

# PRESS RELEASE

Take Aways from today's ALLRAIL Press Conference:

## **Forget the EU Green Deal if there is no fair & equal help for ALL passenger rail companies in the crisis**

**BRUSSELS, 23rd September 2020:**

EU passenger rail has experienced a dramatic decline in demand due to the COVID-19 crisis. Whereas ALLRAIL considers most financial aid schemes taken at the national level as inconsistent and unreliable, there has been some financial help for individual companies. Nevertheless, even though the 2nd wave of the pandemic was predicted months ago, there is **still no uniform European strategy** that supports all rail passenger rail companies fairly and equally – both operators and ticket vendors – both privately and publicly owned.

Market opening in the EU passenger rail sector has benefited all stakeholders. It has led to improved quality, cheaper fares and modal shift to rail. This is the foundation upon which the 27 EU member states **must act – and fast.**

ALLRAIL's President Dr. Erich Forster states: "ALL public transport companies will need substantial financial support during the 2nd wave. If national authorities deny this truth now, they will have to pay the bill in the future. Private companies will significantly reduce their offer and, even worse, their number of employees, causing additional public cost in an already tight job market.

Meanwhile, state-owned companies will settle their losses through future capital increases, paid for by the national taxpayers. In turn, private investors will view the passenger rail sector as too risky, with public money killing off private investment – and they will move on elsewhere."

To emphasise yet again: A non-discriminatory approach must be the overriding principle. **The EU must not turn back the clock** to the days of subsidised rail services provided only by the state-owned rail incumbents.

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The new EU regulation 2020/0127/COD from June 2020 is intended to reduce track access charges. This is a good start but it is neither standardised nor compulsory. Furthermore, there must be no further utopian discussions about turning the clock back to failed projects of the past, such as the Trans European Express TEE 2.0.

Instead there needs to be:

- **Zero track access charge policy**, starting retroactively in March 2020 and lasting until the end of 2021 and
- **Obligatory emergency decree** compensating losses for all passenger rail operators and ticket vendors for at least 18 months – starting in October 2020. This will bolster their current number of employees.

**Ensuring the survival of passenger rail market opening during COVID-19 is the only way to help it to grow and to secure the success of the EU Green Deal.**

For your info: you can watch today's press conference on Youtube [here](#)

**Further links:**

- [www.allrail.eu](http://www.allrail.eu)
- [Twitter](#)
- [LinkedIn](#)
- [YouTube channel](#)
- [Podcast](#)
- [Instagram](#)

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**About ALLRAIL**

**ALLRAIL, the Alliance of Passenger Rail New Entrants in Europe, represents independent passenger rail companies – railway operators and ticket vendors. ALLRAIL promotes competition in the passenger rail market, aiming for an EU regulatory environment that encourages innovative & attractive rail services. Our members share the belief that faster market opening is the only way to help Europe achieve its ambitious climate change targets as set down in the EU Green Deal. ALLRAIL was established in May 2017, and is based in Brussels, Belgium. It is also a member of the Group of Representative Bodies in the EU rail sector. For more information please go to: [www.allrail.eu](http://www.allrail.eu)**