

Rail freight in the COVID-19 pandemic: impact, response and outlook

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Rail freight during the crisis

Railways have proven to be the **backbone of logistic chains** under strain across Europe, keeping flows of goods moving: **large volumes with minimal human resources**

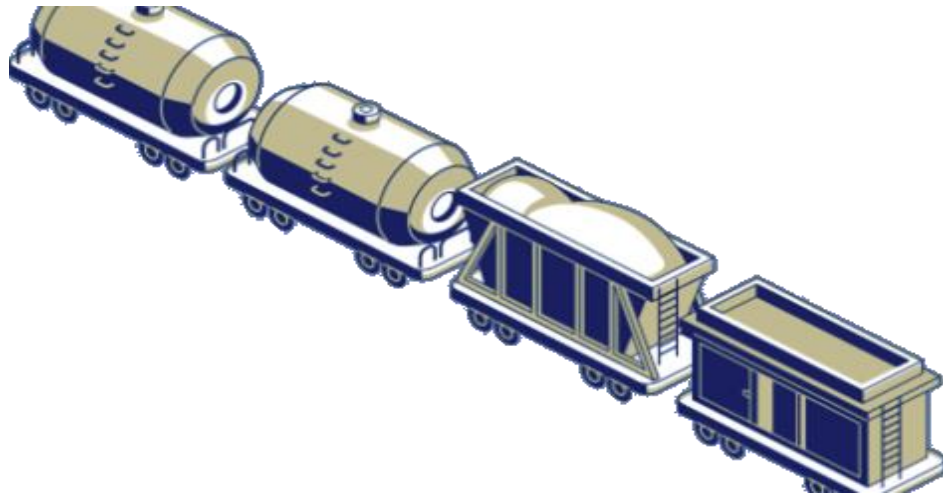
- Temporary shift from road-only to **rail-road operations**
- Small increase of traffic on the **Euro-Asian landbridge**
- Increase of **consumer goods** transportation

Despite of it there is a heavy impact

-25%
average over 2 months
rail freight revenues

€ 80 million per week
€ 800 million since the beginning of the crisis

loss of turnover



2020 Outlook:

€ 4 billion loss

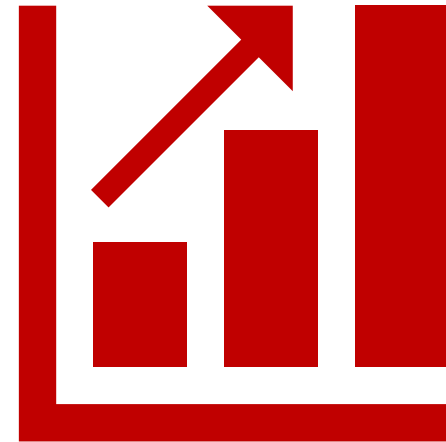
Now? Preparing the recovery phase

- Sector initiatives to prompt **customers' and staff's trust**, via promotion of thorough and viable **health & safety measures**
- Sector-driven initiatives to boost **rail freight efficiency and capacity via digitalisation**, to serve customers better in a **multimodal scenario**
- **At political and legislative level....**
EU exit rules to be expected



In any case:

No trade-off between the **EU Green Deal** ambitions and economic recovery



The CER demands:

- Develop an **action plan for rail freight**
- Improve **cross-border interoperability** by swiftly implementing the TEN-T- Regulation
- Increase **rail-road connectivity**
- Significantly increase the Connecting Europe Facility (CEF) budget for transport in the 2021-27 MFF to **electrifying** further rail tracks, **digitalising** railways (5G, ERTMS) and **reducing rail freight noise**
- Facilitate a scale-up of **private investment in rail projects**, also through the sustainable finance agenda
- Provide robust **funding for research and innovation**

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