

## Editorial

**R**ail transport is not something that has developed by itself. The system we have, and the ongoing improvements to it, are the result of countless hours of effort by dedicated people over the last 200 years. It has been invented, developed and maintained by individuals, and its future depends on decisions by human beings – staff, customers, and politicians.

In October, the rail sector celebrated this very personal, individual, and human dimension of European rail transport. CER and UNIFE presented, for the first time, European Railway Awards in order to reward those people who have paved the way for the sector's European future.

We hope that the vision and persistence of former EU Transport Commissioner Karel Van Miert, and the father of the French TGV, Jean Dupuy, remind today's decision-makers of their potential impact and the legacy they can leave for the future. Hopefully, one day we will also be able to look back at the courageous transformation of the system of transport infrastructure charging and congratulate politicians for having introduced the "polluter-pays" principle.



## European Railway Awards 2007

For the first time, the railway sector presented the "European Railway Award". At a festive ceremony on 17 October in the Brussels Bibliothèque Solvay with more than 150 guests, CER and UNIFE paid tribute to the achievements of outstanding personalities who significantly contributed to the promotion of European rail transport.

Two prizes were presented at the ceremony; one for technical achievements in European railways, the other for political vision and progress in the legal framework. The award for technical achievements was presented to Jean Dupuy – the man responsible for the development and rollout of the very first French TGV. The second award was presented to former EU Commissioner for Transport, Karel Van Miert. He is best known for laying down the foundations for the creation of an integrated European railway market.



Commission Vice-President Jacques Barrot and CER Chairman Aad Veenman handing over the prize to Karel Van Miert.

In his opening ceremony address, André Navarri, UNIFE Chairman and President of Bombardier Transportation, underlined that investment in railways creates jobs, contributed to economic growth and cited Spain as a very recent example of this.

In her honorary speech for Jean Dupuy, Anne-Marie Idrac, CEO of French railways SNCF, praised him for being the personification of the high speed train TGV: "All through the development phase and in your different positions in SNCF, you managed the high speed train project with utmost precision, persistence and will," she said. *cont'd. on page 2*



## European Railway award – cont'd.

Ms Idrac continued: "In the middle of the 1960s, at a moment when priority was being given to road and air transport projects, Mr Dupuy succeeded in convincing people that there was room to develop passenger rail transport."

to meet their responsibilities, and with the support of the European corridor coordinators engage in those projects which are crucial for sustainable development in Europe," Mr Barrot said. He congratulated his predecessor for his perseverance in supporting, as EU corridor coordinator, the important European Berlin – Palermo axis, and the Brenner tunnel.

Karel Van Miert accepted the trophy by agreeing with Jean Dupuy that people should have a dream to chase. He reminded the audience that the corridor dream also had many obstacles to overcome but now is



Jean Dupuy accepted the award not only in his name but in the name of all the engineers, technicians, and employees who worked in close cooperation with him. He concluded by presenting his dream: following the example of the airline industry, railway undertakings and industry would cooperate to build a joint European train, the "railbus".

European Commission Vice-President Jacques Barrot held a very personal laudation to Karel Van Miert. Vice-President Barrot underlined the importance of the recommendations for priority projects of the Van Miert group in 2003 that lead to the current EU policy on sustainable transport. "Public bodies need

a generally accepted concept.

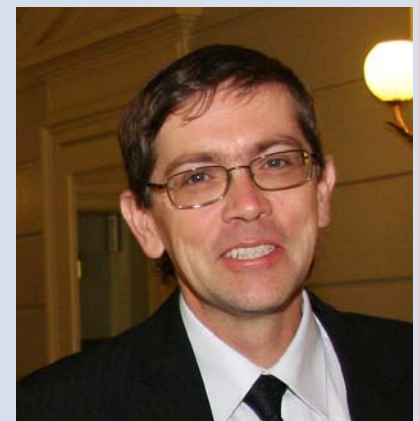
In summing up, Aad Veenman, CER Chairman and CEO of Dutch railways NS, mentioned the role of the European Commission in putting rail high on the EU's political and economic agenda. He concluded that the awards given out that day to highlight and draw attention to the achievements of two individuals. "The modern world, and even the railway world, is made by man," he said, adding, "People, both good engineers, good politicians but certainly also good train drivers, conductors, maintenance staff, station service staff, and so many more, are making the railways what they are."



Above: Karel Van Miert in discussion with Vice-President Jacques Barrot and Jean-Michel Dancoisne (upper picture), and with Marcel Verslype, Karel Vinck and Aad Veenman (lower picture).

Left : Anne-Marie Idrac and André Navarri handing over the European Railway award to Jean Dupuy.

## New CER Deputy Executive Director



At a meeting on 28 September, the CER General Assembly confirmed Libor Lochman as the new Deputy Executive Director of CER.

Libor Lochman is a former Director of the Czech Railway Research Institute and joined CER in 2006. CER is the only transport organisation in Brussels whose strong membership in Central and Eastern Europe is also reflected in the management.



## CER General Assembly convenes in Bucharest

At the 31st General Assembly of the Community of European Railway and Infrastructure Companies (CER) on 28 September in Bucharest, the sector decided to define a precise target to reduce CO<sub>2</sub> emissions by 2020. The CEOs of European railways and infrastructure managers committed themselves to clearly indicate a figure by the end of the year on the contribution of the sector to the EU reduction target of 20%.

Aad Veenman, CER Chairman and CEO of Dutch railways NS, said after the convention, which was hosted by the five Romanian CER members, CFR, CFR Marfă, CFR Călători, Servtrans Invest and GFR: "The transport sector is a key factor in achieving the EU's target, as it is the only industry where emissions are still increasing. Rail transport, with its system advantages in this respect, is part of the solution to this challenge. Nevertheless, the railways will take their share of responsibility and are ambitious to do even better."

The organisation of the meeting in Bucharest was a symbolic way for the European railway community to mark the accession of Romania to the EU and welcome Romanian CER member companies as full members of the association.

The convention was opened with a welcome by Ludovic Orban, Transport Minister of Romania. He gave an overview

on the developments in the Romanian rail transport market and expressed his satisfaction at being in a position to fully participate in the shaping of European transport policy now that Romania had joined to the EU.

## Romanian Transport Minister supports internalisation of external costs

At the margin of the General Assembly, Aad Veenman, Johannes Ludewig and Constantin Manea, Managing Director of CFR, met with Ludovic Orban, the Romanian Transport Minister. The discussions focused on the financing of the railway sector. The Minister pointed to the need for Romanian railways to renew their wagon fleet and

modernise the infrastructure.

CER seized this opportunity to present the business case analysis on the major European rail freight corridors describing, in particular, the necessary investments to increase the capacity on the extended ERTMS corridor E from Frankfurt/Hamburg/Berlin to Constanta. The Minister deplored the lack of resources to invest in infrastructure and supported both the principle of the internalisation of external costs and earmarking revenues from user charges for transport projects.

CER stressed that in Romania, similarly to other Central and Eastern European countries, rail freight market shares were still relatively high. Mr Veenman and Mr Ludewig shared their experience of national transport policies in Western Europe and said they would encourage Romania not to repeat the old mistakes of concentrating infrastructure investments solely on motorways. They argued for a balanced approach, based on the complementarity of both transport modes.

From left: Johannes Ludewig, Constantin Manea, Ludovic Orban, Aad Veenman



## Set-back for gigaliners in Europe

On 10 October, the Transport Ministers on the level of German "Länder" decided not to introduce over-sized trucks in Germany. After trials in three Länder (Lower Saxony, North Rhine-Westphalia, Baden-Wurttemberg) and several studies on the risks of gigaliners, the Ministers came to the conclusion that the costs to society would outweigh the economic benefit.

In the UK, a National Opinion Poll survey showed that 75% of the general public is opposed to the introduction of gigaliners or "road trains" onto UK roads. The survey further revealed that 80% of the general public favoured the government encouraging more freight to go by rail instead of by road.

Recent studies in Germany and the UK found that all previous increases in vehicle dimensions did nothing to halt heavier, larger lorries doing more mileage and driving around with ever lower load efficiency. According to research by the transport consultancy MTRU published in October, in the UK, the average payload has fallen considerably since 1983, with very little evidence of even short term increases. Since 1995 there has been relative stability, although weight limits have increased twice, allowing an extra 6.5 to 7

tonnes payload on 6 axles (see figure below).

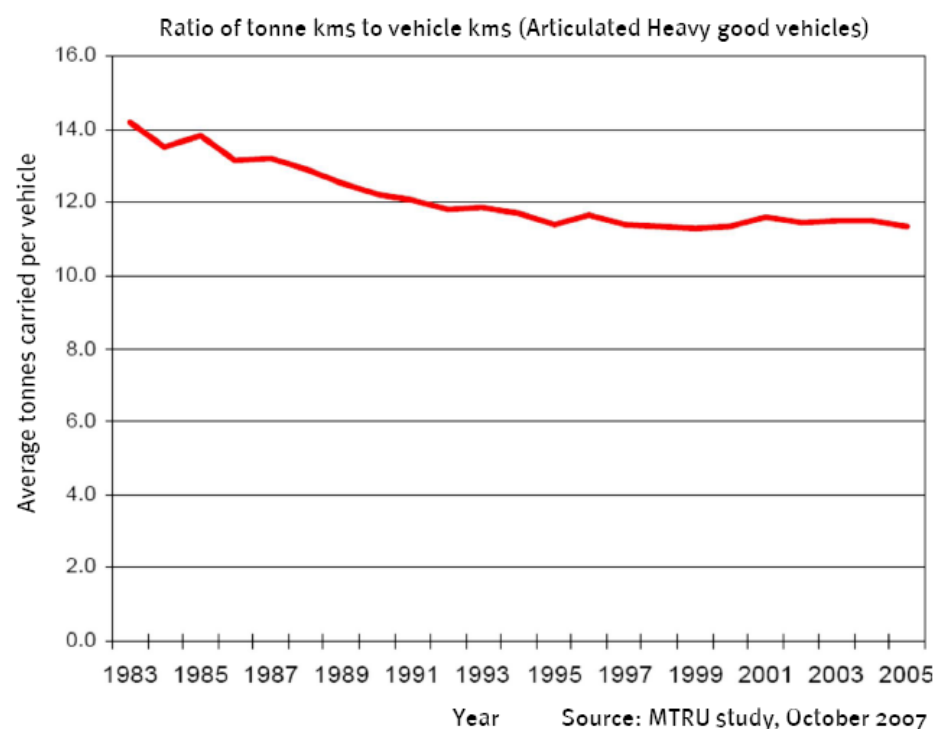
The UK Department for Transport is considering allowing trials of trucks between 25.5 and 30 metres long which weight between 60 and 84 tonnes onto UK roads. The department is said to favour a 60 tonne 25.25 metre truck - which is 50% longer and over a third heavier than existing 44 tonne lorries.



On the European level, the European Commission has ordered a study on the possible impact of allowing mega-trucks in Europe, taking into account the effects on emissions, safety, modal split, bridges and tunnels and on logistics in general. The results are expected to be presented in May 2008 at the earliest.

The European rail sector is concerned by the issue of introducing gigaliners because several studies demonstrated a reverse effect on rail transport, in particular on combined transport and single wagon traffic.

More information is available on:  
<http://www.freightonrail.org.uk>  
<http://gueter-auf-die-schiene.de>



## European survey: Road traffic much more annoying than railway noise

Road traffic is perceived as the most annoying source of transport noise emissions by residents of EU metropolitan areas. According to the first results of a European wide online survey on noise annoyance and noise sensitivity, 52% reported to be at least moderately annoyed by road traffic noise, while only 16% complained about railway noise.

The study is carried out by the Leibniz Research Centre for Working Environment and Human Factors at the University of Dortmund (IfAdo) in the context of the European research network SILENCE. The aim of this network, co-funded by the European Commission, is to develop recommendations and rules for noise abatement. For this, the scientists focussed their interest particularly on annoying traffic noise and how it is perceived by residents in urban areas.

So far, more than 2100 persons from 14 European countries mainly living in Germany, Italy and Poland participated in the SILENCE online survey on noise annoyance and noise sensitivity. The questionnaire is available in 10 languages: Catalan, German, English, French, Italian, Hungarian, Spanish, Swedish, Dutch and Polish.

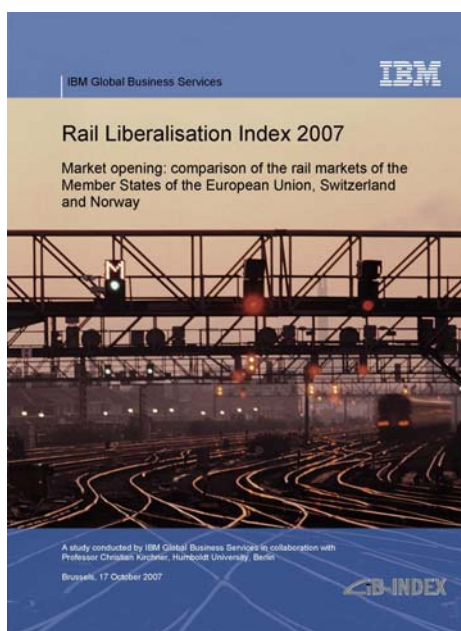
On average, respondents from Germany and Poland reported a higher degree of noise annoyance than participants from Italy and other European countries. This corresponds to the result that 53% of the German and 49% of the Polish participants live in (rather or very) noisy areas, while this is true only for 40% of Italian respondents and 44% of other countries.

Noise annoyance is significantly influenced by the individual noise sensitivity, meaning that sensitive persons felt more annoyed than robust persons. Concerning the various aspects of sensitivity, habitation and sleep proved to be the most significant predictors for annoyance.

The online survey is available at:  
<http://www.ifado.de/SILENCE/>.

## Rail Liberalisation Index 2007

On 17 October 2007, IBM presented the "Rail Liberalisation Index 2007" (LIB Index) in presence of Vice-President Jacques Barrot in Brussels. The study, which is published for the third time, analyses the



degree of market opening of rail transport markets in the EU, Norway and Switzerland. It is a benchmark for legal and practical market access barriers seen from the perspective of an external railway undertaking seeking access.

The study examines two criteria to describe market openness: 1) the legal framework and 2) practical access conditions, such as barriers to information, administrative and operational barriers. A separate index shows the competitive dynamics reflected in rail's modal split and in the market shares and number of external railway undertakings.

The LIB Index 2007 shows that all countries have continued to open their rail markets since 2004 and the gaps between them are now much smaller overall. However, there are still no uniform access conditions, as high market access barriers still exist in some countries. According to the study, the most liberalised countries are Great Britain, Germany, Sweden and the Netherlands. The members of this top group

remain unchanged compared to the 2004 study. In a greater number of countries market opening is only beginning. Luxembourg, France, Greece and Ireland belong to this group.

Romania and Bulgaria, which had already introduced rail reforms prior to EU accession on 1 January 2007, have liberalised their rail markets more than some founding members of the EU.

The LIB Index 2007 also shows that rail regulation continues to vary considerably from country to country.

The study includes a separate index for rail freight transport and rail passenger transport. As the first two editions, the study was conducted in collaboration with Professor Christian Kirchner from Humboldt University, Berlin.

The study can be downloaded at [www.db.de/liberalisation-index](http://www.db.de/liberalisation-index). English and French versions are available.

## Good cooperation with European Commission on rail freight corridors

In the context of the fourth CER/UIC High Level Freight meeting, CER published a business case analysis of six European freight corridors which was carried out in the last months in cooperation with UIC and McKinsey. The CEOs of 30 European rail freight operators presented the study first to Matthias Ruete, Director General for Transport and Energy of the European Commission, who appreciated the good cooperation with CER on this issue. Afterwards CER held a press briefing and explained the results of the study to the Brussels rail transport correspondents.

The study indicates detailed investment needs in order to accommodate an increase of rail in the modal share of land transport by about 5%. With total investments of €145 billion by 2020, capacity of the major European freight corridors could be increased by 72% and modal share increased from 17% to 21-23%. The investment is needed to alleviate bottlenecks, enable infrastructure to accommodate longer trains and provide an adequate network of freight terminals. By removing bottlenecks, additional capacity will be created and service quality will improve. By upgrading the infrastructure to accommodate longer trains (of 750m, 1000m in some places), unit costs will go down and productivity will increase.

On the evening before the meeting the CEOs met with several representatives from the European institutions. Fotis Karamitsos, Director Logistics, Innovation, Co-modality & Maritime Transport of the European Commission, introduced the topic of the evening: "Rail transport – a key element of the European logistics chain", in the framework of the new Freight Logistics Action Plan of the European Commission.



## Opening of St Pancras station

On 6 November, HM Queen Elizabeth II opened the recently restored London station St Pancras International, which is the new London destination of Eurostar services from Brussels and Paris.

The ceremony, attended by VIPs and dignitaries, marked the opening of the station building and launch of "High Speed 1", and signalled the final seven days of preparations to move Eurostar's entire London operations overnight, which began commercial services from St Pancras International on the morning of 14 November.

The event celebrated the culmination of a £5.8 billion engineering project, built by London & Continental Railways on time and within budget. St Pancras International is Eurostar's new London home since 14 November, while High Speed 1 provides Eurostar with a dedicated, 109km high-speed line between central London and the Channel Tunnel. The new line enables Eurostar trains to travel at their full speed of 300km/h, cutting journey times between London and the Continent by at least 20 minutes.

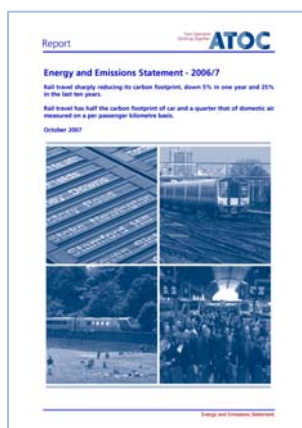


## Rail travel further reduces carbon footprint

ATOC, the UK Association of Train Operating Companies, recently published the Energy & Emissions Statement 2006/7. The report shows that rail continues to be one of the most carbon-friendly forms of transport which emits approximately half the carbon dioxide per passenger kilometre of cars and a quarter that of domestic air transport.

In the last year alone, rail has reduced its overall emissions per passenger kilometre by 5% after taking into account a small increase in the carbon intensity of UK electricity generation. This brings the total reduction by rail for the last ten years to 25% - nearly three times the rate of improvement achieved by car.

In the case of car travel, average carbon emissions per passenger kilometre fell only by 9% over the last ten years. In the same period, domestic air travel has increased in carbon intensity by 11%. The full report can be downloaded at <http://www.atoc-comms.org>.



## ČD Cargo

On 22 October, the Czech government approved the separation of cargo transport from the national railway operator ČD into an independent unit, ČD Cargo, as of 1 December 2007. About 13 000 out of 57 000 staff of ČD will be transferred to the new company. ČD Cargo will have a share capital of €3.2 million. ČD annually transports 80 million tonnes of goods and last year, the cargo transport division made a profit of €6 million.

## WLB with separate rail freight subsidiary

In September this year, CER member Wiener Lokalbahnen (WLB) has set-up a separate company for its rail freight business. The management board and the supervisory board approved the establishment of Wiener Lokalbahnen Cargo GmbH.

In recent years, freight transport has made a significant contribution to the internationalisation of WLB: In 2002, WLB started a long-distance transports between the Austrian port of Enns and Bremerhaven in Germany. A year later, a commercial transport between Vienna and Duisburg was launched. Today, WLB Cargo has access to important port terminals in Europe, such as Antwerp, Hamburg and Budapest. Together with partners, WLB offers conventional and combined traffic as well as occasional and spot automotive traffic between the Netherlands, Germany, Austria, Hungary, Romania, Bulgaria, Turkey, Slovakia, Czech Republic, Poland and Slovenia.

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