

The intentions and objectives of implementing the Single European railway area based on the EU market and technical regulatory framework and supported by the results of European railway research

Prague, 04/10/2018

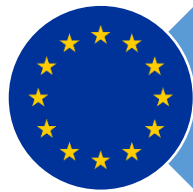
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SERA - The single European Railway Area - The starting point



- The European Union adopted a law addressing the **lack of competition, poor regulatory oversight and low levels of investment** that have long hampered the development of an efficient and coherent rail transport system across Europe:
- **Directive 2012/34/EU** of the European Parliament and of the Council of 21 November 2012 **establishing a single European railway area (recast)**

SERA - The European goals



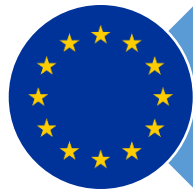
High quality, customer oriented transport services



A level playing field



Cost efficient operations, lower need for public funding



Market driven innovation

SERA - the vision

Free Movement
of passenger
trains

Free
movement of
freight trains

Overcoming
national
borders

Today



Tomorrow



The 4th Railway Package - the next step to complete SERA



Removal of administrative and regulatory barriers; full market opening; effective enforcement of EU legislation

More effective separation between infrastructure management and rail service provision

Strong Regulatory Bodies ("market authorities")

Strong European Railway Agency ("system authority")

More interoperability and improved safety

The new technical regulatory framework

Technical Specifications for Interoperability

- The European Union Agency for Railways (ERA) is driving the technical harmonisation of the European railway network
- The European institutions (EC & ERA) and the MS are working on the reduction of national rules
- Long term goal: Defining a single target system for SERA (e.g. a single overhead contact line geometry)

CER's role & activities in the field of regulation



CER

- CER actively contributes to the work of the **ERA Working Parties** and the work on the **TSIs**
- CER is a member of the **EC Expert Group “4th RP TP”** and gives input to the work on the secondary legislation (IA & DA)
- CER is a member of the **ERA MGT Board** and monitors the Agency's activities
- CER is an acknowledged interlocutor for the **European Commission**

SERA and research

Research & Shift2Rail

- A single target system for SERA will require research in some areas
- The definition of single parameters shall be based on a sound technical assessment as well as an impact assessment.
- In other areas research will support the harmonisation: e.g. noise

CER's role & activities in the field of research

CER

- CER/EIM/UIC strongly support the **continuation** of the successful **Shift2Rail** Joint Undertaking
- CER has been contributing to the work of **ERRAC** and the **ERRAC vision 2050**
- CER promotes a **stronger role** of the **railway operating community** in **Shift2Rail2**

Key elements of the sustainable rail development?

*Intermodal
regulatory level
playing field*

Infrastructure financing



*Innovation &
intermodal
integration*

***Stable regulation after
The 4RP implementation***

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