

# Railway comments on the climate & transport agenda before the EU elections

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Towards a low-carbon, inclusive and healthy Mobility in Europe

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# Action plan to boost long distance and cross-border passenger rail

- CER fully supports the strive towards a safe and fully interoperable railway system as a Single European Railway System
- Railway undertakings have committed to improve international ticketing for rail and have agreed on a Ticketing Roadmap. In order to achieve seamless ticketing, sector-based solutions should be supported and considered as the starting point when improving multimodal ticketing.
- CER fully supports actions to level the playing field. Given that cross-border passenger transport in aviation is exempted from VAT in all EU Member States, CER suggests that the Commission takes appropriate steps in the revision of the VAT directives to ensure fair competition between all travel modes.

# Efficient rail to help address global challenges

- Weights and Dimensions Directive should be revised in combination with to Combined Transport Directive revision
  - The current proposal brings a risk of reverse modal shift from rail back to road
  - Cross-border acceptance of gigaliners and 44t combustion vehicles is to increase their use on long-distance, where rail and inland navigation are most energy efficient modes to serve
  - It is good to electrify road, which would ideally complement rail/inland navigation and 2015 revision of the Directive provides 2t for batteries
- CountEmissionsEU methodology is a welcomed initiative for transport users to make informed choices on transport and delivery options
  - All modes, including private cars should explicitly be covered in the methodology and offsets should be avoided
  - A higher ambition through a mandatory application of CountEmissionsEU – carbon labelling of transport services

# Completing the TEN-T and a better management of capacity & traffic

- The Proposal of the revised TEN-T Regulation introduces numerous additional and enhanced requirements for the rail sector
  - ERTMS deployment
  - Terminals, ports, airports and urban nodes connectivity
  - High-speed network connecting EU capitals, major cities and metropolitan areas
- Proper and sufficient financing, public or private, including ETS revenues, to ensure the timely completion of the TEN-T Networks
- Good proposal on capacity for improvements
  - The Regulation could take not accounts sector's work such as Timetable Redesign
  - Stronger dialogue with IMs and sufficient consultation of RUs
  - Crucial to avoid administrative burden for IMs
  - Important to use a well-defined but limited set of KPIs

# For further information:

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