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News of the Week

CER participates in 2015 TEN-T Days in Riga

Transport Ministers from 12 European Member States, transport CEOs and over 1 000 transport stakeholders joined the high-level transport conference 'TEN-T Days' in Riga on 22-23 June. The event, co-organised by the European Commission and the Latvian Presidency, focused on how infrastructure transport projects can attract innovative funding solutions, and how investing in transport infrastructure can lead to economic growth and jobs.

The Trans-European Transport Network (TEN-T) policy of the European Union aims to remove missing links between the transport networks of Member States, eliminate bottlenecks, and overcome technical barriers. The TEN-T Days are organised in order to bring together policy makers and stakeholders to discuss the development of the TEN-T network, with a special focus on the Core Network Corridors, their implementation and financing.



Pictured from left to right: Estonian Minister of Economic Affairs and Infrastructure Kristen Michal; Latvian Transport Minister Anrijs Matīss; European Commissioner for Transport Violeta Bulc; European Coordinator for the TEN-T North Sea-Baltic Corridor Catherinne Trautmann; and Lithuanian Transport Minister Rimantas Sinkevičius.

In the opening session, European Commissioner for Transport Violeta Bulc and the Latvian Minister for Transport, Anrijs Matīss, who currently holds the Presidency of the Council of the European Union, presented the challenges facing Europe's new TEN-T policy. Transport Commissioner Bulc called upon all actors - national, regional, public, and private - to make the best use of financial instruments, such as the Connecting Europe Facility (CEF) and the new European Fund for Strategic Investments (EFSI), and urged actors to follow the recommendations of the Christophersen-Bodewig-Secchi report in order to attract the necessary private investment. Latvian Transport Minister Matīss cited Rail Baltica as a prominent example of innovative and cohesive infrastructure, as it will not only connect the major Baltic cities via the



European standard gauge - paving the way for new mobility solutions for passengers and freight - but also mark the symbolic reconnection of the Baltic region with the core of Europe.

Regarding the latter, the Ministers of Finland, Estonia, Latvia, Lithuania and Poland used the occasion of the TEN-T Days to sign a declaration on the implementation of the Rail Baltica project, which is to become the backbone of the North Sea Baltic Core Network Corridor. Furthermore, Commissioner Bulc and the Ministers of the Western Balkan States agreed on the indicative extension of the core network and the corridors in the Western Balkan countries. The mandate of the corridor coordinators will also be extended into the region.

CER Executive Director Libor Lochman spoke at a side-workshop on 'EU rail freight corridors - for seamless rail freight services across Europe', together with Jürgen Maier, Head of International Affairs at BLS, and Gerhard Troche, Policy Officer at DG MOVE.

In his speech, Mr Lochman highlighted the growth potential of freight in Europe until 2050, for which on the rail side, rail freight corridors are expected to be the key drivers. In order to achieve this, and to move from a patchwork of corridors to a real European network of corridors, Mr Lochman highlighted specific provisions of Regulation 913/2010 (concerning a European rail network for competitive freight) related to pre-arranged paths, reserve capacity, and traffic management which should be improved, and listed already existing initiatives from the rail sector which help but are not sufficient. Concretely, Mr Lochman presented necessary steps in the short, medium and long term needed to create a competitive European corridor network, including a fair intermodal level playing field, harmonisation of corridor processes, and the revision of Regulation 913/2010 to set goals and framework conditions instead of defining them upfront. For the very short term, Mr Lochman highlighted the urgency in finding solutions for the hurdles created by EU law with regard to ETCS, driver's licences, locomotive authorisation and safety certificates, all of which have put immense pressures on rail freight operators operating border-crossing services.

The TEN-T Days in Riga also gave the European Commission the opportunity to present the results of a recent Fraunhofer study 'Cost of non-completion of the TEN-T'. Key findings show that the impact of EU investment in transport infrastructure is high: 1.8% of GDP growth and 10 million jobs will be created.

In closing, it was announced at the TEN-T Days that the Connecting Europe Facility Committee will vote on the projects selected for the allocation of the EUR 11.9 billion of EU funding available under the 2014 CEF call, on 10 July 2015.

The Christophersen-Bodewig-Secchi Report can be accessed [here](#).

The Fraunhofer study 'Cost of non-completion of the TEN-T' can be accessed [here](#).

For more information, please contact Hans.Besser@cer.be.

CER visits the railways of Bosnia Herzegovina and Montenegro

Last week, CER Executive Director Libor Lochman and CER's Agnese Danelon visited the CER members from Bosnia Herzegovina and Montenegro.

On 25 June, the CER delegation was welcomed in Sarajevo by Mr Zlatko Bevanda, Director general of BHŽJK (Bosnia Herzegovina Public Railway Corporation), Mr Nijaz Puzić, Director General of JP ŽFBH (PE Railways of the Federation of Bosnia and Herzegovina), Mr Branislav Đurića from ŽRS (Railways of Republic Srpska)

and Mr Mustafa Kovačević - Ministry of Communications and Transport. The meeting was also attended by Mr Fikret Mršo and Mr Vlado Budimir from JP ŽFBH, and Mr Hamdija Šaljić and Mrs Lejla Cero from BHŽJK.



Pictured from left to right: Mrs Lejla Cero, -BHŽJK; Mr Hamdija Šaljić, BHŽJK; Mr Zlatko Bevanda, Director-General of BHŽJK; Mr Vlado Budimir, JP ŽFBH; Mr Mirsad Hasković, JP ŽFBH; Mr Nijaz Puzić, Director-General of JP ŽFBH; CER's Libor Lochman; Mr Branislav Đurića, ŽRS; Mr Mustafa Kovačević, Ministry of Communications and Transport; Mr Fikret Mršo, JP ŽFBH.

The delegation from Bosnia and Republica Srpska and CER had the chance to talk about the general situation of the rail system in Bosnia Herzegovina and about the future plans and challenges of BHŽJK, JP ŽFBH and ŽRS.

The day after, Mr Lochman and Ms Danelon travelled from Sarajevo to Podgorica to meet a delegation representing the railways of Montenegro (infrastructure manager, passenger company, freight company and rolling stock maintenance company).

Prior to the meeting with Montenegro railway companies, the CER delegation had the opportunity to meet the Minister of Transport and Maritime Affairs of Montenegro, Ivan Brajović, who updated CER about the latest news from the TEN-T Days in Riga where Commissioner Bulc and Ministers of the Western Balkan States agreed on the indicative extension of the Core Network and the Corridors in the Western Balkan countries.



Libor Lochman with Montenegro Minister for Transport and Maritime Affairs, Ivan Brajović

Together with Rešad Nuhodžić, Chairman of the Board of Directors, and Milivoje Pavićević, Executive Director, of MONTECARGO JSC, Mr Milan Čolaković, Executive Director from Railway Infrastructure of Montenegro JSC, Milojica Zindović, Executive Director from Railway Transport of Montenegro JSC and Milorad Vuković, Executive Director from Railway Rolling Stock Maintenance JSC Podgorica, CER discussed the status quo of Montenegro both from the political and the transport perspective.



Libor Lochman with Chief of Cabinet of Montecargo JSC Mr Boris Petkov; Milorad Vuković, Executive Director, Railway Rolling Stock Maintenance JSC Podgorica; Milojica Zindović, Executive Director, Railway Transport of Montenegro JSC Podgorica; Milan Čolaković, Executive Director, Railway Infrastructure of Montenegro JSC Podgorica; and Milivoje Pavićević, Executive Director, Montecargo JSC Podgorica

CER was very pleased to see that the Bosnian and the Montenegrin railways have many plans to develop their services in the forthcoming years and offered the full support of its knowledge to help them in developing their activities.

For more information, please contact Libor.Lochman@cer.be or Agnese.Danelon@cer.be.

European Parliament News

Better Regulation: kick-off meeting on Interinstitutional Agreement

Negotiations on proposals to revise the Interinstitutional Agreement on Better Regulation kicked off on 25 June with a meeting in the European Parliament between EP President Martin Schulz, European Commission President Jean-Claude Juncker, Latvia's Prime Minister, Laimdota Straujuma, representing the current Presidency of the Council of the EU and Luxembourg's Prime Minister Xavier Bettel for the incoming Presidency.

Following the meeting, President Schulz stated:

"The negotiations on the interinstitutional agreement can have a far-reaching impact on the way the EU institutions function and cooperate. This is about the democratic legitimacy of the decision-making process, about the way their decisions are prepared, and about the involvement of the public and stakeholders. That is why we decided to start negotiations today at the highest level with the presidencies of the three institutions concerned.

An important objective of this exercise is to reduce unnecessary administrative burdens, in particular for small and medium-sized enterprises. For the European Parliament, it is however essential that we do not compromise on standards. Better Regulation should not mean deregulation and should not result in weaker social, environmental, health or safety standards.

The role and nature of impact assessments are likely to be a central issue in the negotiations. Parliament believes that impact assessments can be an important tool in reaching well-informed decisions, but at the same time it wishes to ensure that impact assessments are not used in such a way as to hinder or even unduly replace democratic and political decision-making.



Pictured from left to right: European Commission President Jean-Claude Juncker, European Parliament President Martin Schulz, Latvian Prime Minister Laimdota Straujuma and Luxembourg Prime Minister Xavier Bettel.

This negotiation is an opportunity to raise the quality of our legislative work on issues ranging from the need to jointly agree on priorities and programming to the use of delegated and implementing acts, from a sharper focus on implementation to clear communication on which rules come from Europe and which have been added by the Member States themselves. This is an opportunity which we must not waste."

Source: European Parliament, 25 June

EU data protection reform expected by the end of the year

After a first round of talks on EU data protection reform, the Council, the Parliament and the Commission are confident they will reach an agreement within six months.

After being at a standstill for over a year, trilogues on EU data protection reform have started up again.

Addressing journalists after the first round of talks, Chair of Parliament's Civil Liberties, Justice and Home Affairs Committee Claude Moraes (S&D, UK) said that this was "an incredibly important piece of work", consisting of "over 4000 amendments".



Pictured: MEP Claude Moraes (S&D, UK), Chair of the European Parliament's LIBE Committee

The current EU Data Protection Directive was implemented in 1995, long before much of today's technology even existed. For this reason, reforming it is "an urgent priority", stressed Moraes.

Source: The Parliament Magazine, 25 June

The full article can be read [here](#).

A Q&A on EU data protection reform by the Parliament services can be read [here](#).

Commissioner for Justice, Consumers and Gender equality Věra Jourová's remarks on the launch of the trilogue can be read [here](#).

Council of the EU

No news

European Commission News

Reshuffle among Commission Director-Generals - Machado to leave DG MOVE

On Wednesday 24 June the European Commission announced a major reshuffle among its Director-Generals and other senior management positions.

After promoting a first round of changes in the Commission's structure soon after taking office, President-elect Jean-Claude Juncker is aiming with this move to have the most appropriate match between each Commissioner and his/her respective Director-General. In fact, the cooperation Commissioner/Director-General plays a very strategic role in the organisation of the Commission's work, and is qualified as "a close personal relationship based on trust and the mutual provision of information" in the Working Methods of the European Commission, published last November.

The decision will also affect the Directorate-General for Transport (DG MOVE), as its current head João Aguiar Machado is going to take up the same position in the DG for Maritime Affairs and Fisheries as from 1 September 2015. Mr Machado had been appointed Director-General for transport in May 2014.



João Aguiar Machado

Henrik Hololei

Henrik Hololei will be DG MOVE's new Director-General as from 1 October 2015. Mr Hololei had been head of Cabinet for Transport Commissioner Siim Kallas for nine years, before he joined the Commission's Secretariat General as deputy-Secretary General in November 2013.

The Working Methods of the European Commission can be accessed [here](#).

The European Commission press release, reporting the complete list of position changes can be read [here](#).

For more information, please contact Ester.Caldana@cer.be.

Half a billion euro in EU funding for transport research projects

Seventy-five research and innovation projects under the Transport Challenge of Horizon 2020 will receive EUR 484 million in EU funding to turn European air, rail, road and waterborne transport into a greener, safer, more competitive and integrated system.

The selected projects cover all transport modes - air, rail, road and waterborne transport - as well as cross-cutting priorities: green solutions for urban transport, development of Intelligent Transport Systems (ITS),



logistics and infrastructure improvements.

All 75 projects were selected under two calls for project proposals: Mobility for Growth and Green Vehicles.

Two more sub-calls for project proposals just closed in the area of Mobility for Growth, and one call in the area of Green Vehicles will open for submissions on 24 June 2015. There will be further funding opportunities for research and innovation projects in the field of transport.

The projects are each implemented by a consortium of European partners. The Innovation And Networks Executive Agency (INEA) will monitor their progress throughout the project life-cycle.

Overall, EUR 6.3 billion has been earmarked for transport research in Horizon 2020, the main EU funding programme for the period 2014-2020.

More information is available in the [Participant Portal](#).

Source: European Commission, 16 June.

CEEC News

No news

Transport and Environment News

Passengers and the environment: DB is listening to stakeholders

In a dialogue with Deutsche Bahn, customers, environmental associations, transport researchers and other stakeholders in German transport all expressed their views on railway development and policy, in a workshop on passengers, environment and transport, hosted by DB in Nuremberg on 25 and 26 June.

In several sessions, kicked off with a welcome note by Ines Jahnelt, DB's head of environment and noise prevention, topics were discussed ranging from rail passenger expectations to DB's digitalisation initiatives and to rail noise. Competently and entertainingly moderated by DB's Constantin Zerger, the workshop took place in the DB Museum, located just off Nuremberg main station.

Christoph Djazirian, head of rail passenger strategy at DB, presented the company's Mobility 4.0 initiative, with digitalisation understood as the fourth and latest stage of the 'mobility revolution' that started with the steam



The workshop took place at the DB Museum in Nuremberg.



engine. By offering digitally linked services, DB is trying to anticipate challenges such as driverless cars and peer-to-peer car sharing in order to actively shape its future.

The LivingRAIL Roadmap 2050 project, a research project funded by the European Commission, and the potential for modal shift were presented by Claus Doll of the Fraunhofer Institute. High-speed rail could help the shift but was insufficient on its own, also in view of the worrying downward trend of rail in Eastern Europe. In the subsequent discussion, panellists agreed that many things needed to be done to achieve a shift to rail. No full consensus was achieved regarding the proper role of cars in an intermodal system.

Long-distance rail travel in Germany, with specifics on new trains and new connections, was the focus of a presentation by Philipp Nagl, in charge of supply management at DB. Discussant Michael Ziesak from German sustainable mobility association VCD expressed broad support for the concept's direction, but said it did not go far enough. Crucially, a fully integrated timetable was needed.

The impact of digitalisation on DB's production processes was discussed by DB board member Heike Hanagarth, with predictive maintenance given as an example. Referring to DB's recent talks with manufacturers in China, she said more supplier competition on price and quality was needed. She pointed to driverless trains as a 'lighthouse project' within DB. However, a prediction as to whether one would see fully autonomous trains before such cars in Germany was postponed to next year.

Two 'marketplace' sessions saw stakeholders present their views and concerns on topics such as rail ticket pricing, consumer protection, better coordination between connecting trains, regional rail funding, speedier trains and their value, measures for disabled persons, rail noise prevention, bicycle transport, the need to improve rail's image, safety and local government climate programmes.

The various presentations and debates that were had over the two days demonstrated how much civil society in Germany cares about rail and how much DB is ready to listen and to engage with stakeholders from all angles. CER contributed a presentation about its work on rail and environment in the EU.

Ample networking opportunities included a guided tour of the DB Museum and an evening barbecue.

For more information, please contact Stefan.Tobias@cer.be.

Taking rail noise concerns seriously

On 24 June, Swiss Federal Railways (SBB) organised a workshop 'Silent Freight Vehicles on the Rhine-Alpine Corridor' in Bern. The workshop was split into three sections: first policy-makers provided an overview of legislation and incentives on noise; then practical experience from the perspective of wagon owners was presented; finally there was a focus on current technology.

Piotr Rapacz from DG MOVE's Single European Rail Area Unit presented the recent developments in EU rail noise policy. He focused on the existing measures, including the harmonisation of noise-differentiated track access charges, the use of the Connecting Europe Facility (CEF) to fund retrofitting of low-noise brake blocks and the technical specifications for noise (TSI-Noise). The most important item for DG MOVE is the Communication that will be adopted within the next two months. This will set a longer-term strategy on effectively reducing rail freight noise by 2022.



CER pointed out that analysis of methods for wagon fleet optimisation is needed.

MEP Herbert Dorfman (EPP, IT) underscored that the Swiss solution is an excellent one to tackle the rail noise issue but it is a local one. He added that there is a need for a macro-level solution. This was further underlined in the short statements given by the representatives from the corridor countries.

Wagon keepers and their representative association, the International Union of Wagon Keepers (UIP), highlighted the difficulties related to the current noise charging schemes and therefore requested a one-stop-shop for administering noise bonuses. The participants agreed that noise needs a systems approach. It was also demonstrated that retrofitted freight wagons have increasing life-cycle costs that are not compensated with the current bonuses.

CER's Ethem Pekin made a short statement underscoring policy measures on noise to be based on equal treatment between transport modes. While noting that the railway sector is committed to proceeding with noise abatement solutions, the Commission should be careful not to propose any measures resulting in reverse modal shift away from rail. Analysis of methods for wagon fleet optimisation is needed in order to plan operations when the ban on cast iron blocks enters into force in some countries. Concerning the infrastructure, the Commission should perform a comprehensive cost benefit analysis of acoustic grinding.

For further information, please contact Ethem.Pekin@cer.be.

SNCF announces eight-year transformation of Paris-Nord

Gares et Connexions, the station management subsidiary of national railway holding group SNCF, is to refurbish and expand Paris-Nord station in a phased programme lasting until 2023.

The plans were announced by SNCF President Guillaume Pepy and Anne Hidalgo, Mayor of Paris, on 24 June. At the heart of SNCF's objectives is an increase in space for passengers using the various urban, suburban, domestic and international rail services which serve the station.

Some preparatory works for the refurbishment have already been completed, but the major refurbishment works around the station will start later this year and run for around four years. A second phase would see a major redevelopment of the urban realm around the station with the aim of 'opening Paris-Nord up to the city'.

The concourse and platforms serving RER lines B and D will be the first zone to receive a makeover, to improve connectivity with the rest of the station.

From 2016 work will begin to address the capacity constraints affecting Eurostar. A further significant expansion of the Eurostar facilities is planned for 2019, when a 'Transmanche Terminal' is to be developed by expanding over an existing roadway and taxi drop-off point located between the station and adjacent railway offices.



Interior view of Paris-Nord station

From 2018 to 2023, SNCF and its partners, including architects Wilmotte & Associés and urban design consultancy AREP, will focus on improving links between the city and the station. Another objective is to enhance the connectivity between Paris-Nord and Paris-Est, which will become the terminus for CDG Express trains from Charles-de-Gaulle airport in 2023.

Source: Railway Gazette, 25 June

EIB signs EUR 180 million loan for ADIF

An agreement that will see the European Investment Bank lend a total of EUR 180 million to ADIF Alta Velocidad was signed in Madrid on 26 June, in the presence of Development Minister Ana Pastor, EIB Vice-President Román Escolano and ADIF Alta Velocidad President Gonzalo Ferre.

An initial tranche of EUR 100 million is being made available under the loan which has a 20-year term and a five-year grace period. Infrastructure manager ADIF Alta Velocidad will allocate the funding to the installation of signalling and telecommunications equipment on the high-speed lines for which it is responsible, including ETCS.

The Ministry of Development says that over 810 km of routes are to be equipped with ETCS, including the Valladolid - Burgos high speed line as well as the Vigo - A Coruña and Sevilla - Cádiz routes which have been upgraded with provision for conversion to 1 435 mm gauge in the future. ETCS is also to be installed on the suburban networks serving Madrid and Barcelona.

Source: Railway Gazette, 26 June

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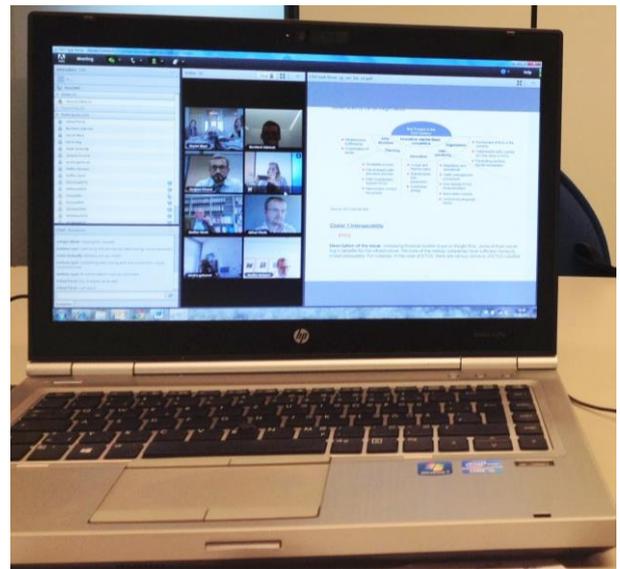
Association News

Preliminary discussion on rail freight in the 21st century

At the last High-Level Freight Meeting on 22 May, Freight CEOs agreed to establish a dedicated CEO task force to address long-lasting hurdles to rail freight. The task force is made up of nine volunteering CEOs from BLS, DBSR, Hungrail, MRCE, ÖBB, SNCF, SBB, Trenitalia and VDV. On 24 June, high-level experts nominated by their Freight CEOs and representatives from UIC and CER discussed a preliminary work programme for the task force, in preparation for a kick-off web conference of the nine concerned CEOs scheduled on 20 July.

Hans Günther Kersten, Freight Director at UIC, welcomed the high-level experts (connected via video conference) who then proceeded to discuss eighteen potential projects to be part of the work programme of the Task Force. The eighteen proposed projects are clustered in four categories: interoperability, corridors, rail operation and innovation. They cover issues as varied as signalling, short-distance cross-border interoperability, train parameters, bottlenecks, timetabling, traffic management, coordination of infrastructure works, digitalisation, etc...

The high-level experts expressed their companies' interest regarding project participation and leadership. At the end of the discussion, most projects had found interested companies to participate in them and lead them.



High-level experts meet via web conference to prepare the CEO task force work programme.

The second round of high-level expert preparatory discussions for the upcoming CEO task force web conference will take place at the beginning of July.

For more information, please contact Jacques.Dirand@cer.be or Eszter.Szabady@cer.be.



European Parliament Key Dates	Place	Date
Committee on Transport and Tourism	Brussels Brussels	13-14 July 31 August
Environment Committee	Brussels	15-16 July
Internal Market and Consumer Protection Committee	Brussels Brussels	29 June 15-16 July
Plenary	Strasbourg Strasbourg	6-9 July 7-10 September

For agendas and background documents please consult:

<http://www.europarl.europa.eu/activities/committees/calendar.do?language=EN>

European Council Key Dates	Place	Date
Transport (Energy & Telecommunication)	Luxembourg	7-8 October
Environment	Brussels	18 September
European Council	Brussels	25-26 June

For agendas and background documents please consult:

<http://www.consilium.europa.eu/press/council-meetings>



CER Agenda

**Newly added or modified entries are highlighted in blue*

Date	Place	Topic	CER contact
30 June	Prague	CER Infrastructure Interest Group meeting	Hans Besser Britta Schreiner
13 July	Brussels	CER Summer Cocktail 2015	Aline Bastin Agnese Danelon
1 September	Tbc	CER Infrastructure Interest Group sub-working-group meeting	Hans Besser Britta Schreiner
23-24 September	Oslo	CER Management Committee and General Assembly	Matteo Mussini (MC) Alena Havlova (GA)
29 September	Brussels	CER Infrastructure Interest Group meeting	Hans Besser Britta Schreiner
29 September	Brussels	36th CER Speakers Meeting	Enno Wiebe
30 September	Brussels	45th CER ERA Steering Unit Meeting	Enno Wiebe
6 October	Brussels	CER Passenger Working Group Meeting	Jacques Dirand Ilja Lorenzo Volpi Pauline Bastidon
7 October	Brussels	Customer Liaison Group	Ilja Volpi
14 October	Brussels	CER Freight Focus Group Meeting	Jacques Dirand Pauline Bastidon Ilja Lorenzo Volpi
18 November	Brussels	CER Assistants Meeting	Alena Havlova
1 December	Brussels	CER Infrastructure Interest Group meeting	Hans Besser Britta Schreiner
1 December	Brussels	37th CER Speakers Meeting	Enno Wiebe
2 December	Brussels	46th CER ERA Steering Unit Meeting	Enno Wiebe
2-3 February 2016	Paris	High-Level Passenger Meeting	Jacques Dirand Ilja Lorenzo Volpi Pauline Bastidon
20-21 April 2016	TBC	High-Level Freight Meeting	Jacques Dirand Ilja Lorenzo Volpi Pauline Bastidon
2-3 June 2016	UK	High-Level Infrastructure Meeting	Hans Besser Britta Schreiner



CER in the Media

No news



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