

The development of international passenger rail transport

UNECE

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Dr Libor Lochman, Executive Director

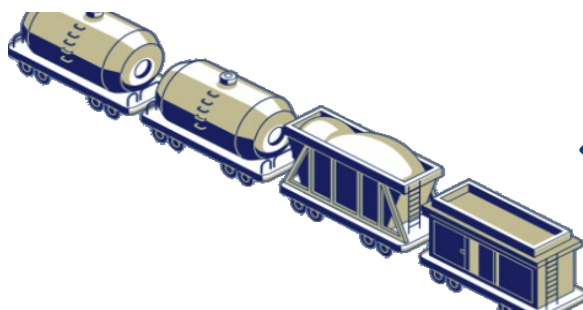


Passenger rail today? Heavy impact of COVID...

2020 Outlook:

- 30% of turnover

€ 17 billion loss



2020 Outlook:

- 17% of turnover

€ 2.5 billion loss

International passenger rail tomorrow? Completion of SERA is the must!



High quality, customer oriented
transport services



A level playing field



Cost efficient operations, lower
need for public funding



Market driven innovation

What rail sector continues to do

- being the **safest mode** for land transportation
- tapping into **shared economy potentials**
- developing multiple offers for all passenger segments
- embracing **automation** and innovative, customer-oriented business models
- improving **customer experience** (e.g. connectivity, advanced route-planning)
- digitising all processes and services (e.g. **e-ticketing**)
- **cooperating/ interfaces** with other transport modes
- encouraging the implementation of the open IT framework specifications (e.g. FSM – Full Service Model) for the distribution of rail tickets

And what about the Green Deal?

1. Improve **cross-border interoperability**
2. Increase **rail-road connectivity**
3. Implement 'polluter pays' and 'user pays' so as to **internalise transport externalities for all modes**
4. Significantly increase the Connecting Europe Facility (CEF) budget for transport in the 2021-27 MFF to **electrifying** further rail tracks, **digitalising** railways (5G, ERTMS) and **reducing rail freight noise**
5. Facilitate a scale-up of **private investment in rail projects**, also through the sustainable finance agenda
6. Provide robust **funding for research and innovation**

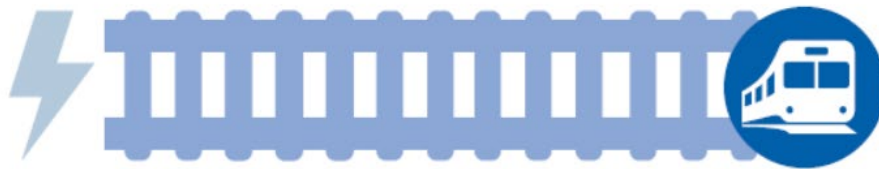
<https://www.cer.be/eu-sustainable-and-smart-mobility-strategy>

EUSSSM – infrastructure shall be the key!

- A European high-speed core network to be completed by 2035
- TEN-T network completion to be sped up.
- Further elimination of missing links and transport bottlenecks
- Inclusion of important last mile infrastructure and multimodal connections

Benefits for society – zero emission mobility

Rail is 6x more energy-efficient than road due to physical advantages such as lower rolling and air resistance.



Distance per energy unit consumed

European railways already deliver zero-emission transport

Targeted policy levers

Primary production factors



Capital



Human resources



Energy & raw materials

Secondary production factors



Infrastructure



Rolling stock



Technology

Operations



Freight services



Passenger services



Infrastructure management

Customers



Freight



Passengers

Market

Expected outcome? Rail passenger services – backbone of multimodal mobility



Travel to be simplified by **harmonising booking time intervals** and **clarifying liability** between rail service distributors.

Customers to benefit from tailored **Mobility-as-a-Service (MaaS)** models through close collaboration of all transport providers in a city or region.

All passengers to benefit from an **accessible railway system** fit for an ageing population and persons with disabilities or reduced mobility.

EU-level incentives are needed to **promote international passenger transportation by rail**.

High-speed and night trains can become an alternative to cheap flights with a range of 1000 km if appropriate political support is provided.

New **ticketing models and cooperation for through-tickets** must be based on commercial agreements.

Our goals:



A rail freight modal share
of at least **30% by 2030**



A rail modal share of passenger
traffic of at least **15% by 2030**
and **20% by 2050**

For further information:

Libor Lochman

CER Executive Director

E-mail: libor.lochman@cer.be

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