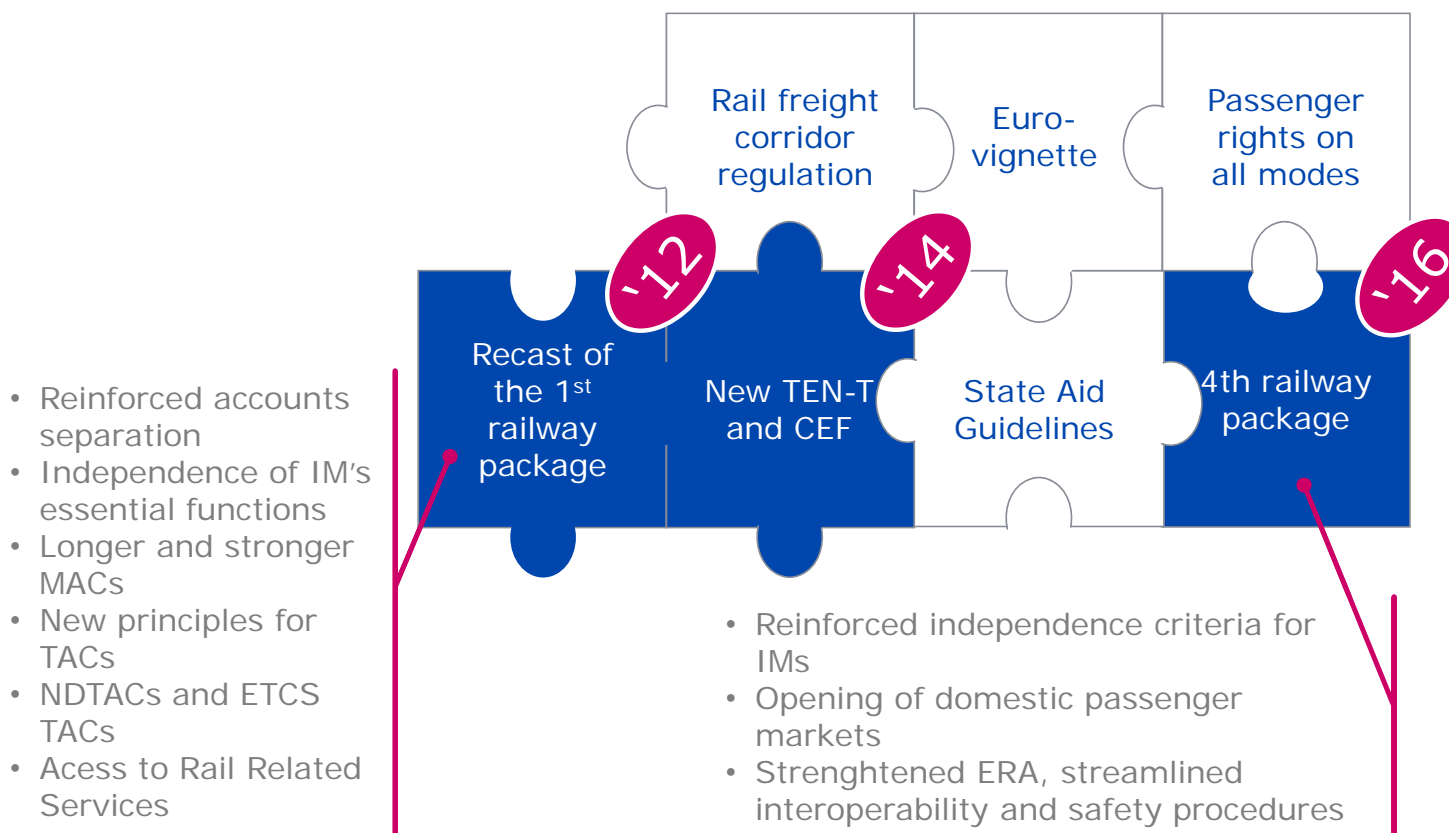


- Opening int'l and domestic freight mkt
- Establishment of ERA

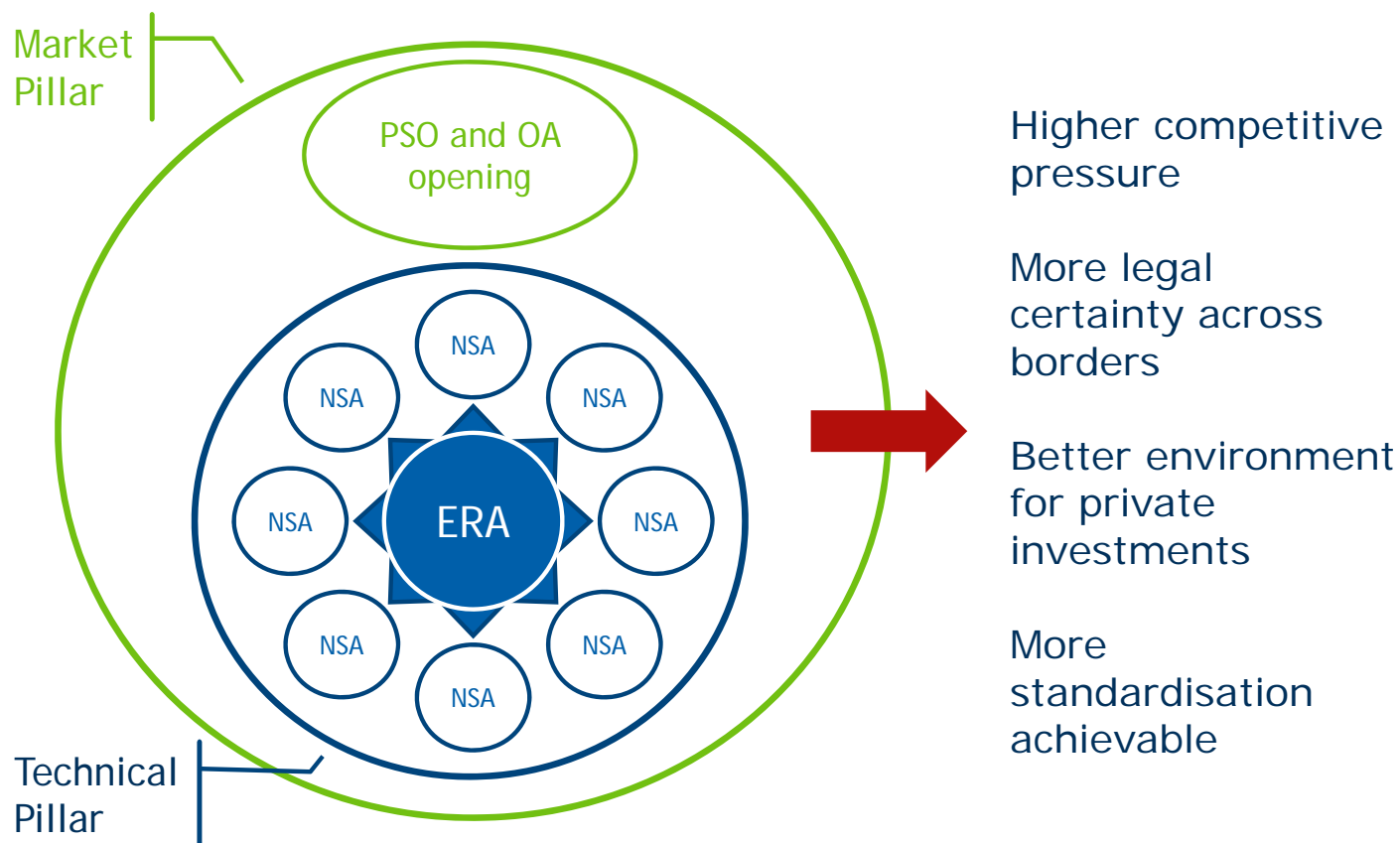
- Opening int'l passenger market
- Rail passenger rights
- Certification of train drivers

- Environmental noise
- Diesel emissions
- Environmental liability

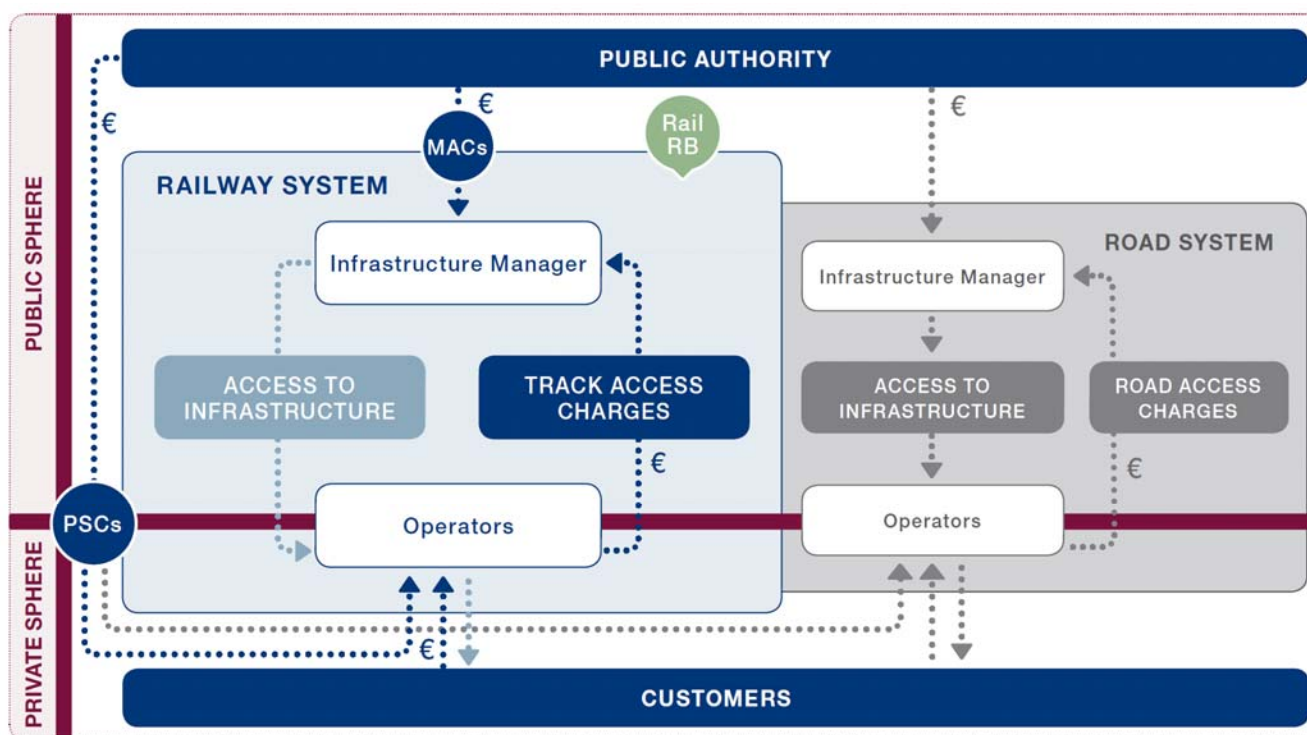
So many laws in so little time (II/II)



4RP: technical harmonisation and market opening



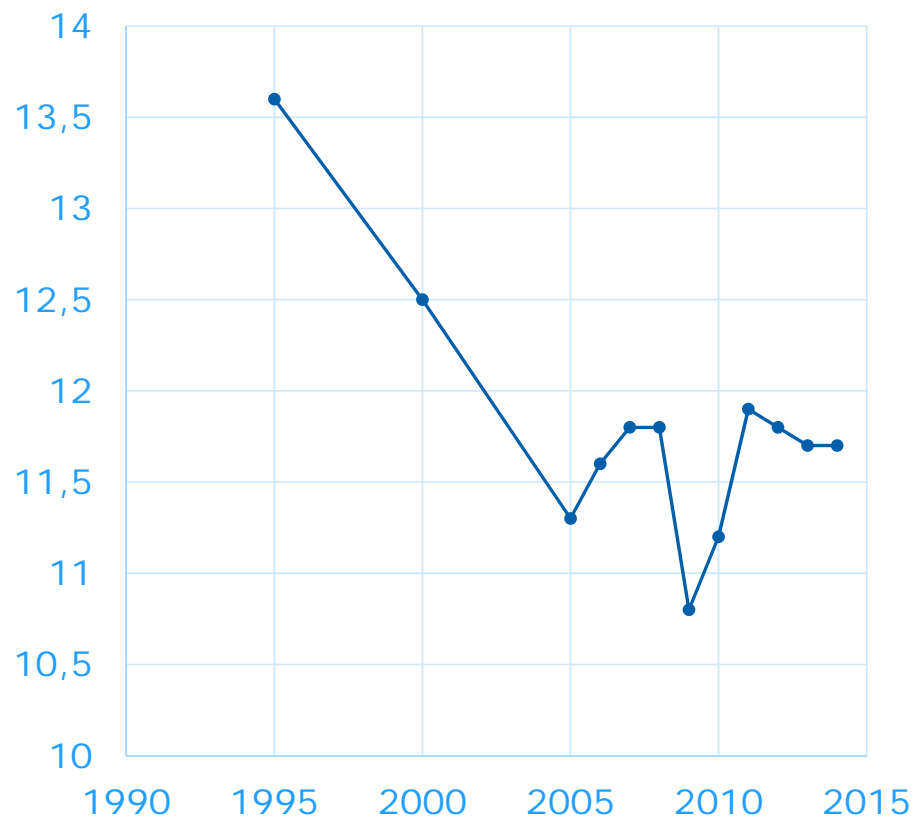
The EU now legislates all aspects of the rail system



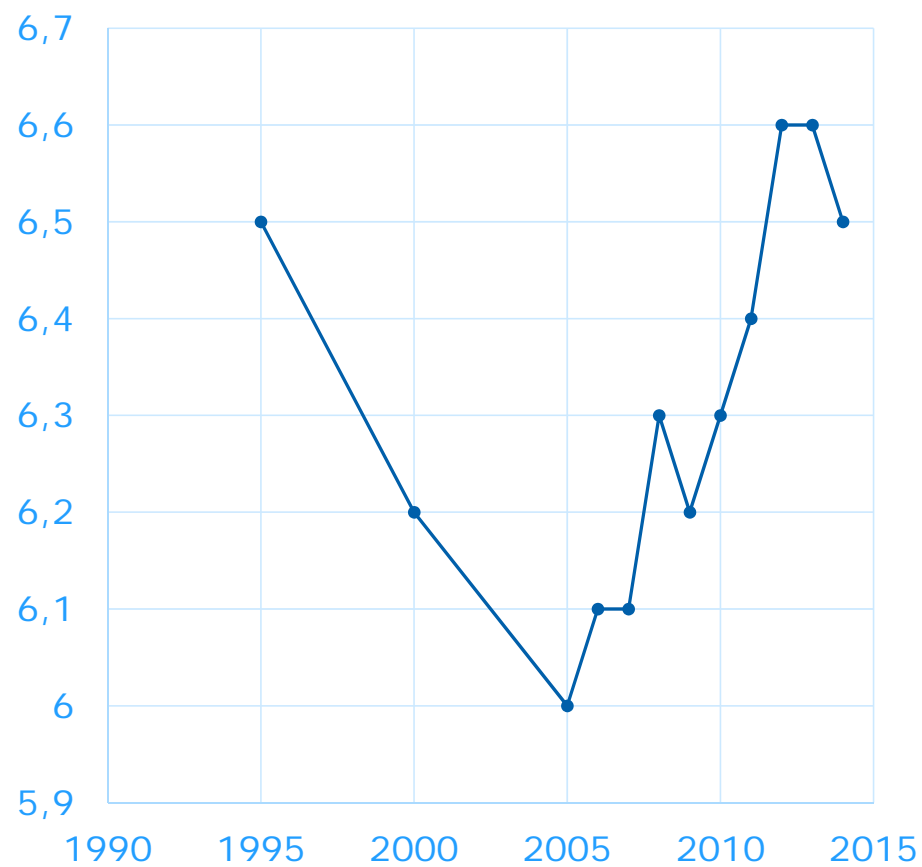
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Reality check...

Rail freight modal share EU26

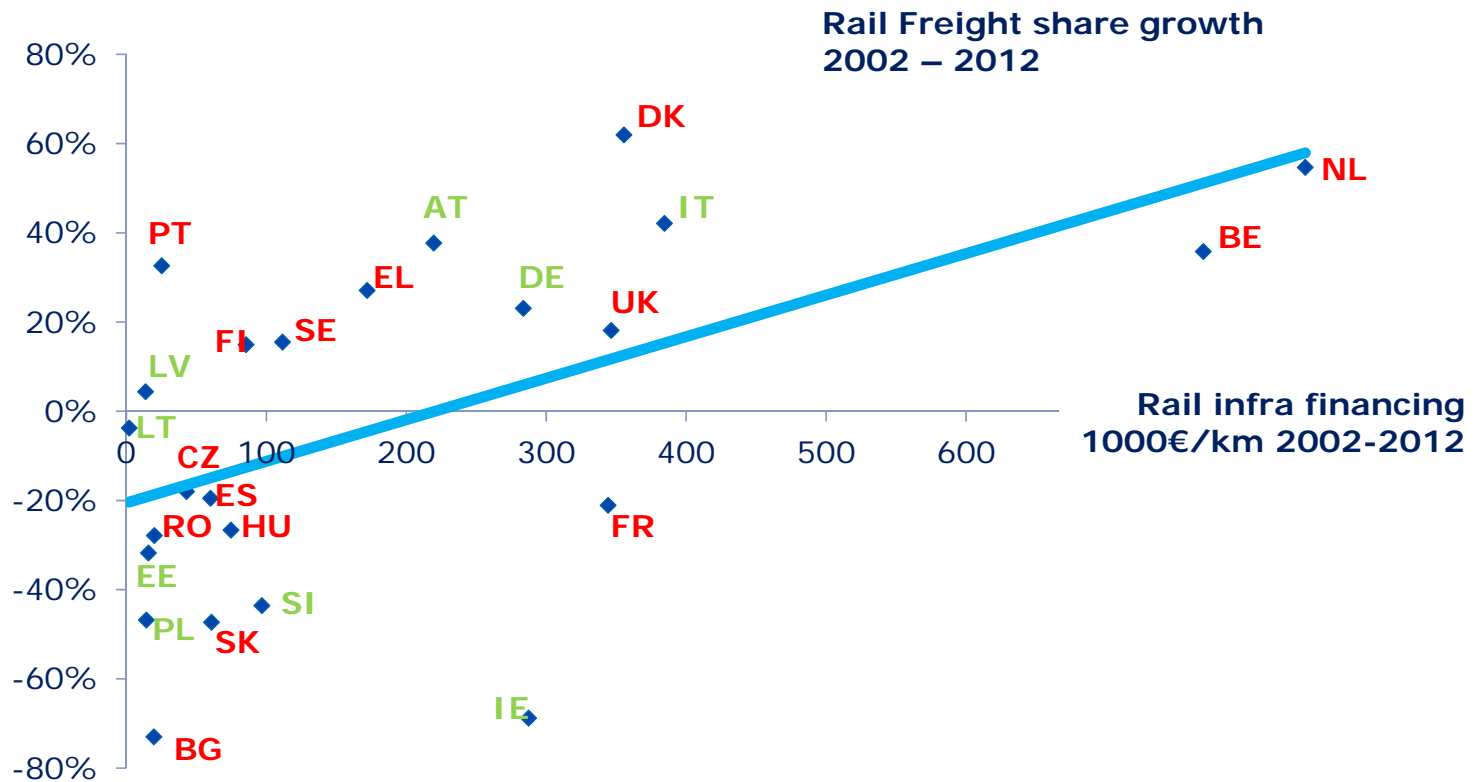


Passenger Rail modal share EU26



4 So what matters?

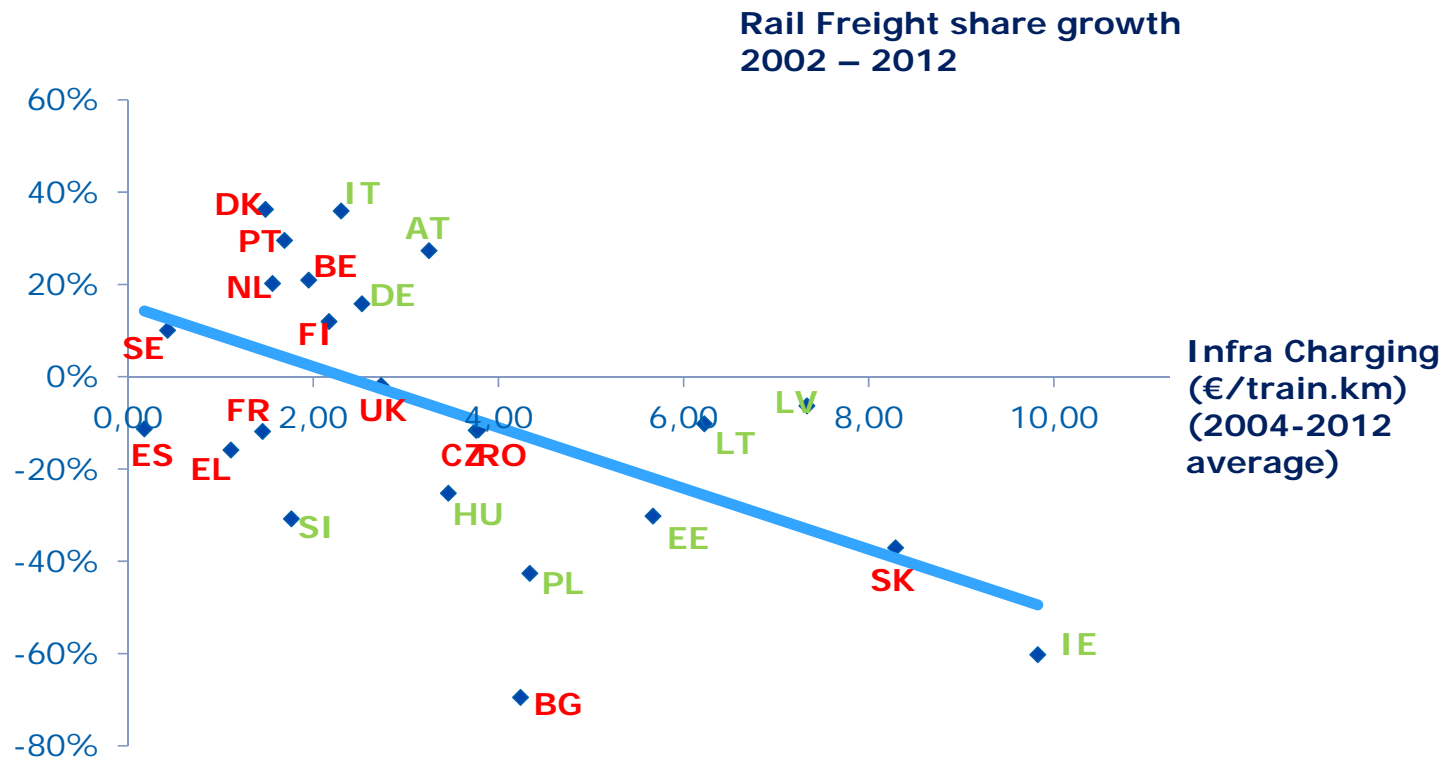
1. Financing and rail freight



Data Source: European Commission's RMMS 2007-2014

Integrated / Unbundled

2. Infrastructure charging



Data Source: European Commission's RMMS 2007-2014

Integrated / Unbundled

5

Challenges to manage!

What's ahead of us to boost rail competitiveness?

Intermodality

Mobility Package

re: User- and Polluter-Pays Principle

EU fiscal and VAT policy

Redressing VAT imbalances

Passenger Rights

Redressing imbalances like *force majeure* application

Digitalisation of operations

For ticketing & info to customers, train tracking, etc.

ERTMS

Implementation and migration

Research & Development

S2R and S2R2 topics

Functional specifics for rolling stock procurement

Definition of EU-wide specifics

Sector's initiatives

A. Sector internal: 10 priorities in 4 clusters



Infrastructure investments

- Technical requirements: trains 750 m everywhere
- ERTMS deployment



Service Planning

- Timetable Redesign
- Improvement of international freight capacity offer
- Coordination of Temporary Capacity Restrictions
- Enhancement of Path Coordination System



Operations

- Harmonisation of border-crossing procedures
- Train status & Estimated Time of Arrival/Handover



Customer relations

- Performance KPIs
- Electronic documents

B. Intermodal: Still open fronts on intermodal competitive framework

Passenger rights

For example, *force majeure* principle unevenly applied across modes!

EU fiscal and VAT policy

International air tickets are VAT-free, as well as kerosene for aviation industry!

Social rights

Road transport plays dumping on the basis of weak social legislation

Application of User- and Polluter-Pays Principle

Still around 50% of motorways (and 99% of the entire road network) are toll-free, vs 0% or rail network!

Addressed by the
Mobility Package!

The Mobility Package revises the Eurovignette Directive

A generally good proposal that

- ✓ calls to **phase out time-based road charging** for trucks, cars and coaches
- ✓ **removes strict charging caps** for externalities such as air pollution and noise

However:

- ✗ **No mandatory charging**
- ✗ **Not all external costs counted in**
- ✗ **No revenues' earmarking to sustainable transport**

Key elements of the sustainable rail development

*Intermodal
regulatory level
playing field*



Innovation

Infrastructure

*Stable regulation after
The 4RP implementation*

Thank you!

Dr Libor LOCHMAN

For regular updates on CER activities,
visit our website: www.cer.be
or follow [@CER_railways](https://twitter.com/CER_railways)