8. Rahmenbedingungen für die Europäischen Bahnen und ihre Beschäftigten

Johannes Ludewig, Gemeinschaft der Europäischen Bahnen (CER)
CER – the Community of European Railway and Infrastructure Companies

CER brings together 53 railways and infrastructure managers from all EU states (including also from Switzerland, Norway, the EU accession states, and those on a road-map towards EU membership). It provides advise on all issues relating to the EU and its laws.

CER works on all political questions relevant to the railway business (in close cooperation on technical issues with the UIC in Paris). It provides information and advice to political decision makers in Brussels.

CER: representing the entire railway community

Private / State owned ● Integrated / Separated ● Freight and/or Passenger ● East / West ● National / Across borders ● EU / EU neighbours / EFTA
Common European Market for Rail Transport: Agreement between Social Partners in Railway Sector

The first ever negotiations between railway partners on the European level have been finalised by an agreement, which was signed on 27 January 2004:

- Working conditions of mobile staff in cross-border services
- European locomotive driving licence

With this remarkable agreement minimum social standards have been fixed – it is an important contribution of the railways for the Creation of a European railway market, which was taken up by the Commission in the context of its proposed 3rd Railway package.

CER-ETF Agreements 2004 – what has happened afterwards?

Agreement on working conditions is now Directive 2005/47

Agreed evaluation and re-negotiations are being prepared at the moment

European locomotive driving licence

Taken up in the context of the European Commission´s 3rd Railway Package
Restructuring of Railways – Railway Companies have delivered

Number of Employees decreased

- EU 15+: -21%
- NMS: -44%

Transport Units increased in EU 15+/decreased in NMS

- EU 15+: +11%
- NMS: -23%

→ Productivity increased!

- EU 15+: +39%
- NMS: +34%


The political framework – The objectives of the Commission´s Transport Policy White Paper 2001

Only 1 in 3 ‘pillars’ adopted by EU

- Market opening / competition: ✓
- Competition between modes: ?
- Modern rail infrastructure: ?
Market opening / competition
Competition on the European railway market

Open access

1993  International combined transport
      International grouping (no practical impact)

15.03.2003  International freight services on “Trans-European rail freight network” (TERFN)

01.01.2006  International freight services on whole network

01.01.2007  all freight services – international and domestic

2008/2012  international and national passenger services with cabotage (still under discussion)

Modern Rail Infrastructure – how to finance?

1994:
„Essen list“ – 14 projects
→ failure

2004:
30 TEN-T priority projects
+ ERTMS + Galileo

→ Financing??? (EU-Budget 2007-13)

→ national and EU contributions unbalanced and insufficient!
Competition between modes – remaining disadvantage for rail

- remaining disadvantage for rail, in particular **external costs** (damage for the environment, noise emissions, etc) are not taken into account in road pricing

- **commitments** of the White Paper 2001 and by the European Council 2001 (Göteborg) **not realised**

- **disappointing** result of **Eurovignette discussion**: decision on internalisation of external costs has been put off once more

Conclusions: The political framework has to become more balanced and consistent

1. Railway **companies and employees have delivered** a substantial contribution to the revitalisation of the railways

2. The political framework is still unbalanced and inconsistent
   - Eurovignette: Commission asked to speed up the announced new report as a basis for further legislation
   - Need for fair competition rules!
   - Enforcement of the 1st and 2nd Railway Package
   - Finalisation of the 3rd Railway Package (improvements still required!)
   - **No further legislation before effects are known!**

3. Nevertheless, there are **interesting market opportunities** for rail in the years to come!
Thank you for your attention!