The European Railways' Pledge

For a More Attractive, Sustainable, Inclusive and Innovative Mobility

We, the European Railways, are managing and operating **the most sustainable mode of motorised transport**. We believe **rail transport must play a pivotal role in addressing climate change and decreasing transport GHG emissions**. For this purpose, there is a simple solution: **increase substantially the modal share of rail transport by 2030**. European railways strongly support this concept, and all intend to increase their passenger and freight volumes.

To reach this goal, we are convinced that a combination of commercial, environmental, financial, and regulatory measures is needed. Some of these measures must be directly implemented by railways. Other must be implemented by the EU and national governments.

We commit today in this pledge to concrete actions to make rail transport more attractive to customers and even more sustainable, more inclusive, and more innovative.

We believe that **the combination of our pledge with EU and national policy measures** (as described at the end of this paper) **will make modal shift a reality in the short term and therefore make a significant contribution to reaching climate neutrality by 2050.**

1. **We pledge to make railways more attractive to passengers and shippers**

- Increase our cooperation with other modes of transport to further develop door-to-door mobility – with railways as the backbone – to support people and shippers in choosing sustainable transport options.

- Improve the travel and ticketing experience for passengers, with easier booking, increased digitalisation of tickets, real time information before and during the journey, better support during disruptions and delays by 2025.

- Work with the European Commission to develop an EU harmonised carbon footprint tool, which should serve as a basis for a transport services label that is legally binding and helps promoting carbon and energy-efficient modes *vis à vis* passengers and shippers.

- Further develop feasible international passenger services, including night trains, and utilise to the full extent the potential of rail for cross-border journeys as alternative to short and medium-haul flights. Promote air-rail multimodal journeys for the longer trips.

2. We pledge to make railways even more sustainable

- Aim at a comprehensive Green Transformation of European Railways including all aspects of sustainability (climate and environmental protection, circular economy, ecodesign, energy transition).

- Reduce rail transport GHG emissions by 30% in 2030 compared to 2015 and reach climate neutrality by 2050 at the latest, and further improve our energy efficiency (already increased by 22% since 1990) by 25% between today and 2050, notably through:

  - A more energy-efficient use of our assets (eco-driving, on-board electricity meters, energy consumption reduction during commercial stops or in standstill, investment in even more sustainable rolling stock, Digital Capacity Management, Digital Automatic Coupling);

  - Greening further of our electricity mix;

  - Complete decarbonisation of rail operations by complementing further electrification with investments in alternative propulsion technologies such as battery, hybrid, hydrogen or biofuel trains when electrification is too costly.

- Increase circular economy in railways to reach a significantly higher recycling rate by 2030.

3. We pledge to make railways more inclusive

- Building upon the CER-ETF "Women in Rail" Agreement, we will further diversify our companies, further increasing the share of women in new recruitments, including at managerial and executive level.

- Encourage the development of apprenticeships in our companies and the recruitment of apprentices, as well as the international mobility of certain junior profiles.

- Improve digital skills of our employees to increase their employability and mobility within our companies.

4. We pledge to make railways more innovative

- Significantly increase our Research, Development and Innovation budgets until 2030.

- Promote railway innovation as a means of attracting technical talents to the sector.

- Facilitate synergies with other industrial sectors to develop common technical blocks.

- Deliver more reliable and productive rail passenger and freight operations in line with customers' expectations and help overcome interoperability barriers thanks to innovation and digitalisation, through the implementation of:

- o Digital Automated Couplers on the relevant rolling stock by 2030 to increase productivity and efficiency, subject to a sound migration plan and strong financial support by the EU;

- o Digital Capacity Management to accelerate capacity provision and punctuality;

- o Digital platforms to enable operational data exchange;

- o Automated Train Operations to accommodate more trains on the existing infrastructure.

- Further develop the collection, storage, processing, sharing, use, re-use, access, and security of rail data to achieve full potential of data economy.

We fully support the European Green Deal Strategy and the Fit for 55 package.

We call upon the European Union and national governments to:

- **commit to modal shift by setting concrete targets** for increased rail modal share for passenger and freight transport, including combined transport, **at national level.**

- **ensure a level playing field between transport modes by internalising external costs,** in particular through the quick adoption of the Fit for 55 package and other European measures, as well as the introduction of an EU-wide VAT exemption for international train services.

- **develop new resources to better finance the railway system and local public transport.**

- **commit to the modernisation of railway networks and increase their capacity and interoperability to accommodate traffic generated by modal shift**, including through the removal of interoperability barriers between national networks and the deployment of compatible ERTMS systems on the full TEN-T network by 2050 at the latest; for this purpose:

  - o provide infrastructure managers with the financial means, through multi-annual financing schemes and relevant legal framework;

  - o support plans of accelerated deployment of ERTMS for countries that want to achieve it by 2040;

  - o increase the percentage of eligible costs and the EU co-financing rate of ERTMS

  - o in the framework of TEN-T policy, promote investments for the development of rail corridors and cross-border sections and make sure that any new technical requirement on the TEN-T network is accompanied by additional financial means.

- **help railway undertakings and vehicle keepers finance costly strategic investments** such as on-board ERTMS or Digital Automatic Coupling, with European and national support schemes, and adapt state aid guidelines accordingly.

- **support the efforts of the sector to improve ticketing**, in line with the CER Ticketing Roadmap.