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Foreword

Railway companies all over Europe are going through a period of important changes: competition with road is complemented by intramodal competition, a common European railway market is emerging, and improving services for markets and customers is a major challenge for railway management.

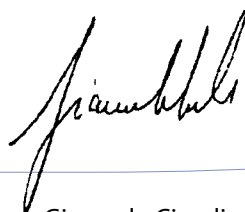
Furthermore, substantial efforts are undertaken to increase the efficiency of railway companies, to modernise railway equipment and to make up for the deficiencies of the very low degree of investments made in railway infrastructure during the last decades.

At the same time, European transport policy has become more and more important. European political framework conditions are defining today to a large extent the "rules of the game" for the railway business. Essential aspects of the railway system like safety and interoperability are now also defined in a European context. The railway community contributes to this development, in particular by improving concepts for cross-border international services both for passenger and freight.

In presenting this annual report, the Community of European Railways (CER) wants to offer an overview of the broad range of railway activities related to European politics and to the European discussion on the future role of the railway sector. It is the railways' intention to contribute actively to this discussion and to provide the necessary professional know-how and experience for the political decision-making process.

We wish all our friends, colleagues and observers inside and outside the railway community an interesting and inspiring read.

April 2003



Giancarlo Cimoli
CER Chairman



Johannes Ludewig
CER Executive Director



Overview

2002 – WHAT WAS IT ALL ABOUT?

The year 2002 will long be remembered in the European Union: it started with the successful introduction of the Euro and ended with the decision to admit ten new countries into the European Union.

Political and economic developments are reflected in the activities of the CER and of its members. European railways were confronted with a slowdown in economic growth and difficult market conditions in 2002. The anticipated economic recovery did not materialise. In 2002, average GDP growth in the Euro area slowed to 0.9%.

These market conditions had a negative impact on the performance of the European rail transport sector. According to statistics of the International Union of Railways (UIC), the total number of passenger-kilometres carried by rail in Europe (EU 15 + Central and Eastern European countries + Norway + Switzerland) decreased by 1.18% to 368 billion. This development is mostly the result of a 8.3% decrease in the Central and Eastern European countries, bringing the total number of passenger-kilometres carried in that region to 50 billion. In comparison, the total number of passenger-kilometres carried in the European Union increased by 0.03% bringing the total to 318 billion.

Rail freight transport in Europe was less severely affected by the difficult market conditions. With a growth of 0.1%, rail freight transport in Europe saw a small increase in the amount of tonnes-kilometres of goods carried in 2002, bringing the total to 378 billion. This increase is largely the result of a 0.1% growth in freight tonnes-kilometres in the Central and Eastern European countries (141 billion) and a 0.2% increase in freight tonnes-kilometres in the EU member states (237 billion).

On the policy side, the year 2002 (extended until 15 March 2003) was the year of the implementation of the so-called infrastructure package (or 1st Railway Package) with the opening up of the Trans-European Rail Freight Network (TERFN) to international competition. It was also the year when the 2nd Railway Package was tabled by the European Commission and debated within the railway community as well as within the European institutions, reaching its first highlight with the first reading in the European Parliament in January 2003. The next milestone was the political agreement at the Council of EU Transport Ministers on 28 March 2003, which could lead to final approval of the 2nd Railway Package by the end of this year.

The year 2002 was a time for change in the association itself, with the new Chairman Giancarlo Cimoli, President and Chief Executive Officer of Ferrovie dello Stato SpA (FS), taking over at the beginning of the year and the new Executive Director Johannes Ludewig, former Chief Executive Officer of Deutsche Bahn AG, taking charge of the permanent office in Brussels in June 2002.

2002 led to a reorientation of the CER's work: not only reacting to initiatives from the European Commission, but also defining own priorities for the political debate, thus rebalancing the shortcomings of the politically dominated discussion on railway issues at European level. One example was the start of negotiations between the CER and the European Transport Workers'

Federation (ETF) in December 2002 on working conditions in cross-border services and on the European locomotive driver's licence. An agreement reached in the Social Dialogue, which could possibly be turned into European legislation by the Council acting on a Commission proposal, would be an important step towards a real European railway market.

Part of this proactive concept was also the development and the adoption of the CER Passenger Charter as a voluntary commitment of the railway companies to secure enhanced service standards. Similar efforts are under way to deal with the challenge of improving the quality of rail freight transport. In both cases – Passenger Charter and freight quality – the objective is to demonstrate the railways' commitment to service quality and get the message across that in these fields it is certainly wiser to leave the initiative to the railway sector itself. Also along the same lines, the initiative of the railway infrastructure companies in 16 European countries was developed to set up RailNet Europe (RNE) to improve international co-ordination of train paths through the progressive introduction of "one-stop shops".

The development and improvement of rail freight performance on important European rail freight corridors is an issue which is of concern to the railway community. In order to make better use of the strong component of the rail freight system, i.e. transport over long distances, it is clear that the railway companies themselves have to improve cross-border services. Common initiatives like Brenner Rail Cargo (FS, ÖBB, DB), Bettembourg-Basel (SNCB, CFL, SNCF, SBB-CFF-FFS) and Mannheim-Woippy (DB, SNCF) indicate that efficient and customer oriented improvements in cross-border rail freight operations can best be reached by railway undertakings themselves. Beyond this, there is a need for a more comprehensive corridor approach that would improve railway performance and public infrastructure at the same time. The Brenner Action Programme 2005 and the Lugano Agreement (between Italy, Switzerland, Germany and the Netherlands) are encouraging projects run in cooperation between railway companies and public authorities.



In this context, the meeting between Commission Vice President Loyola de Palacio, in charge of Transport and Energy, and CER Chairman Giancarlo Cimoli together with other top CER representatives on 10 December 2002 is another encouraging milestone. After a thorough discussion of all relevant railway issues, it was agreed that the CER should go ahead, implement and deepen its voluntary approach on passenger rights and on rail freight quality together with customer organisations until summer 2003. In a parallel exercise, three European rail freight corridors will be examined by three task forces in order to come up with action plans similar to the Brenner concept. A further topic for a common analysis in the next months will be the implementation, including the necessary migration strategy, of the future European Train Control System (ETCS). Precondition in the process of developing a migration strategy will be the aspect of European funding, a question which needs to be carefully taken into account. In a further meeting between the CER and the Commissioner in July 2003, the progress reached in the meantime on all these issues will be discussed and conclusions will be drawn.




2003 – WHERE ARE WE HEADING?

On its transport policy agenda for 2003, the Commission had announced as one of its priorities a proposal for a framework directive on infrastructure charging and financing which had already been scheduled for 2002. A “methodology paper” of the Commission was intended to prepare this discussion. According to most recent informal information, it seems that these political initiatives will not be presented by the Commission in the foreseeable future. Instead of this, the Commission put forward a proposal for a directive on road charging at the end of April. It is clear that such a rearrangement of the Commission’s political initiatives will be of outstanding importance. In any case, the upcoming political discussion on the charging issue will directly affect the competitive relationship between the different operational modes including questions like the internalisation of external costs and the use of cross-modal financing as an indispensable instrument to realise the necessary improvement and extension of railway infrastructure in Europe.

Bringing the question of railway infrastructure investment back into the focus of the political discussion will be a major challenge for 2003. The improvement of cross-border services by railway companies and the continued adjustment of political framework conditions are certainly very important and the railway companies have continuously supported these essential aspects of rail operations. However, taking into account the extremely long-term horizons for the realisation of new railway infrastructure, it becomes clear that this aspect is indeed the most urgent issue of all. Or to put it the other way around: all the medium-term forecasts on rail freight transportation in Europe indicate a volume increase of between 50% and 100% by 2015 or 2020 with the effect of just stabilising the current rail freight market share. At the same time, there is no doubt that such an increase in absolute terms without any precedent in the post-war period cannot be achieved with today’s EU railway infrastructure. Therefore it is obvious that infrastructure policy is certainly by far the most critical railway issue on the agenda both in its financial and timing aspects. Political programmes in 2003 must pursue this priority more strenuously than in 2002, in particular taking into account the special needs of EU accession countries.

Against this background, the upcoming report of the Commission’s high-level group under its chairman Karel Van Miert and its recommendations on the 2004 revision of the Trans-European Network Guidelines will play a central role in the reinforcement of the European transport infrastructure.

Once infrastructural needs have been clarified, the financial and budgetary priorities will have to be defined. Therefore, the Commission’s preparations in autumn 2003 of the medium-term financial future of the European Union for 2007-2012 will be of outstanding importance and will clarify the extent to which the necessary railway infrastructure investments are reflected and integrated into the Commission’s political priorities.



In sum, 2002 has been the year of change in the Brussels railway community. New initiatives were launched in order to contribute more efficiently to European railway policy. The close, permanent and faithful cooperation with the UIC continues to provide a solid basis for this pro-active work. Furthermore, constructive cooperation has been developed with other active players in Brussels, in particular in the European Commission, in the European Parliament and in the Council of EU Transport Ministers. Last but not least, good personal contacts have been developed within the railway community in Brussels such as through meetings at regular dinner events.

Looking forward towards 2003, the CER is confident that the railway community in Brussels can successfully contribute to the overall objective of putting Europe back on track.

1st Railway Package, 2nd Railway Package

2002 was a year of “packages” in European rail transport policy. Member states and candidate countries were busy transposing the directives of the so-called infrastructure package (also known as the “1st Railway Package”) into national legislation by 15 March 2003. For their part, railway companies engaged in adapting to the new regulatory framework.

From 15 March 2003, all railway companies licensed in the European Union are entitled to access the “Trans-European Rail Freight Network” (TERFN) to deliver international rail freight services. This network is approximately 50 000 km long (out of a total of 150 000 km) and consists of all the railway lines essential to rail freight across Europe. In addition to this important step towards creating a European railway market, the infrastructure package creates a large number of changes in the legal and regulatory framework, with wide-ranging consequences for all the stakeholders engaged in rail transport. To name but a few: charging for the use of infrastructure; allocation of rail infrastructure capacity; licensing of railway companies; a formalised “Network Statement” to be issued by each infrastructure manager describing the capabilities, rules and procedures in force for his network. Apart from the transitional periods that were granted for some countries, these new provisions will also apply in the new Central and Eastern European member countries.



RailNet Europe

On 24 September 2002, rail infrastructure managers from 16 European countries (all European Union member states except Greece and Ireland, plus Norway, Hungary and Switzerland) signed a contract establishing RailNet Europe to improve the international coordination of train paths through the progressive introduction of “one-stop shops”.

RailNet Europe builds on the experience gained since 1998 with the BELIFRET freight corridor between Belgium, France, Italy and Spain, and with the North-South Freight Freeways linking the Nordic countries, Germany, Switzerland, Austria and Italy.

The CER supports the RailNet Europe initiative, as it provides for a joint marketing and sales structure for international train paths and reduces operational and administrative barriers between sections of the European rail network. This will simplify and speed up the process of providing train paths to operating companies. At the same time, it is obvious that in the development of these coordinated paths, existing national priority rules, especially for regional and national passenger services, will be respected.

Based on the European Commission's 2001 White Paper "*European Transport Policy for 2010: Time to Decide*" (COM 2002(18)), the Commission published its proposed "2nd Railway Package" on 22 January 2002. This consisted of a Communication from the Commission, entitled "*Towards an Integrated European Railway Area*", and followed by a proposal to mandate the Commission to negotiate EU accession to the Intergovernmental Organisation for International Carriage by Rail (OTIF), and four legislative proposals:

- a directive on railway safety and investigation of accidents
- a directive amending the two existing Directives (96/48/EC and 2001/16/EC) on interoperability for high-speed rail network and conventional rail network
- a regulation establishing a European Railway Agency to deal with safety and interoperability issues
- a directive amending Directive 91/440/EEC prescribing the further opening of the rail freight market.



The European Parliament's Committee for Regional Policy, Transport and Tourism concluded its work in December 2002. The first reading of the European Parliament was completed with the plenary vote on 14 January 2003.

The CER's position and actions

Throughout the process, the CER, with the extensive support and expertise of its members, has been very active, working out both a preliminary general position paper and a number of more specific contributions, in close cooperation with other competent railway bodies such as the UIC, the "Safety Platform" and the European Association for Railway Interoperability (AEIF).

The CER has continuously set out the railway sector's assessment of the proposals concerning their scope, content and impact, the involvement of the sector in the envisaged procedures, the definition of terms and a large number of other technicalities. This was carried out through numerous contacts with representatives of the European Commission, in the early stages of drafting the proposals and then with key parliamentarians, during the ensuing legislative decision-making process. These efforts contributed to the understanding of the railways' situation and resulted in significant improvements to the texts.



The European Parliament's first reading led to a number of changes to the original Commission proposals. Furthermore, the European Commission has already stated its opposition to the Parliament's far-reaching vote in favour of quickly and fully liberalising rail passenger transport. The Commission intends to put forward, in 2003, its own proposal for passenger liberalisation.

Perspectives for 2003



In spite of the high priority accorded to this issue by the Danish Presidency of the Union, the Council did not reach a political agreement on a common position during the second half of 2002. During the first semester of 2003, the Greek Presidency worked intensively to achieve progress and managed to reach political agreement at the Transport Council of 27-28 March 2003. In this context, the Council asked the European Commission to submit by 1 January 2007 a report on the implementation of the Market Access Directive.

The CER generally supports the orientation of the 2nd Railway Package and was anxious that the package as a whole should not be delayed for any considerable amount of time. However, there are a number of specific aspects of the package which are still a source of concern, especially :

- continuation of the negotiations towards the establishment of a European train driving license
- the development of technical specifications for interoperability, as well as the proposed structure of the "Joint Representative Body" of the Railway Agency should take account of existing railway expertise, as is already the case in the AEIF
- sectoral representation should be ensured at all levels of the Railway Agency
- the concept of "authorised applicants" should not be extended to non-railways, as the right to apply for train paths must remain with the right to operate trains
- responsibility for staff training and issuing driving licences must remain firmly with the operating railway undertaking for operational safety reasons.

The Greek transport minister, during his visit to the CER in December 2002, asked the railway sector for its support in order to overcome the difficulties encountered in the Council discussions on the 2nd Railway Package. The CER provided this support and made proposals to the Greek presidency and to the Commission in this respect in bilateral meetings shortly before the Council meeting in March 2003.



Reforms of public service and state aid in land transport

In July 2000, the Commission proposed two regulations to reform both the public service and state aid in land transport (*Proposal for a Regulation concerning public service requirements and the award of public service contracts in passenger transport by rail, road and inland waterway* (COM (2000)07) and *Proposal for a Regulation concerning the granting of aid for the co-ordination of transport by rail, road and inland waterways* (COM (2000)05)).

The European Parliament concluded its first reading of the Commission proposal concerning the regulation on state aid on 5 April 2001 but no significant developments were recorded for this dossier in 2002.

As far as the proposed public service regulation is concerned, the European Parliament completed its first reading in November 2001. Consequently, the European Commission issued an amended regulation proposal in February 2002.

On both topics, successive Council presidencies have either failed to reach political agreement or have not treated the proposals at all.



The CER's position and actions

The CER issued its opinion on the Commission's amended proposals, welcoming some of the changes the Commission took over from the Parliament's first reading, but voicing its discontent that a number of changes do not take account of the particular needs of the railway sector. The CER also discussed its concerns with both the competent Commission officials and the Members of European Parliament directly concerned.

The CER is particularly concerned that the proposed legislation should not be in conflict with other existing (and any intended) railway legislation. Furthermore, the CER believes that only the selected operator can decide on the possibility of subcontracting and that no obligation should be put on companies in this regard. Also, the provisions to restrict market share are in the CER's view contrary to EU competition law and might indeed lead to a fragmentation of the sector.

The CER also underlines that funding of rail infrastructure should not be subjected to constraints on account of state aid rules while the funding of competing transport infrastructures managed by state authorities falls outside that regulatory scope.



Public procurement

Public procurement in the railway sector is not subject to the same rules as “public authorities” like states or regions (collectively called “classical contracting entities”). They are ruled by the so-called “utilities directive”, applicable to water, energy, partially to transport and, in its current version, to telecommunications.

In May 2000, the European Commission proposed amending both directives and published a “Proposal for a Directive on co-ordinating the procurement procedures of entities operating in the water, energy and transport sectors” (“utilities directive”) (COM (2000)276) and a “Proposal for a Directive on the co-ordination of procedures for the award of public supply, public service and public works contracts” (COM (2000)275).

The most important feature of these proposals is that part of the “utilities sector” may be excluded from the scope of public procurement rules when that part is directly exposed to competition.

The European Parliament finalised its first reading of the public procurement proposal on 17 January 2002, largely endorsing the views put forward by the CER.

In May, the Commission published its amended proposals, and the Council reached political agreement on the dossier during the year 2002. Due to a number of outstanding issues however, the common position was only adopted in March 2003.



The CER's position and actions

In the highly technical discussions on public procurement rules the CER has constantly argued for a pragmatic, flexible and non-bureaucratic approach.

This deals for example with the clauses on contracts between holding companies and subsidiaries, thresholds, transactions within joint ventures, “weighing” of contract criteria, technical specifications, research and development contracts, etc.

On a more general level, the CER also advocates that contracting entities should be allowed to apply themselves (rather than member states) for exemption from public procurement rules when they are open to competition, and that the exemption could be granted per activity rather than globally per sector.

The CER worked intensively, providing input along those lines to the Commission, the Council and the European Parliament throughout their treatment of the proposals.



Charter on Rail Passenger Services

The CER's position and actions

During 2002, the CER and its members worked intensively on a "Charter on Rail Passenger Services". This Charter is a voluntary commitment by the European railway companies to raise the quality of services provided to their customers, thus meeting the business challenge of enhancing their competitiveness.



The Charter, which has been developed in close cooperation with the UIC and the Berne-based International Railway Transport Committee (CIT), describes the quality commitments towards the customers with regard to:

- pre-sales information, ticketing and reservations
- information and services during the journey
- accessibility, comfort, safety and security
- punctuality and delays
- complaints and refund procedures.

By subscribing to the Charter, the European railway companies make the public aware of harmonised provisions designed to accompany and improve the use of train services, and commit themselves to uphold advanced levels of customer care and assistance. The railways place great emphasis on delivering high quality and attractive services to their customers.



This is an initiative to strengthen the ongoing improvement in the passenger services of the European railways to the benefit of the users. The need for economically viable solutions must also be taken carefully into consideration.

At the same time, the CER Charter initiative is a constructive response to recommendations by European policy makers. The European Commission's White Paper of 2001 *"European Transport Policy for 2010: Time to Decide"* advocates a

mix of voluntary and regulatory measures to upgrade the quality of European rail passenger services. However, the CER members are convinced that the voluntary approach guarantees better value to customer and society than legislation, through much greater flexibility towards customer expectations and market realities, through quicker and more efficient implementation, and through the active commitment of the railways.



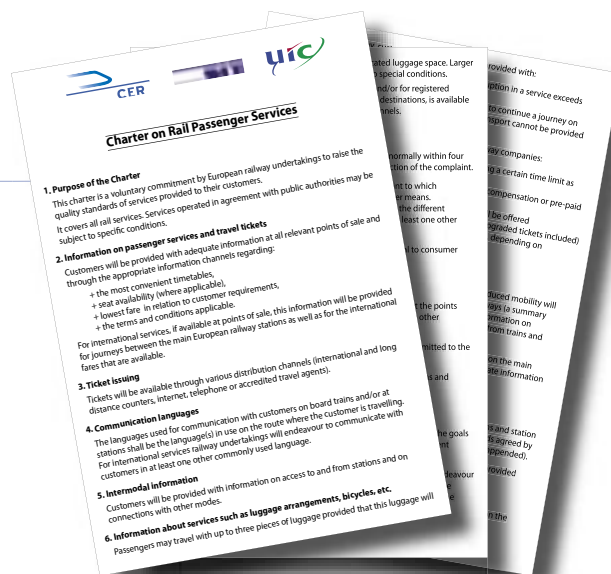
The Passenger Charter was among the items discussed at the meeting between the Transport Commissioner Loyola de Palacio and members of the CER Management Committee on 10 December 2002. The Commissioner welcomed the railway sector's commitment to raise quality standards through a voluntary approach, and it was decided to assess the progress made between then and the next similar meeting planned for July 2003.



Perspectives for 2003

A number of the CER members are already in the process of realising similar quality commitments. As an integrated part of the Charter, the railways will ensure permanent monitoring both of the attained quality levels and of customer satisfaction. The railways actively and constructively organise consultations with customer representatives and other relevant parties.

Meetings with customer organisations at European level have already begun to create permanent dialogue and cooperation.



Freight

Three key words have guided the CER's initiatives on freight in 2002 and will continue to do so in 2003: growth, quality and corridors.

Growth of rail freight is the objective that railway companies as well as European citizens and most policy makers seek to attain. The European Union puts rail, as an environmentally friendly mode of transport, at the epicentre of its policy for sustainable growth and sustainable mobility. The increase in rail freight is therefore one of the major challenges the railway world will have to face in the coming years. Most of this growth will be achieved on cross-border freight flows, which already account for 50% of all rail freight operations in Europe.

However, this will only be possible if a satisfactory quality of service is delivered. For this, the unambiguous commitment of all the parties involved in the transport chain must be encouraged. This commitment must clearly state the respective responsibilities of the infrastructure managers, the railway undertakings and the customers themselves.



In addition to quality assurance, the development of rail freight depends to an even greater extent on the steps taken to increase its performance, notably through the development of interoperability, through an appropriate increase in infrastructure capacities and a more transparent definition of priorities between freight and passenger traffic. These issues are particularly relevant to the development of efficient European freight corridors, in which the highest expectations are placed, as far as future rail freight growth is concerned.

The CER's position and actions on quality

The CER has set up a working programme for 2003 on quality, which was discussed on 10 December 2002 between Commission Vice President Loyola de Palacio and CER top representatives.

This programme is based on the development of a freight quality charter, by which railway companies voluntarily commit themselves to increase their quality of service. This will be supported by the development of tools to define ambitious and realistic quality standards in line with market expectations and encourage the clear mutual commitment of all the interested parties (infrastructure managers, railway companies and customers). Implementation of the Charter will be pursued with concrete actions.

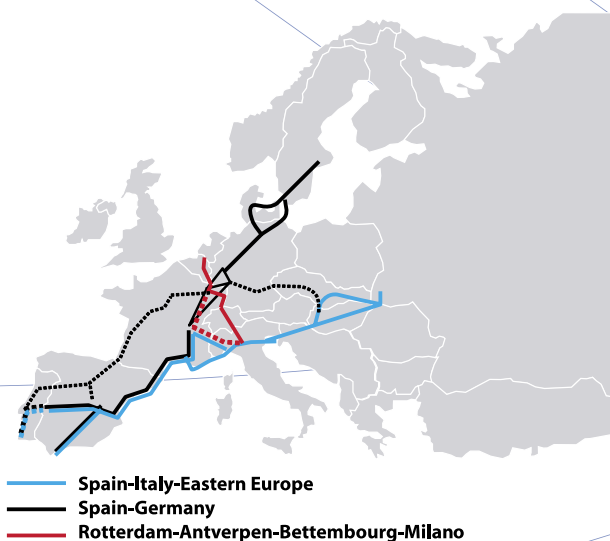
In 2002, the CER has contacted the services of the European Commission, the UIC and the International Rail Transport Committee (CIT) to establish a framework for common initiatives. This will be followed in 2003 by consultations with the customers through their European representative associations, such as the International Union of Combined Rail-Road Transport Companies (UIRR) and the European Rail Freight Customer Platform (ERFCP). The ensuing concrete proposals will be co-ordinated by the CER.

The CER's position and actions on freight corridors

The CER will also address the issue of cross-border freight flows, notably on specific high-potential European corridors, which are central to the railways growth strategy.

In consultation with its members and with the Directorate-General for Transport and Energy (DG TREN), the CER has selected several key corridors, on which action programmes will be developed in the short, medium and long term with a view to improving freight performance and increasing traffic volumes.

As was done in the "Brenner 2005" programme between Germany, Austria and Italy, the CER intends to involve all the stakeholders in any given corridor: railway undertakings, infrastructure managers and national authorities. Cross-country task forces consisting of representatives of each of the above categories will be built on each corridor in order to identify the main problems affecting freight traffic today (and its future development) and to propose consensual solutions.



First results from the work of these task forces are already expected in June 2003 on the three following corridors:

- Iberian Peninsula – France – Italy – Slovenia – Hungary – Slovakia,
- Rotterdam – Antwerpen – Bettembourg – Milano,
- Iberian Peninsula – France – Germany – Scandinavia.

More generally, the CER will strive to increase the authorities' awareness of the situation of rail freight and the lack of sufficient infrastructure capacity in many parts of Europe. The amelioration of the current situation is a precondition for railways to deliver the services expected by the customers and fulfil the role expected by society. This will be one of the main themes of EurailFreight 2003, the first major pan-European rail freight conference, which the CER is organising jointly with the International Union of Railways (UIC), the Union of European Railway Industries (UNIFE) and DB Cargo, in Munich on 22 and 23 May 2003.



Marco Polo

On 4 February 2002, the European Commission adopted a proposal, the so-called Marco Polo programme, for a Regulation on the granting of Community financial assistance to improve the environmental performance of the transport of goods (COM (2002)54).

The proposal's scope is part of the overall goal of guaranteeing sustainable mobility and shifting cargo away from road to more environmentally friendly modes of transport. In this respect, the Commission proposes funding for modal shift, catalyst and common learning actions. The budget planned by the Commission was 115 million Euros for the period from 1 January 2003 to 31 December 2007.

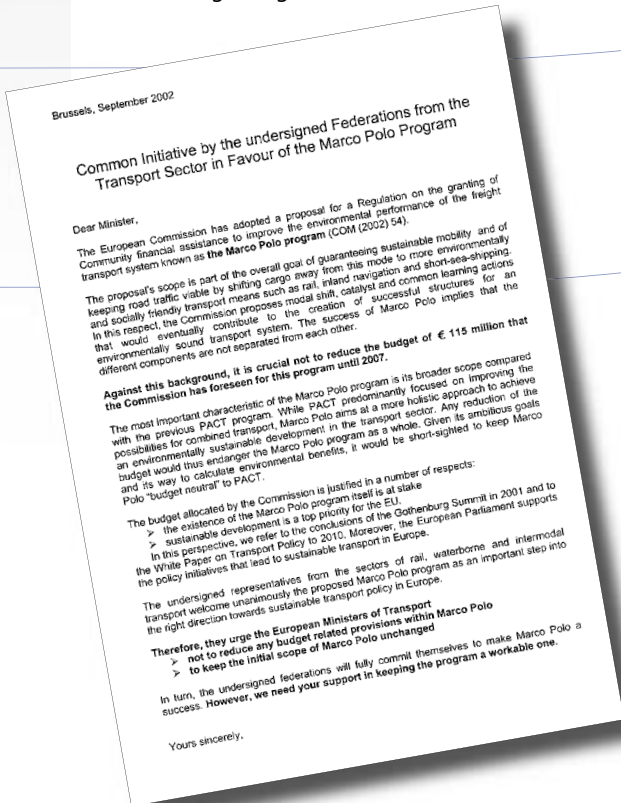
A political agreement reached in the Transport Council of 5 – 6 December 2002 provides for a budget of 75 million Euros for the Marco Polo programme, for a four-year period, from 1 January 2003 to 31 December 2006.

The CER's position and actions

The CER and other sectoral associations have welcomed the Marco Polo programme.

However, given the position of some member states in the Council who would like to see the money allotted to the programme significantly reduced, the CER has insisted, and will keep on insisting throughout the further legislative process, that programme funding should be set at a level sufficient to ensure real environmental improvement.

To this end, the CER addressed the Council in an open letter that was co-signed by a number of other relevant transport associations during the preparations for the Transport Council at the beginning of December 2002.



Dangerous goods and emergency planning in marshalling yards

Rail has an important role to play in the transport of dangerous goods. Railway marshalling yards are part of the rail transport chain. At an early stage of the debate about safety and environmental measures concerning industrial sites, it was recognised that rail transport, including marshalling yard activities, should not be treated in the same way as those sites.

They were thus excluded from the so-called Seveso Directive. However, it was agreed that measures taken in rail transport should be screened as to their broad equivalence with the Seveso measures. As a follow-up to the directive, an overview of measures concerning the railway sector demonstrated that the only missing element was a common approach towards emergency planning.



The CER's position and actions

Guidance for producing dangerous goods emergency plans has now been developed and transposed into a UIC leaflet by the railway sector (UIC/CER and their members) in close co-operation with the European Commission and the national ministries involved.

The CER firmly insists on taking due account in the European legislation on dangerous goods – and the “Post-Seveso” legislation in particular – of the specifics of rail transport. It strongly maintains that consistent and transport-related solutions are put forward to respond to the concerns about the appropriate management of events and accidents. It also stresses the need not to lose sight of the implications this will have on the “level playing field” between modes of transport. Furthermore, there is a risk of jeopardising the competitive position of rail, a transport mode which has a high safety record.



Customs procedures

One of the main instruments for enhancing international rail transport services is developing seamless border crossings. This includes avoiding systematic customs controls at the external frontiers of the European Union. For the railway sector, the existing simplified customs transit procedure allows easy border crossings, in exchange for a series of conditions guaranteeing the customs authorities adequate control mechanisms.

The European Commission has announced a revision of the simplified rail transit procedure.



The CER's position and actions

The CER strives to define the adjustments to be made to the simplified procedure in the context of the evolving EU legislative framework. Requirements of customs authorities have to be met whilst ensuring seamless cross-border traffic and enabling freight railway companies to run their trains without stops for systematic checks.

Such efficient arrangements require a multi-disciplinary approach, including links to transport law. In particular, a top-down strategic and commercial approach to the issue is needed. The issue is being tackled through specific seminars and working parties, such as the multidisciplinary seminar held by the CER in February 2003. And, surely, the overall competitiveness of the rail versus the road sector should be the guiding principle of all EU initiatives in this field. The next step will be to start negotiations with the European Commission to define acceptable adjustments related to the simplified procedure.



Infrastructure policy

The Trans-European Networks (TENs) for Transport, Energy, and Telecommunication are up for revision. The transport network (TEN-T), that implements the relevant articles of the European Treaty, is based on Guidelines (Decision 1692/96) and a Financial Regulation (Regulation 2236/95). Following the publication in September 2001 of the European Commission's White Paper on the Common Transport Policy, which also served as the long-awaited Revision Report on the TENs, the European Commission tabled its proposals for the future development of the Trans-European Transport Networks in October 2001; amendments were added in September 2002.

The Commission proposals focus mainly on investments to reduce bottlenecks, and on giving priority to the most environmentally friendly transport modes such as rail and inland waterways. It has put forward a list of twenty new priority projects, of which seventeen are rail relevant. They are very large projects at the same priority level as the former 1994 Essen priority projects, such as the link through the Pyrenees and the Brenner base tunnel.

The proposal also increases the maximum level of Community financial support for cross-border projects from 10% to 20%. Even though the new Guidelines by themselves do not bring new funding, European Union support often works as priming money, and can be a decisive factor in the investment decisions of the member states.

These proposals for the revision of the Guidelines and the Financial Regulation are still under discussion in the European Parliament's Committee for Regional Policy, Transport and Tourism and in the Council. The negotiations in the Council on the list of priority projects appear to be especially difficult. On several occasions, the Transport Commissioner has expressed her disappointment with the lack of progress in the Council.

A high-level working group chaired by former Commissioner Karel Van Miert has now been set up to propose solutions and to prepare the next revision of the TENs, planned for 2004, as a major policy revision to integrate the networks in current and new member states of the European Union.



The CER's position and actions

The CER has been monitoring and supporting the long revision process. Several contributions including those formulated during the early conception phase of the Commission proposals, have reinforced the aspects most valuable for rail. During the 2002 discussions in the European Parliament, the privileged status of rail has been seriously threatened; continuous efforts have been necessary to resist the harmful watering-down of the proposals.

The Commission proposals for revision of the TENs are warmly welcomed by the CER. The CER has advocated project concentration and focus on the larger projects of truly European dimension. The CER welcomes the Commission's multi-annual indicative programme (MIP), an instrument for financial support, targeted at groups of coherent projects focusing on rail and on the alleviation of rail bottlenecks for both freight and passengers.

The whole issue of infrastructure investment is vital for rail. The rail mode cannot contribute significantly to sustainable development in Europe without the necessary railway infrastructure. The required increase in the volume of transport by rail and the necessity of further developing the quality and attractiveness of the rail services, call for vital investments in railway infrastructure, both within and outside the framework of the Trans-European Networks. This is particularly true for the EU accession countries.

Sustainable mobility

In November 2002, the OECD published the report "*Environmentally Sustainable Transport: Is Rail on Track?*". The OECD noted that "today's transport is not sustainable, but that rail offers some hope". The OECD report describes the environmental advantages of rail and clearly underlines the benefits of a modal shift from road to rail.

On average, rail is more than three times as energy efficient as road. While road transport is responsible for 24.9% of total energy consumption in the EU, rail accounts for only 0.8%. CO₂ emissions, which lead to global climate change, are one of the key concerns of the 21st century. The transport sector is responsible for 30% of total CO₂ emissions in OECD countries. Road transport is the transport mode accounting for most CO₂ emissions. Road freight haulage causes on average 190 g of CO₂ per tonne-kilometre while rail causes only 30 g per tonne-kilometre. Road, for both passenger and freight, is responsible for as much as 84% of CO₂ transport emissions in the EU while rail accounts for only 1%.

The CER's position and actions

The CER actively supports policies to make the transport system more sustainable. In 2002, the CER participated in several events and conferences on the subject of sustainable mobility. To name two important events, the CER attended the UIC environmental coordinators conference in Rome in September 2002 and, together with the railway organisations UNIFE, UITP and UIC, was present at the World Summit on Sustainable Development in Johannesburg.

The CER member companies are continuously working to improve their environmental performance and, in the context of the UIC's environmental work, several projects are underway, covering the whole range from procurement guidelines to noise reduction technologies and diesel emissions.

Charging for the use of infrastructure

The charging issue is directly linked to the two vital questions of financing infrastructure investments and diminishing the harmful effects of transport.

The basic problem of funding the necessary transport infrastructure (the "headache of funding", in the Commission's own words) calls for the implementation of the whole package of supportive measures proposed in the White Paper, including charging for the use of infrastructure. The White Paper specifically refers to the application of the 'user pays' and 'polluter pays' principles to ensure a fairer distribution of the costs of transport. Revenues generated from such a system could be used to finance large-scale transport infrastructure projects. Charging would also have the added benefit of making transport infrastructure projects more attractive to private investors.

The environmental advantages of rail are reflected in the differences in the external costs of the various transport modes. The IWW/Infras study (2000) found that the total external costs of transport amounted to 530 billion Euro in the European Union in 1995, which equals 7.8% of the EU's GDP. Rail is only responsible for 1.6% of these total external costs. The current non-internalisation of the external costs of transport has substantial negative implications on the environment and is clearly to the competitive disadvantage of the rail mode.

According to the latest available information, the Commission appears to have postponed its intention of coming forward with a cross-modal framework directive on charging for the use of infrastructure before summer 2003. The CER is of the opinion that if obstacles to the realisation of an appropriate charging system arise in the form of severe political resistance to road charging or to the utilisation of revenues for cross-modal financing, then the objectives of the White Paper and of the TEN planning would be seriously undermined. The CER will be monitoring this development as a top priority.

Energy taxation

In 1997, the European Commission adopted a proposal for a framework Directive on energy products, extending the scope of the current Community minimum rate system to all energy products as well as updating the minimum rates for mineral oils which have not been revised since 1992.

Six years after the proposal was originally put forward, the Council finally reached an agreement on the Directive. Before being formally adopted by the Council, the Directive must first be submitted to the European Parliament for an opinion. The Directive is due to enter into force on 1 January 2004.

The new framework Directive on energy taxation limits the scope of the exemption on aircraft fuel to international air transport only. Member states are thus free to impose aircraft fuel taxes on national flights. The proposal also allows member states to apply taxes to aviation fuel in cases where bilateral agreements with other member states already exist. In comparison, the Directive continues to grant facultative exemptions on fuels used for the purpose of passenger transport and the carriage of goods by rail.



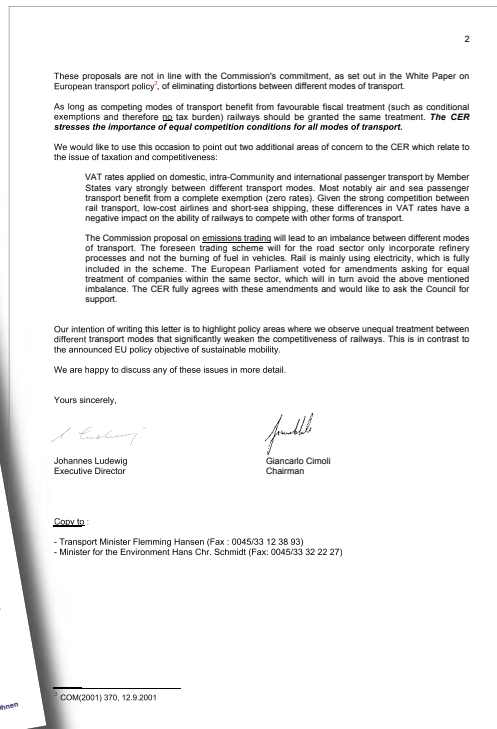
If applied by member states, a tax on aviation fuel would benefit high-speed train services which compete with low-cost airlines on a number of important routes. However, given the financial difficulties the airline industry is facing today, it could be years until such a tax is introduced. Even if member states decide to levy a tax on kerosene, one would expect the rates of such a tax to vary strongly between member states.



The CER's position and actions

Although rail is known to be one of the most energy efficient and least polluting means of transport, the new regulation of energy taxation in the European Union continues to put a heavier burden on rail, thereby weakening the competitive position of rail vis-à-vis other modes. In October 2002, the CER wrote a letter to the Danish Presidency of the Council expressing its concern with regard to the proposed framework directive. The letter highlighted taxation-related policy areas where unequal treatment between different modes leads to a significant weakening of the competitiveness of railways. This is in contrast to the Commission's commitment, as set out in the White Paper on European transport policy, of eliminating distortions between different modes of transport.





The CER will insist that the current and future Council presidencies keep the issue of energy taxation on their agendas. The CER shares the view of the White Paper that equal conditions for competition must exist for all modes of transport. To this end, the CER will continue to pursue initiatives toward the equal treatment of taxation for all modes of transport, be it for energy products, VAT, or other taxes.

In order to create a level playing field between air and rail transport, kerosene taxation should at least be levied on all flights to and from Community airports. In this respect, the German railway company DB AG filed a complaint against the European Commission before the European Court of Justice at the end of 2002 for failing to eliminate the tax exemption on aviation fuel, arguing that this exemption should be considered as illegal state aid since it leads to unfair competition.

A kerosene tax would have the added benefit of being an efficient tool for at least partially internalising the environmental cost of air transport, which is one of the policy objectives of the White Paper on transport policy.

The CER will also seek to eliminate the unequal treatment stemming from exemptions from VAT applied to air and sea passenger transport on domestic, intra-Community and international routes.

Diesel emissions

The Commission proposed to regulate the emissions of diesel engines in railway applications in two different sets of legislation. In these proposals, smaller engines would be covered under the non-road mobile machinery directive (97/68/EC) and the larger engines within the development of technical specifications for interoperability (TSIs) under the interoperability Directive (2001/16/EC). The CER would prefer that all engines were covered within the development of TSIs, thus avoiding the complication of two different sets of legislation on diesel engines.



Noise reduction



The CER's position and actions

Conscious of the need to improve the environmental performance of rail, CER member companies will ensure that the wagons they purchase after 1 July 2003 are equipped with so-called "K-brake-blocks". K blocks are brake shoes made of a composite material instead of the traditional cast iron shoes.

With the fitting of the new K-brake-blocks, the roughness of the surface of the wagon wheels will be reduced. In turn, this will lead to a noise reduction of 8 to 10 dB(A), which is equivalent to halving the noise levels.

The question of how to reduce noise emitted by the existing fleet will be addressed in a study currently being carried out by the consultant AEA Technology together with the railway organisations CER, UIC, UNIFE and UIP. The study is co-funded by the European Commission. In this context it is important that the different climate conditions in the various European countries must be taken into account.

With this two-fold strategy on new and existing vehicles, CER member operators have shown their awareness of the disturbance potentially caused by the noise emissions of rail transport and have addressed the issue head-on. This remarkable voluntary commitment was taken during the CER General Assembly in Madrid on 22 October 2002.



Research

In November 2001, the EU Commissioner for Research, Philippe Busquin, launched the European Rail Research Advisory Council (ERRAC). ERRAC is supported by the CER and other rail sector associations like UIC, UNIFE, UITP and AEIF.

Only 11 months later, ERRAC published its first Strategic Rail Research Agenda 2020 (SRRRA).

The SRRRA traces the steps to achieve ERRAC's ambitious objectives (doubling the number of passengers and tripling the volume of freight using rail by 2020) by promoting innovative products and services on a joint basis, through pre-competitive research co-operation. The SRRRA identifies interoperability, intelligent mobility, safety and security, along with environment and innovative materials as key sectors where such collaboration is needed to enhance rail transport.

Concrete objectives of the SRRRA include:

- improving the average speed of rail transport to reduce door-to-door transit time by up to 50%
- reducing the average cost per passenger-kilometre or tonne-kilometre by 50%
- reducing noise by 10 decibels (dB) for freight trains to enhance the environmental advantage of rail
- reducing fatalities by 50% to ensure that rail transport remains the safest mode of transport.



The Strategic Rail Research Agenda was formally handed over to Commissioner Philippe Busquin in Brussels on 18 December 2002.



The CER's position and actions

As a member of ERRAC, the CER will strive to turn the research objectives into commitments to conduct actual joint research projects for the benefit of all. Implementing the Strategic Rail Research Agenda will be a continuous process. The CER will support efforts by ERRAC and its members to prepare joint projects to meet the SRRRA's ambitious objectives, in conjunction with the European Union's sixth Framework Research Programme. This programme intends to mobilise the research community and focus efforts on the innovative solutions that railway businesses require in the short, medium and long term.

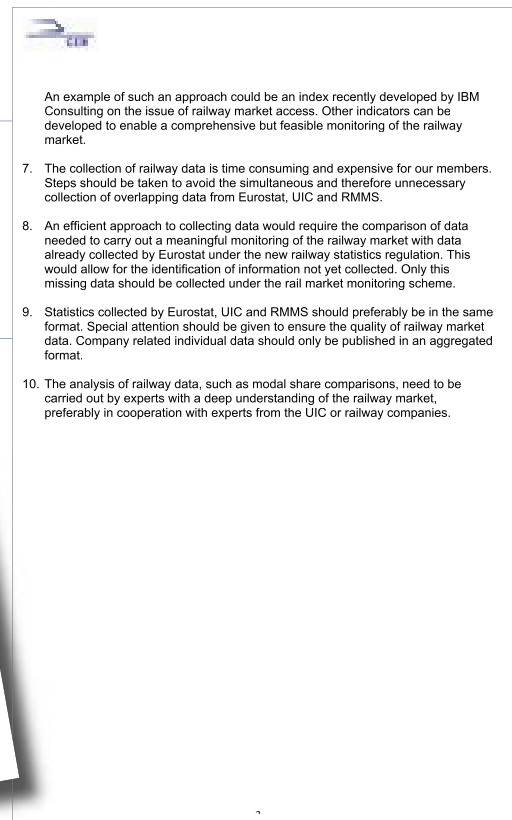
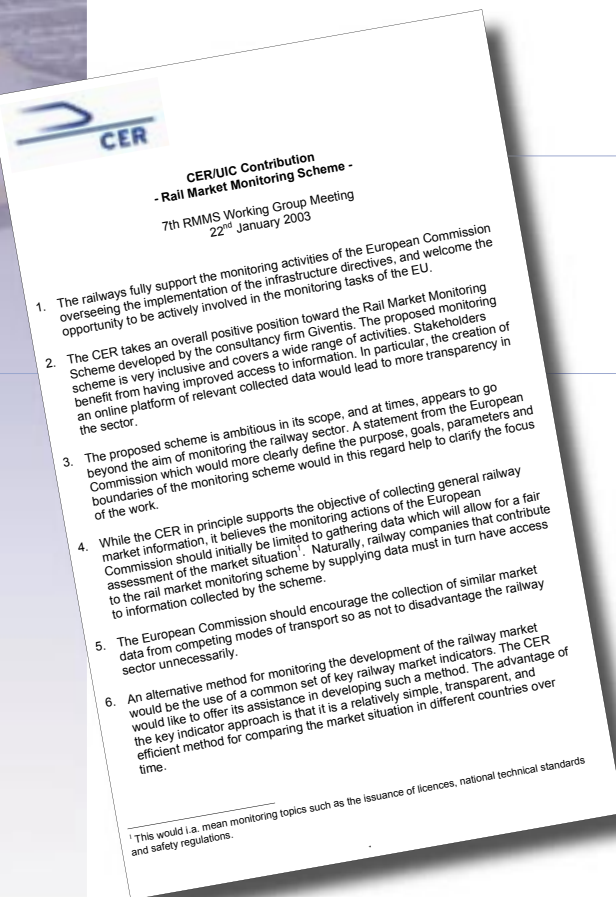
Rail Market Monitoring Scheme (RMMS)

The RMMS is a tool set up by the European Commission to monitor the implementation of the 1st Railway Package, which came into force on 15 March 2003, along with the relevant market developments.

Article 10b of Directive 2001/12/EC amending Directive 91/440/EC provides that the Commission shall make the necessary arrangements for monitoring the *“technical and economic conditions and market developments of European rail transport”* and that it shall *“closely involve representatives of the member states and of the sectors concerned”* in its work. The Commission has to report to the European Parliament and the Council in March 2005 on the development of the European rail market.

The CER fully supports the monitoring activities of the European Commission and welcomes the opportunity to be involved in this process. However, the CER maintains that the European Commission should, at least initially, limit the aim of the monitoring scheme to overseeing the implementation of the 1st Railway Package. The monitoring scheme should therefore concentrate on observing rail freight developments as well as the potential spill-over effect onto related activities, and not aim at monitoring the rail market as a whole. The monitoring scheme should not lead to additional costly and resource-intensive data collection within railway undertakings.





One concern most CER members share is the non-compatibility of railway statistics between different railway operators and different infrastructure managers, and sometimes even across time. Given the impact statistics can have on policy decisions, the CER has set up an ad hoc working group with the aim of:

- collecting the contributions railway companies will make to the scheme
- developing a common set of key railway market indicators that would allow for the meaningful and efficient monitoring of the railway market.

It is hoped that through fruitful discussions with the European Commission and through the contributions made by CER members to the RMMS, policy makers and the public at large will better understand the importance of railway statistics .

Railway statistics

Since the early 1980s, the regulation of rail transport statistics has been governed by Council Directive 80/1177/EEC on statistical returns with respect to the carriage of goods by rail.

Changes in the structure of the rail market and in the organisational settings of many railway companies created the need for a new regulation on rail transport statistics. More specifically the opening of the rail market to competition and the appearance of new railway companies underlined the need for a more comprehensive collection of rail transport statistics.

The new regulation on rail transport statistics (Regulation (EC) No 91/2003 of 16 December 2002), which replaces Directive 80/1177/EEC, entered into force on 1 January 2003 and will be implemented progressively over the next three years. It differs from the old directive in three important ways:

- all railway undertakings in the EU, both public and private, are covered
- it requires the collection of statistics not only on rail freight transport but also on rail passenger transport, rail safety and network load
- member states no longer report to the Commission's Statistical Office (Eurostat) directly but must appoint a private or public organisation for data collection, which in turn will report to Eurostat.



The CER's position and actions

The CER welcomes the new regulation as the previous legislation did not cover rail passenger transport and made no provisions for private railway companies. The new regulation provides for a more robust system. The CER is committed to the improvement of data collection from the rail mode and from its members in particular.



Social affairs and human resources

Negotiations on working conditions of mobile staff in cross-border services

The creation of an integrated European railway area, as foreseen by the European Union, calls for the gradual implementation of interoperability rules, including those for staff on cross-border services. Divergences between these rules could seriously impact on conditions of competition for the rail companies but also on the health and safety of personnel. Furthermore, the enhancement of competitiveness of railway companies on a highly competitive market cannot be pursued at the expense of staff health and safety.



The CER's position and actions

The social partners of the rail sector represented by the CER and the European Transport Workers Federation (ETF) consider the issue must be tackled in a co-ordinated manner at European Union level. The social partners felt that the most appropriate procedure in this case was that laid down by Article 139 of the Treaty. According to that procedure, the social partners can reach an agreement that becomes European legislation by the Council acting on a Commission proposal.

Such an agreement must stipulate common rules, which will ensure a minimum level of protection for the health and safety of mobile workers, in order to:

- have a legal basis for cross-border operations
- safeguard the level of safety
- promote fair competition, thereby avoiding social dumping.

Negotiations between the CER and the ETF started on 19 December 2002. The social partners hope to be able to conclude them by October 2003.



Negotiations on a European licence for locomotive drivers

In 2001, the General Assembly of the CER had mandated the CER Group of Personnel Directors to start discussions with the representatives of the trade unions about a European train driver's licence.

The aim was to reach an agreement that would become a directive under Article 139 of the Treaty. The Commission considered the procedure could not be applied in this particular case and that it would be up to the social partners to implement the envisioned agreement on a voluntary basis.

Moreover, the Commission has added the publication of a proposed directive on a European driver's licence to its work programme for the end of 2003. It has also expressed its willingness to associate the social partners with the preparation of the draft directive.



Chronology of political events

2002

17 January: First reading in the European Parliament of the Commission proposals on public procurement

23 January: Publication of the proposed "2nd Railway Package"

23 January: Publication of the Commission's proposed directive on environmental liability

4 February: Publication of the Commission's proposal to establish the Marco Polo programme

6 May: Publication of the Commission's amended proposal on public procurement

29 May: The European Conference of Ministers of Transport (ECMT) ministerial session (Bucharest)

30 May: First reading in the European Parliament of the Commission's proposal for revision of the Guidelines for the Trans-European Network

25 June: Publication of the Environmental Noise Directive

2 July: First reading in the European Parliament of the Commission's proposal for revision of the Financial Regulation on Trans-European Networks

29 August: Publication of the 6th Framework Programme for Research

10 September: Publication of the 6th Environmental Action Programme

12 September: Publication of Technical Specifications for Interoperability (TSIs) in the field of high speed rail (applicable in all EU member states from 1 December 2002)

25 September: First reading in the European Parliament of the Marco Polo and environmental liability proposals

26 September: Publication of the Commission's amended proposal on Trans-European Network Guidelines

30 September: Political agreement reached in Council on public procurement (first reading)

8 October: First meeting of the European Energy and Transport Forum

19 October: Irish referendum on the Treaty of Nice opens the way to EU reform and EU enlargement

24 October: The European Parliament begins the second reading on the proposed regulation on railway statistics

11-13 November: Second Energy and Transport Conference organised by DG TREN in Barcelona, the CER participates

12 December: First meeting of the High Level Group for the Trans-European Transport Network chaired by former Commissioner Karel Van Miert

12-13 December: Copenhagen Summit, arrangements for EU enlargement with ten applicant countries are finalised

2003

16 January: Proposal for a regulation on tunnel safety

21 January: Second meeting of the European Energy and Transport Forum

1 February: The Treaty of Nice comes into effect, providing the formal background for EU enlargement

15 March: Deadline for national implementations of the Directives in the 1st Railway Package; opening of the Trans-European Rail Freight Network (TERFN) for international rail freight services

20 March: The Council adopts a common position (first reading) on public procurement

20 March: The Council reaches a political agreement on energy taxation, extending the scope of the Community minimum rate system to all energy products as well as updating the minimum rates for mineral oils which have not been revised since 1992. The new Directive will limit tax exemptions on energy products for aeroplanes to international air transport while leaving facultative exemptions on energy products used for rail transport unchanged.

28 March: The EU Council of Transport Ministers reaches a political agreement on the 2nd Railway Package (first reading) and on Ecopoints (second reading)

9 April: The European Parliament debates the conclusions of the Copenhagen negotiations and approves the applications from the ten candidate countries to become members of the European Union

16 April: The accession treaties with the ten new EU member states are signed in Athens

22-24 April: The European Conference of Ministers of Transport (ECMT) celebrates its 50th anniversary at the ministerial session in Brussels

Chronology of CER events

2002

1 January: Giancarlo Cimoli, President and CEO of the Italian railway company FS, takes over as Chairman of the CER

1 January: The Danish rail freight operator Railion DK and the Slovakian rail infrastructure manager, ZSSK become members of the CER

29 January: CER New Year reception, speech by Loyola de Palacio, Vice President of the Commission

15 February: The European Rail Research Advisory Council (ERRAC) organises its first strategic seminar, Brussels

20 February: CER General Assembly in Brussels

22 February: AEIF Board meeting

27 February: ERRAC plenary meeting in Brussels

20 March: CER General Assembly: Railway companies and infrastructure managers from EU accession countries obtain full membership status (ČD, GySEV, PKP, SŽ, ŽS and ŽSR). Revised Statutes and Internal Regulation are approved.

5 April: CER/UIC/CFR seminar in Bucharest on external costs of transport

24 April: AEIF Board meeting

15 May: ERRAC plenary meeting in Paris

30 May: CER General Assembly in Luzern

30 May: The CER participates in the CIT Centenary (Luzern)

1 June: Dr. Johannes Ludewig, former CEO of Deutsche Bahn AG, takes over as Executive Director of the CER

4 – 6 June: The CER takes part in the EU Research Conference, Valencia

26 June : The CER participates in the UIC's Executive Committee and Assembly of Active Members

28 June: AEIF Board meeting

10 July: A delegation headed by the Chinese Vice Minister of Transport visits the CER

15 July: The CER meets François Lamoureux, Director General of DG TREN

18 July 2002: The CER and DG TREN hold joint workshop on all rail transport policy questions

27 August – 1 September: The CER and other rail sector associations take part at the World Summit on Sustainable Development in Johannesburg

2 September: The CER meets the German Transport Minister Kurt Bodewig

3 September: The CER participates in the inauguration of the cross-border rail freight project Woippy – Mannheim between France and Germany

16 September: The CER participates in the kick-off ceremony of the European mobility week

16 September: The CER meets the President of the EU Transport Council and Danish Minister of Transport, Flemming Hansen

17 September: The CER meets Commission Vice President Loyola de Palacio

19 September: First meeting of the “Railway Community in Brussels”, dinner speech by Heinz Hilbrecht, Director at the European Commission

19 / 20 September: UIC environmental co-ordinators conference in Rome

23 September: ERRAC extraordinary plenary meeting in Berlin

24 September: Signing of the RailNet Europe contract during the Innotrans fair in Berlin. The CER participates in the RNE Steering Committee

24 September: AEIF Board meeting in parallel to the Innotrans fair

22 October: CER General Assembly in Madrid

- approval of Railion Benelux’s application for membership from 1 January 2003
- decision to change acronym from “CCFE – CER – GEB” to “CER” (CER standing for “Community of European Railways” as well as for “Communauté Européenne du Rail”)
- commitment by members to purchase new wagons equipped with “K-brake-blocks” pads from 1 July 2003 (noise reduction)
- endorsement of the “Charter on Rail Passenger Services”

22 October: AEIF Board meeting in parallel to the EurailSpeed 2002 conference in Madrid

23 – 25 October: The CER co-organises EurailSpeed 2002 in Madrid with other rail sector associations

29 – 30 October: The CER co-organises the Second World Forum on railway safety in Rome with FS and UIC

13 - 15 November: Conference on implementation of EU railway legislation, organised by CER, UIC and UN ECE

19 November: The CER participates in the inauguration of the Athus – Meuse (Belgium) freight link

21 November: The CER participates in the General Assembly, the Assembly of Active Members and the Executive Committee of the UIC

26 – 30 November: The CER co-organises the International Festival Train on Film in Lille

27 November: ERRAC plenary meeting in Brussels

29 November: The CER meets the German State Secretary Ralf Nagel

2 December: Second meeting of the “Railway Community in Brussels”, dinner speech by Brian Simpson, Member of the European Parliament, Coordinator for Transport of the Socialist Group

5 December: The Greek Transport Minister and next President of the EU Transport Council Christos Verelis visits the CER

10 December: The CER participates in the inauguration of the high-speed line Leuven – Liège (Belgium)

10 December: The CER meets with Commission Vice President Loyola de Palacio. Four common projects between DG TREN and the CER are defined : freight quality, freight corridors, passenger rights and ERTMS implementation

11 December: AEIF Board meeting

12 December: The CER participates in the RailNet Europe Steering Committee

18 December: The ERRAC Strategic Rail Research Agenda is officially handed over to Commissioner Philippe Busquin.

2003

7 January: CER high level meeting on European Rail Freight: besides high-ranking officials from the European Commission, several Members of the European Parliament, CEOs of rail freight companies and the former Commissioner Karel Van Miert take part

9 January: The CER participates in a European Parliament workshop on the Alpine convention

15 January: CER high level infrastructure meeting in Petersberg (Bonn) including test ride on the new German high speed line Köln-Frankfurt

21 January: CER New Year's Reception in the Albert Hall, Brussels, with 200 participants

23 January: Kick-off for European Commission funded study on options for noise reduction from the existing freight wagon fleet

27 January: The CER meets Catherine Day, Director General of DG Environment

11-12 February: CER multidisciplinary seminar on customs

25 February: The CER meets Mr Rallis, Deputy Permanent Representative of Greece

28 February: The CER meets the French Transport State Secretary, Dominique Bussereau

28 February: Dr. Ludewig speaks at the Adam Smith Conference: The Future of European Rail

10 March: Third meeting of the "Railway Community in Brussels", dinner speech by Prof. Dr. Klaus Gretschmann, Director General of the Council of the European Union

11 March: The CER joins the initiative 'European Mobility Week' by the European Commission

13 March: Special meeting of CEOs from CER member companies from Central and Eastern European countries with the European Commission, organised by the CER

17 March: The CER meets the Greek Transport Minister and President of the EU Transport Council, Christos Verelis, in Athens

18 March: The CER meets with Commission Vice President Loyola de Palacio

19 March: The CER participates in a conference on cross-border services organised by Allianz pro Schiene in Berlin

19 March: The Chairman of the UK Strategic Rail Authority SRA, Richard Bowker, visits the CER

20 March: AEIF Board meeting

8 April: CER participates in the RailNet Europe Steering Committee

22-24 April: CER participates in the 50th anniversary celebrations of the European Conference of Ministers of Transport (ECMT) in Brussels

CER Members

COUNTRY	LOGO	LOCAL	ENGLISH	ABBREVIATION
Austria		Österreichische Bundesbahnen	Austrian Federal Railways	ÖBB
Belgium		Société Nationale des Chemins de Fer Belges / Nationale Maatschappij der Belgische Spoorwegen	Belgian National Railways	SNCB/NMBS
Bulgaria		Български държавни железници	Bulgarian State Railways	BDŽ
Czech Republic		České Dráhy	Czech Railways	ČD
Denmark		Danske Statsbaner	Danish State Railways	DSB
Denmark		Railion Denmark A/S	Railion Denmark plc	RAILION
Estonia		Aksiaselts Eesti Raudtee	Estonian Railway Company	EVR
Finland		VR-Yhtmä Oy	VR Group Ltd	VR
France		Société Nationale des Chemins de Fer Français	French National Railway Company	SNCF
France/UK		Eurotunnel plc / Eurotunnel SA		EUROTUNNEL
Germany		Deutsche Bahn AG	German Railway Group	DB AG
Greece		Organismos Siderodromôn Elladas	Hellenic Railway Organisation	OSE
Hungary		Magyar Államvasutak	Hungarian State Railways	MÁV
Hungary/Austria		Gyor - Sopron - Ebenfurti Vasut Részvénytársaság / Raab - Oedenburg-Ebenfurter Eisenbahn AG	Gyor Sopron Ebenfurth Railway Company	GySEV / ROeEE
Ireland		Córas Iompair Éireann	Irish Transport Company	CIE
Italy		Ferrovie dello Stato SpA	Italian Railway Group	FS SpA
Latvia		Latvijas Dzelzceļš	Latvian Railways	LDZ
Lithuania		Lietuvos Geležinkeliai	Lithuanian Railways	LG
Luxembourg		Société Nationale des Chemins de Fer Luxembourgeois	Luxembourg Railway Company	CFL
Netherlands		NS Nederlandse Spoorwegen	Netherlands Railways	NS
Netherlands		Railion Benelux NV	Railion Benelux plc	RAILION
Norway		Norges Statsbaner BA	Norwegian State Railways plc	NSB
Poland		Polskie Koleje Państwowe SA	Polish State Railways plc	PKP SA
Portugal		Caminhos de Ferro Portugueses	Portuguese Railway Company	CP
Romania		Compania națională de cai ferate	Romanian National Railway Company	CFR SA
Slovakia		Železnice Slovenskej Republiky	Railways of the Slovak Republic	ŽSR
Slovakia		Železničná Spoločnosť a.s.	Slovak Railway Company plc	ZSSK
Slovenia		Slovenske Železnice	Slovenian Railways	SŽ
Spain		Red Nacional de los Ferrocarriles Españoles	National Spanish Railways Network	RENFE
Switzerland		Schweizerische Bundesbahnen / Chemins de Fer Fédéraux Suisses / Ferrovie Federali Svizzere	Swiss Federal Railways	SBB / CFF / FFS
Switzerland		BLS Lötschbergbahn AG (Bern-Lötschberg-Simplon-Bahn)	Lötschberg Railway Company	BLS AG
United Kingdom		Association of Train Operating Companies		ATOC

2002 Railway Statistics

CER Members	Country	length of lines km 2002	staff number 2002	passengers carried millions	passenger- kilometres millions	freight in tonnes millions	freight tonne-km millions
ÖBB	Austria	5,616	47,009	184.8	8,300	87.2	17,627
SNCB/NMBS	Belgium	3,518	42,908	164.9	8,260	57.2	7,297
BDŽ	Bulgaria	4,318	36,405	33.7	2,598	18.5	4,627
ČD	Czech Railway	9,499	81,794	175	6,562	81.6 ^p	15,414 ^p
DSB	Denmark	-	7,774	151.1	5,490	-	-
Railion DK	Denmark	-	647	-	-	7.1	1,867
EVR	Estonia	967*	5,116*	5.2	177	42.6	9,330
VR	Finland	-	11,711	57.7	3,305	41.7	9,664
SNCF	France	-	177,544	899.6	73,522	127.6	50,036
ET	France/UK	58	3,508	-	-	-	-
DB AG	Germany	35,804 ^p	250,690 ^p	1,656.8 ^p	69,295.9 ^p	266.9 ^p	72,422.9 ^p
OSE	Greece	2,377*	9,601*	14*	1,747.4*	2.8*	379.5*
MÁV	Hungary	7,729	53,100	125	7,387	43.0	7,319
GySEV/ROeEE	Hungary/Austria	220	2,008	3.7	1,262	6.4	368
CIE [†]	Ireland	1,713	5,976	35.4	1,628	2.3	515.8
FS SpA	Italy	15,985	102,600	492.7	45,956	75.2	20,679
LDZ	Latvia	3,836*	15,193*	20.1*	706*	37.9*	14,179*
LG	Lithuania	1,775	13,096	7.2	498	36.7	9,767
CFL	Luxembourg	274	3,195	13.6*	346*	16.3	570
NS	Netherlands	2,806	19,644	320	14,288	-	-
Railion Benelux	Netherlands	-	1,295	-	-	24.5	3,691
NSB	Norway	-	9,138	45.9	2,264	-	-
PKP SA	Poland	20,223	143,292	244.1	17,310	159.7	46,564
CP	Portugal	-	5,656	143	3,683	9.3	2,217
CFR SA	Romania	11,364	87,835	113.7	8,501	68	14,885
ŽSR	Slovakia	3,657	22,750	35.8 [‡]	-	21.1 [‡]	-
ZSSK	Slovakia	-	20,181	59.4	2,683	49.9	10,384
SŽ	Slovenia	1,229	8,939	14.5	749	16.3	3,078
RENFE	Spain	12,298	31,422	484.6	19,474	25.8	11,570
SBB/CFF/FFS	Switzerland	2,982	27,767	320.3	14,248	54.9	9,732
BLS AG	Switzerland	241	1,500	19.2	502.5	5.8	870.2
ATOC	United Kingdom	16,652	90,000	953	39,311	87.4	18,849

* 2001 figures

[†] Irish Rail only

[‡] As of 1 January 2002, ŽSR acts as the infrastructure manager and ZSSK as the rail operator in the Slovak Republic. Hence, the data presented for ŽSR in the table above refers to passenger train-kilometres and freight train-kilometres.

"-" = not applicable

^p = provisional

Source: UIC and individual CER members

Management Committee and General Assembly members

CER presidency		
Giancarlo CIMOLI	President and CEO of FS and CER Chairman	FS (Italian Railway Group)
Hartmut MEHDORN	Chairman of the Board of management and CEO of DB, CER Vice Chairman	DB AG (German Railway Group)
António CRISÓSTOMO TEIXEIRA	Chairman of the Board of management of CP, CER Vice Chairman	CP (Portuguese Railway Company)
Members of the CER Management Committee		
Giancarlo CIMOLI	President and CEO of FS and CER Chairman	FS (Italian Railway Group)
Miguel CORSINI FREESE	President of the Board of Directors	RENFE (National Spanish Railway Network)
António CRISÓSTOMO TEIXEIRA	Chairman of the Board of management of CP, CER Vice Chairman	CP (Portuguese Railway Company)
Louis GALLOIS	Chairman and CEO	SNCF (French Railway company)
Antoine HUREL	Member of the board of ATOC, Deputy CEO of Connex, Chairman of Connex Transport UK	ATOC (Association of Train Operating Companies)
Hartmut MEHDORN	Chairman of the Board of management and CEO of DB, CER Vice Chairman	DB AG (German Railway Group)
A.W VEENMAN	Chief Executive Officer (CEO)	NS (Netherlands Railways)
Karel VINCK	Chief Executive Officer (CEO)	SNCB / NMBS (Belgian National Railways)
Benedikt WEIBEL	Chief Executive Officer (CEO)	SBB / CFF / FFS (Swiss Federal Railways)
Members of the CER General Assembly		
Alain BERTRAND	Railway Services Director	Eurotunnel
Jonas BIRŽIŠKIS	Director General	LG (Lithuanian Railways)
Giancarlo CIMOLI	President and CEO of FS and CER Chairman	FS (Italian Railway Group)
Miguel CORSINI FREESE	President of the Board of Directors	RENFE (National Spanish Railway Network)
António CRISÓSTOMO TEIXEIRA	Chairman of the Board of management of CP, CER Vice Chairman	CP (Portuguese Railway Company)
Einar ENGER	President and CEO	NSB BA (Norwegian State Railways plc)
László FEHÉRVÁRI	Director General	GySEV ROeEE(Gyor-Sopron-Ebenfurth Railway Company)

Louis GALLOIS	Chairman and CEO	SNCF (French National Railway Company)
Konstantinos GIANNAKOS	Vice President of the Administration Council and Managing Director	CH (Hellenic Railways Organisation)
Antoine HUREL	Member of the Board of ATOC, Deputy CEO of Connex, Chairman of Connex Transport UK	ATOC (Association of Train Operating Companies)
Leif KEPP	Acting Managing Director	Railion Denmark A/S
Petr KOUSAL	Director General and Chairman of the Board of Directors	ČD (Czech Railways)
Alex KREMER	Director General	CFL (Luxembourg Railway Company)
Henri KUITUNEN	President and CEO	VR (Finnish Railway Group)
Pavol KUŽMA	Chairman of the Board of Directors and Director General	ZSSK (Slovak Railway Company plc)
John LYNCH	Chairman	CIE (Irish Transport Company)
Zoltán MÁNDOKI	General Manager	MÁV (Hungarian State Railways)
Maciej MECLEWSKI	Chairman of the Management Board, Director General	PKP (Polish State Railways plc)
Hartmut MEHDORN	Chairman of the Board of management and CEO of DB, CER Vice Chairman	DB AG (German Railway Group)
Blaž MIKLAVČIČ	President of the Board of management and Director General	SŽ (Slovenian Railways)
Mihai NECOLAICIUC	General Manager and Chairman of the Board of management	CFR SA (Romanian National Railway Company)
Georgy NESHEV	Executive Director	BDŽ (Bulgarian State Railways)
Herbert H. PAYNE	General Director	EVR (Estonian Railway Company)
Carel ROBBESON	Managing Director	Railion Benelux N.V.
Ladislav SAXA	Director General	ŽSR (Railways of the Slovak Republic)
Keld SENDELØV	Managing Director	DSB (Danish State Railways)
Mathias TROMP	CEO	BLS Lötschbergbahn AG (Lötschberg Railway Company)
A.W VEENMAN	CEO	NS (Netherlands Railways)
Karel VINCK	CEO	SNCB / NMBS (Belgian National Railways)
Rüdiger VORM WALDE	General Director	ÖBB (Austrian Federal Railways)
Benedikt WEIBEL	CEO	SBB / CFF / FFS (Swiss Federal Railways)
Andris ZORGEVICS	Chairman of the Board, Director General	LDZ (Latvian Railways)

CER Team

Johannes Ludewig, Executive Director

Carl-Henrik Lundstrøm, Deputy Executive Director

Rolf Tuchhardt, Assistant to Executive Director

Rudy Matthys, Secretary to Executive Director

Delphine Brinckman-Salzedo, Legal Adviser

Jacques Dirand, Freight Policy

Guy Hoedts, Events & Special Communication Projects

Carl-Henrik Lundstrøm, Passenger Policy & Network Policy

Julia Maciotti, Press Relations and Communication

Jean-Paul Preumont, Social Affairs

Hana Rihovsky, Public Affairs & Central and Eastern European Countries

Britta Schreiner, Economic Adviser

Rolf Tuchhardt, Environment

Sabine Van Simaey, Customs

Sylvie De Mees, Office Management

Secretariat/Coordination/Support:

Peter Cauwenberghs

Elena Garcia-Sagues

Suzanne Mbuyamba

Tania Orobello

Nathalie Vincent



From left to right: Jean-Paul Preumont, Britta Schreiner, Nathalie Vincent, Rolf Tuchhardt, Hana Rihovsky, Julia Maciotti, Jacques Dirand, Johannes Ludewig, Carl-Henrik Lundstrøm, Delphine Brinckman-Salzedo, Sabine Van Simaey, Sylvie De Mees, Peter Cauwenberghs, Tania Orobello, Rudy Matthys, Elena Garcia-Sagues, Suzanne Mbuyamba, Guy Hoedts, and the "future generation" (Matthieu Brinckman).

CER publications



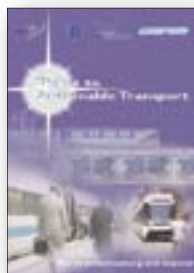
22 February 2002:
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28 May 2002:
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"Tracks for a pan-European future"



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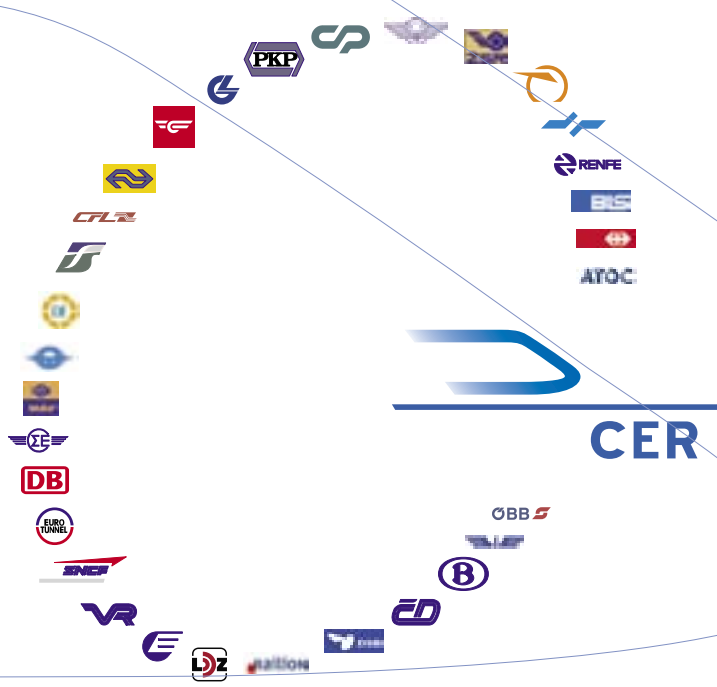
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