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REPORT FROM THE COMMISSION TO THE COUNCIL AND THE EUROPEAN PARLIAMENT

Fourth report on monitoring development in the rail market

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LIST OF ABBREVIATIONS

AT	Austria	**LV**	Latvia
BE	Belgium	**m**	million
BG	Bulgaria	**NO**	Norway
CH	Switzerland	**n.a.**	not available
CS	Czechoslovakia	**NL**	Netherlands
CZ	Czech Republic	**p**	passengers
DE	Germany	**p.a.**	per annum
DK	Denmark	**pkm**	passenger-kilometres
EE	Estonia	**PL**	Poland
EL	Greece	**PSO**	Public Service Obligations
ES	Spain	**PT**	Portugal
EU	European Union	**q**	quarter
FI	Finland	**RMMS**	Rail Market Monitoring Scheme
FR	France	**RO**	Romania
GB	Great Britain	**RU**	Railway undertaking
HR	Croatia	**SE**	Sweden
HU	Hungary	**SI**	Slovenia
IE	Ireland	**SK**	Slovakia
IM	Infrastructure manager	**t**	tonnes
IT	Italy	**tkm**	tonne-kilometres
LT	Lithuania	**Train-km**	Train-kilometres
LU	Luxembourg	**UK**	United Kingdom

LIST OF ANNEXES

General remark: data for Croatia, which became a EU Member State on 1st July 2013, is not yet included (but is provided in Eurobarometer and Eurostat data series)

ANNEX 1

EU legislation applicable to the railway sector

To date, the European Union has exercised its competence inter alia through the following Union instruments:

ECONOMIC / MARKET ACCESS LEGISLATION

- Regulation No 11 concerning the abolition of discrimination in transport rates and conditions, in implementation of Article 79 (3) of the Treaty establishing the European Economic Community (OJ 52, 16.8.1960, p.1121);

- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (recast)

- Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations (OJ L 315, 3.12.2007, p. 14);

- Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (OJ L 276, 20.10.2010, p. 22);

PUBLIC SERVICE OBLIGATIONS

- Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road (OJ L 315, 3.12.2007, p. 1).

INTEROPERABILITY AND SAFETY LEGISLATION

- Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (OJ L 164, 30.4.2004, p. 44, corrected version in OJ L 220, 21.6.2004, p. 16);

- Regulation (EC) No 881/2004 of the European Parliament and of the Council of 29 April 2004 establishing a European Railway Agency (Agency Regulation) (OJ L 164, 30.4.2004, p. 1, corrected version in OJ L 220, 21.6.2004, p. 3);

- Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community (OJ L 315, 3.12.2007, p. 51);

- Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (Recast) (OJ L 191, 18.7.2008, p. 1);

- Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13);

- Directive 2008/110/EC of the European Parliament and of the Council of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways (Railway Safety Directive) (OJ L 345, 23.12.2008, p. 62);

- Regulation (EC) No 1335/2008 of the European Parliament and of the Council of 16 December 2008 amending Regulation (EC) No 881/2004 establishing a European Railway Agency (Agency Regulation) (OJ L 354, 31.12.2008, p. 51);

  Commission Directive 2011/18/EU of 1 March 2011 amending Annexes II, V and VI to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community

  Commission Directive 2013/9/EU of 11 March 2013 amending Annex III to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community

WORKING TIME

Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector

ANNEX 2

FREQUENCY AND PURPOSE OF RAILWAY JOURNEYS

The data hereunder has been extracted from the Flash Eurobarometer Survey 382a on "European satisfaction with Rail Services" (http://ec.europa.eu/public_opinion/flash/fl_382a_en.pdf) carried out by TNS Political & Social network in 26 Member States of the European Union between 9 and 11 September 2013. Cyprus and Malta were not included in this survey as there are no national, regional or suburban trains in those countries. **26,034 respondents** aged 15 years old or more from different social and demographic groups were interviewed via telephone (landline and mobile phone) in their mother tongue on behalf of the Directorate-General for Mobility and Transport. The methodology used is that of Eurobarometer surveys as carried out by the Directorate-General for Communication ("Strategy, Corporate Communication Actions and Eurobarometer" Unit)1 of the European Commission. A technical note on the manner in which interviews were conducted by the Institutes within the TNS Political & Social network is appended as an annex to the report. Also included are the interview methods and confidence intervals.

2a. Frequency of use of national, international and regional trains

Q1.1 How often do you travel by ... in (OUR COUNTRY)?

International, national or regional trains (this excludes suburban trains)

	Total 'At least once'	Never	DK/NA
TOTAL	67%	32%	0%
Sex			
Male	68%	32%	0%
Female	67%	33%	0%
Age			
15-24	79%	21%	0%
25-39	71%	29%	0%
40-54	67%	33%	0%
55 +	60%	39%	0%
Education (End of)			
15-	49%	51%	0%
16-19	62%	38%	0%
20+	73%	26%	0%
Still studying	81%	19%	0%
Subjective urbanisation			
Rural village	63%	37%	0%
Small/ Mid-size town	68%	32%	0%
Large town	71%	29%	0%
Length to get to the railway station or stop			
Less than 10 min	70%	30%	0%
From 10 to 30 min	69%	31%	0%
More than 30 min to 1h	63%	37%	0%
More than 1h	49%	51%	0%

Source: Flash Eurobarometer FL382a

2b. Frequency of use of national, international and regional trains

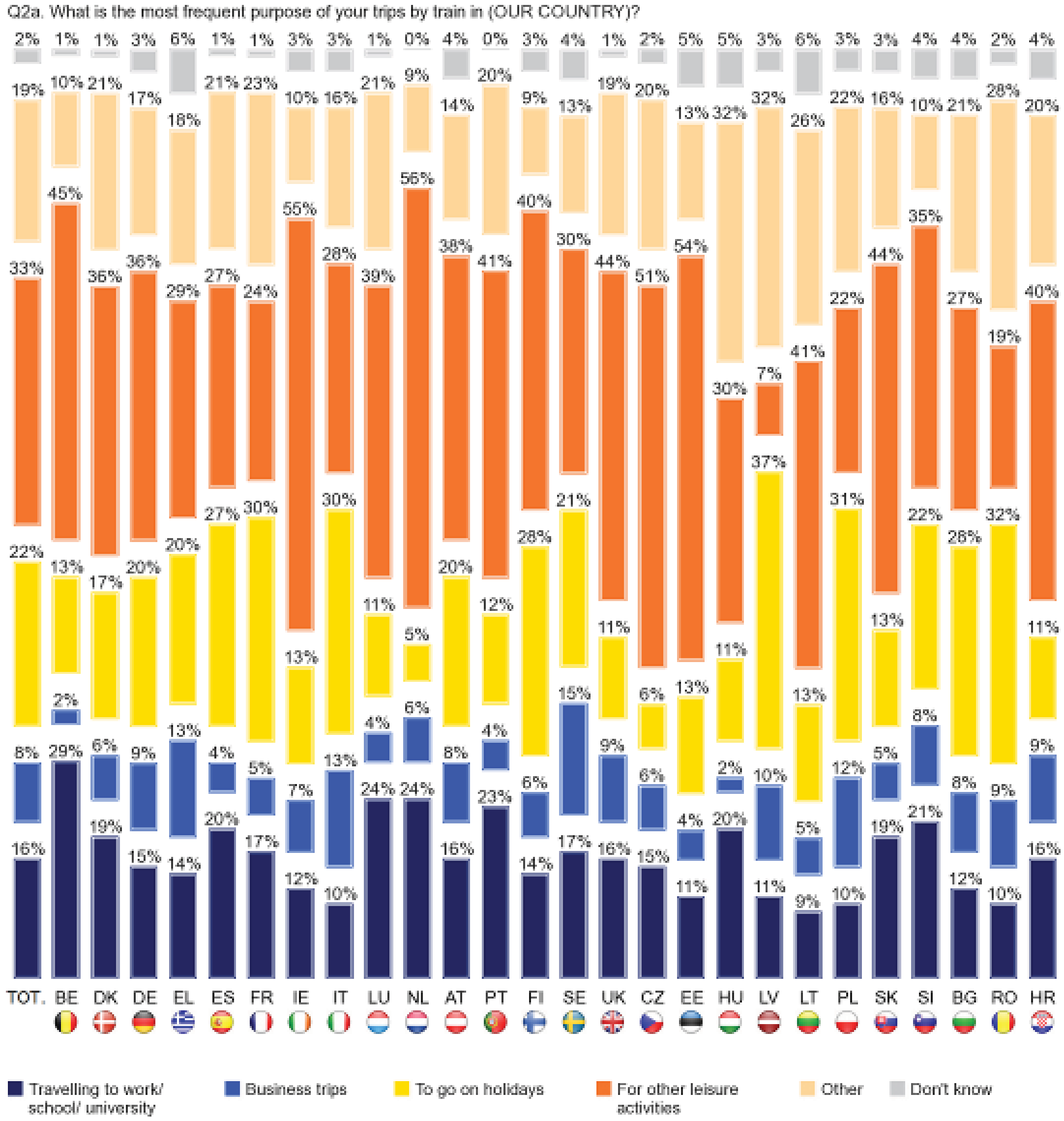
Q1.2 How often do you travel by ... in (OUR COUNTRY)?

Suburban trains

	Total 'At least once'	Never	DK/NA
TOTAL	46%	53%	1%
Sex			
Male	47%	51%	1%
Female	44%	55%	1%
Age			
15-24	58%	41%	2%
25-39	51%	48%	1%
40-54	45%	54%	1%
55 +	38%	61%	1%
Education (End of)			
15-	34%	66%	1%
16-19	42%	57%	1%
20+	50%	49%	1%
Still studying	58%	41%	1%
Subjective urbanisation			
Rural village	41%	58%	1%
Small/ Mid-size town	45%	54%	1%
Large town	51%	48%	1%
Respondent occupation scale			
Self-employed	49%	51%	1%
Employee	53%	47%	1%
Manual workers	44%	55%	1%
Not working	40%	58%	1%
Length to get to the railway station or stop			
Less than 10 min	52%	47%	1%
From 10 to 30 min	46%	53%	1%
More than 30 min to 1h	36%	63%	1%
More than 1h	32%	68%	1%

Source: Flash Eurobarometer FL382a

2c - Purpose of train journeys



Source: Flash Eurobarometer FL382a

ANNEX 3

Modal split for freight and passenger transport since 1995

3a. EU-27 modal split for freight transport (in %, based on tkm, 1995-2011)

	Road	Rail	Inland Waterways	Pipelines	Sea	Air
1995	42,1	12,6	4,0	3,8	37,5	0,1
1996	42,1	12,7	3,9	3,9	37,5	0,1
1997	42,2	12,8	4,0	3,7	37,3	0,1
1998	42,9	11,9	4,0	3,8	37,4	0,1
1999	43,5	11,4	3,8	3,7	37,6	0,1
2000	43,4	11,5	3,8	3,6	37,5	0,1
2001	43,9	10,9	3,7	3,8	37,6	0,1
2002	44,5	10,6	3,7	3,6	37,6	0,1
2003	44,5	10,7	3,4	3,6	37,7	0,1
2004	45,2	10,8	3,5	3,4	37,0	0,1
2005	45,5	10,5	3,5	3,4	37,0	0,1
2006	45,4	10,8	3,4	3,3	37,0	0,1
2007	45,9	10,9	3,5	3,1	36,7	0,1
2008	46,0	10,8	3,6	3,0	36,6	0,1
2009	46,5	10,0	3,6	3,3	36,8	0,1
2010	45,8	10,2	3,8	3,1	36,9	0,1
2011	45,3	11,0	3,7	3,1	36,8	0,1

3b. EU-27 modal split for passenger transport (in %, based on pkm, 1995-2011)

	Passenger cars	P2W	Bus&Coach	Railway	Tram&Metro	Air	Sea
1995	73,3	2,3	9,3	6,5	1,3	6,5	0,8
1996	73,3	2,3	9,2	6,4	1,3	6,7	0,8
1997	73,3	2,3	9,1	6,3	1,3	7,0	0,8
1998	73,4	2,3	9,0	6,1	1,3	7,2	0,8
1999	73,5	2,3	8,8	6,1	1,3	7,3	0,7
2000	73,5	1,8	8,7	6,2	1,3	7,7	0,7
2001	73,9	1,9	8,6	6,2	1,3	7,5	0,7
2002	74,5	1,9	8,4	6,0	1,3	7,3	0,7
2003	74,5	1,9	8,4	5,8	1,3	7,5	0,7
2004	74,2	1,9	8,3	5,8	1,3	7,8	0,6
2005	73,4	2,0	8,3	6,0	1,3	8,4	0,6
2006	73,3	1,9	8,1	6,1	1,3	8,6	0,6
2007	73,1	1,8	8,2	6,1	1,3	8,8	0,6
2008	73,1	1,9	8,2	6,3	1,4	8,6	0,6
2009	74,2	1,9	7,9	6,1	1,4	8,0	0,6
2010	74,1	1,8	7,8	6,2	1,4	8,0	0,6
2011	73,4	1,9	7,8	6,2	1,4	8,8	0,6

Notes for tables 3a and 3b:

P2w: Powered 2-wheelers

Road: national and international haulage by vehicles registered in the EU-27

Source: EU Transport in Figures, Statistical Pocketbook 2013, tables 2.2.2 and 2.3.2.

3c. Share of rail in inland freight transport market in EU-27 (in %, based on tkm)

	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
EU-27	20,2	18,5	17,5	17,1	17,3	17,2	16,6	17,0	17,0	17,0	15,7	16,2	17,4

Source: EU Transport in Figures, Statistical Pocketbook 2013, table 2.2.3

ANNEX 4

Evolution of rail transport by Member State, year and market segment (1990-2010), as provided by Member States

Note 1: International transport includes transit

Note 2: This annex provides the data on passenger-km and tonnes-km provided by Member States in RMMS questionnaires. The official source for these indicators remains Eurostat data as provided under Regulation 91/2003.

RMMS data for UK do not cover Northern Ireland.

Note 3: for Spain, for the period 1990-2005, the data include also traffic of regional rail companies and the source used is not RMMS questionnaire.

AT

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	33189	3005	3893	4494	5045	5933	5300	5800	5773	n.a.
	International (m tkm)	8823	10155	12709	14463	15591	11326	12400	14000	16370	n.a.
Passenger transport	**National (m pkm)**				6895	7262	7403	n.a.	n.a.	9222	n.a.
	International (m pkm)				1749	1841	1877	n.a.	n.a.	1651	n.a.
	Of which under PSO (m pkm)					6305	6428	n.a.	n.a.	n.a.	n.a.

BE

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	2631	2232	2030	2353	2330	2220	1675	1779	7525	6775
	International (m tkm)	5723	5055	5644	5777	5818	5662	3764	3950		
Passenger transport	**National (m pkm)**	5592	5785	6317	7771	8547	8913	9005	9231	9489	9520
	International (m pkm)	948	972	1415	1379	1386	1491	1488	1379	1359	1337
	Of which under PSO (m pkm)					8442	8902	8992	9225	9885	n.a.

BG

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	14132	8595	5538	5168	3893	3336	2228	2218	2507	2316
	International (m tkm)			1034	1281	1348	1358	919	964	1082	498
Passenger transport	**National (m pkm)**	7793	4693	3472	2388	2238	2264	2089	2045	2057	1847
	International (m pkm)				60	86	n.a.	55	55	34,4	22,5
	Of which under PSO (m pkm)				334	2040	1972	1807	1740	1717	1575

CZ

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)	n.a.	10330	7399	6222	7267	6510	5485	5714	6239	5839
	International (m tkm)	n.a.	12293	10097	8644	9037	8927	7307	n.a.	10190	10802
Passenger transport	National (m pkm)	n.a.	7602	6681	6285	6536	6324	6133	6263	6408	7264
	International (m pkm)	n.a.	403	619	381	364	479	371	328	305	471
	Of which under PSO (m pkm)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	6713	7140

DE

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)		40100	36500	44400	53784	55928	48667	54529	58996	56326
	International (m tkm)		30400	41000	51000	60826	59724	47167	52787	54322	43469
Passenger transport	National (m pkm)	44600	70977	75404	74946	75516	76909	76583	78515	80697	88547
	International (m pkm)					3587	3856	4349	4538	4281	5316
	Of which under PSO (m pkm)	27400	36277	36226	33695	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.

DK

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)				420	146	134	123	167	196	167
	International (m tkm)				1556	1633	1814	1576	2075	2418	2111
Passenger transport	National (m pkm)				5421	5915	5983	5999	6200	6445	6639
	International (m pkm)				330	438	488	391	378	414	387
	Of which under PSO (m pkm)					6176	6275	6174	6347	6445	6365

EE

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)	6976	760	800	737	858	775	584	724	760	654
	International (m tkm)		3091	7386	9892	7567	5186	5349	5917	5499	4471
Passenger transport	National (m pkm)	1510	421	261	248	246	245	232	229	227	218
	International (m pkm)							17	18	15	17
	Of which under PSO (m pkm)	1510	421	261	248	246	245	232	229	227	218

EL

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**		159	116	149	193	205	128	n.a.	23	42
	International (m tkm)		147	310	464	642	580	411	n.a.	318	240
Passenger transport	**National (m pkm)**		1513	1608	1804	1852	1599	1296	n.a.	954	832
	International (m pkm)		55	21	50	77	59	47	n.a.	3,5	n.a.
	Of which under PSO (m pkm)					0	0	n.a.	n.a.	n.a	832

ES

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	9935	9037	10536	8918	8763	8225	5864	6370	7748	6438
	International (m tkm)	1271	1040	1085	2153	1784	1513	1109	1047	1300	1582
Passenger transport	**National (m pkm)**	14992	14834	18035	19155	19348	21461	21184	20421	20930	20645
	International (m pkm)	484	479	536	653	618	611	516	557	468	449
	Of which under PSO (m pkm)	9538	8206	9596	8617	11500	11581	10912	10555	10936	10728

FI

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)	5944	5936	6802	6607	7581	7588	6141	6915	6797	6804
	International (m tkm)	2413	3357	3305	3099	2852	3189	2731	2835	2598	2471
Passenger transport	National (m pkm)	3254	3133	3345	3401	3675	3940	3785	3869	3767	3907
	International (m pkm)	77	51	60	76	103	112	91	90	115	128
	Of which under PSO (m pkm)					1350	n.a.	n.a.	n.a.	n.a.	1769

FR

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)	31520	26330	29900	21640	25200	26200	23200	22500	25400	22100
	International (m tkm)	15010	14410	18490	13890	17500	14500	9600	7600	8800	10500
Passenger transport	National (m pkm)	73900	64500	80700	69066	74473	78970	n.a.	n.a.	81000	80500
	International (m pkm)					7500	8000	n.a.	n.a.	10300	10700
	Of which under PSO (m pkm)	6100	6800	8500	10200	22500	24100	24300	24400	n.a.	34300

HU

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)		2554	1984	1645	1289	1374	1269	1330	1169	1417
	International (m tkm)		5868	6111	7445	8848	8499	6404	7460	7948	7674
Passenger transport	National (m pkm)	11403	8441	9693	9880	8379	7923	7681	7316	7397	7357
	International (m pkm)	486	334	387	403	372	381	391	376	365	448
	Of which under PSO (m pkm)	11403	8441	9693	9880	8379	7923	7681	7316	7397	7357

IE

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)	589	602	491	303	129	103	79	92	105	229
	International (m tkm)	56	43	22	n.a.	n.a.	n.a.	n.a.	n.a.	0	0
Passenger transport	National (m pkm)				1564	1902	1876	1604	1582	1542	1486
	International (m pkm)				127	105	100	79	96	97	96
	Of which under PSO (m pkm)					2007	1976	1683	1678	1542	1486

IT

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	8,142	9,616	11,787	12,021	13,192	12,445	8,755	8,791	9,146	10,056
	International (m tkm)	11,258	12,073	11,027	10,740	12,093	11,387	9,036	9,826	10,641	10,188
Passenger transport	**National (m pkm)**	44,709	43,859	44,308	43,889	44,707	44,708	43,297	42,486	44,915	45,018
	International (m pkm)			2,825	2,255	1,278	1,059	1,107	863	1,029	735
	Of which under PSO (m pkm)	19840	19605	19942	21,042	21,819	22180	22168	22711	19198	23,502

The PSO pkms refer only to regional traffic and general passenger transport data for the nineties refer to the sum of international and national pkms. From 2000s methodology changes and may result in data which are not fully comparable with data of the nineties.

LT

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**		829	1144	3425	2959	3655	3090	3376	3641	3612
	International (m tkm)		6391	7774	9033	11414	11093	8798	10055	14625	13519
Passenger transport	**National (m pkm)**	1521	746	335	259	223	235	213	226	248	254
	International (m pkm)	2119	384	276	169	186	162	144	n.a.	n.a.	n.a.
	Of which under PSO (m pkm)					223	235	n.a.	n.a.	248	254

LU

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)	112	83	111	75	74	69	43	50	38	25
	International (m tkm)	597	483	572	345	219	445	550	689	847	792
Passenger transport	National (m pkm)				254	233	246	239	246	245	270
	International (m pkm)				18	84	99	n.a.	103	103	107
	Of which under PSO (m pkm)				51	302	328	316	343	n.a.	n.a.

LV

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	National (m tkm)		558	352	509	375	334	257	291	296	372
	International (m tkm)		9199	12958	19270	17929	19243	18467	16887	21166	21406
Passenger transport	National (m pkm)	3327	779	568	800	889	865	686	670	662	640
	International (m pkm)	2039	477	147	94	102	86	70	79	79	85
	Of which under PSO (m pkm)				800	889	865	686	670	662	640

NL

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	1019	721	1033	1073	1195	1059	941	950	970	606
	International (m tkm)	2049	2295	3577	4841	6021	5925	4635	5435	5407	5550
Passenger transport	**National (m pkm)**	n.a.	13500	14700	14752	15634	15895	15927	16002	16582	16842
	International (m pkm)	n.a.	n.a.	n.a.	231	254	275	920	966	897	929
	Of which under PSO (m pkm)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a	n.a

PL

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	59604	43573	33230	25377	29948	29101	28563	27941	33773	28709
	International (m tkm)	23926	25543	21218	24287	23975	22469	15038	21014	20199	20330
Passenger transport	**National (m pkm)**	49683	26346	23844	17109	18772	19628	18243	17918	17582	16927
	International (m pkm)	690	289	248	706	529	489	449	585 (***)	657	939
	Of which under PSO (m pkm)	50373	26635	24092	14448	15895	16196	15316	13645	12743	14634

***= contains transit – hence modification vis-à-vis old RMMS table

PT

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**				2131	2309	2342	1972	2095	n.a.	1843
	International (m tkm)				291	278	208	183	389	n.a.	182
Passenger transport	**National (m pkm)**				3753	3933	4085	4049	4008	4047	n.a
	International (m pkm)				57	55	120	103	103	95,3	n.a
	Of which under PSO (m pkm)					2799	2833	2391	2365	n.a	n.a

RO

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	34764	17907	10757	9341	12075	11821	9530	10345	12139	10896
	International (m tkm)	14147	6313	5673	3601	3682	3415	1557	2029	2579	2574
Passenger transport	**National (m pkm)**	29417	19928	11384	7816	7329	6805	5995	5308	5016	4506
	International (m pkm)	1164	197	247	144	146	152	133	129	17	66
	Of which under PSO (m pkm)	29417	19928	11384	7816	7476	6958	n.a.	n.a.	4814	4325

SE

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	10445	10823	11999	14124	15681	15975	13176	14828	14449	13922
	International (m tkm)	8312	8098	7668	7550	7569	7141	7212 **	8634 **	8415	8121
Passenger transport	**National (m pkm)**	5946	6271	7706	8338	9771	10462	10706	10674	10827	11121
	International (m pkm)	654	562	537	598	499	555	615	544	551	566
	Of which under PSO (m pkm)	2448	3098	3386	3992	4601	4763	5298	n.a.	5294	5438

SI

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	1683	512	571	620	671	303	247	263	1023	1169
	International (m tkm)	2525	2563	2285	2625	2932	3570	2957	3649	2807	2403
Passenger transport	**National (m pkm)**	1166	491	593	666	690	713	718	680	641	741
	International (m pkm)	263	104	112	111	122	121	n.a.	n.a.	131	127
	Of which under PSO (m pkm)	1166	491	593	666	689	711	822	792	760	608* 728 **

*= domestic PSO

**=dom+int'l PSO

SK

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**				1229	1089	940	700	762	712	689
	International (m tkm)						11995	8239	9721	6577	6163
Passenger transport	**National (m pkm)**					1953	2077	n.a.	2102	2203	2197
	International (m pkm)			179	143	195	202	n.a.	187.	209	215
	Of which under PSO (m pkm)			2741	2023	2148	2279	n.a.	n.a.	n.a.	2010* 2226 **

*= domestic PSO

**=dom+int’l PSO

UK

		1990	1995	2000	2005	2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**	16000	13300	17910	20953	20904	20641	18742	18169	20520	21467
	International (m tkm)			990	474	361	436	429	408	460	n.a.
Passenger transport	**National (m pkm)**	32000	30000	39002	43157	48878	51348	51123	54112	56853	59153
	International (m pkm)				1485	1595	1654	1641	1720	1811	1817
	Of which under PSO (m pkm)				42977	48635	51017	50738	53622	56381	58640

NO

		2007	2008	2009	2010	2011	2012
Freight transport	**National (m tkm)**		2670	2804	2115	2508	2531
	International (m tkm)	1002	956	862	1047	1066	958
Passenger transport	**National (m pkm)**	2895	3047	3011	3023	2939	3140
	International (m pkm)	61	67	69	72	74	62
	Of which under PSO (m pkm)	2156	2237	2204	n.a.	2218	2374

Source: RMMS questionnaires filled in by Member States

*For 2010, this figure doesn't take into account data from Eurostar

** From 2009 data for freight transport include transit within Norway

ANNEX 5

Market segments

5a. Market segments in 2012: high-speed, long distance, regional and suburban services (estimations as a percentage of passenger-kilometres)

	Regional / Suburban (UIC type A traffic)				High-speed & Long-distance (UIC type B traffic)				Regional-suburban	High-speed/long-distance
	Suburban	Regional	Total	%PSO	Long-distance/ Intercity	High-speed	Total	%PSO		
AT-Austria			5390	99%	5822	0	5822	83%	48%	52%
BE-Belgium			5520	100%	3055	945	4000	76%	58%	42%
BG-Bulgaria	286	311	597	100%	1250	0	1250	78%	32%	68%
CZ-Czech Republic	853	1826	2679	99%	4622	320	4942	62%	35%	65%
DE-Germany	5900	46500	52400	99%	12795	24605	37400	1%	58%	42%
DK-Denmark	1558	3121	4679	94%	2347	0	2347	100%	67%	33%
EE-Estonia			103	100%	115	0	115	100%	47%	53%
ES-Spain	6633	4093	10728	100%	0	10415	10415	0%	51%	49%
FI-Finland	412	493	905	100%	2423	708	3131	21%	22%	78%
FR-France			25336	100%	11641	52124	63764	46%	28%	72%
GR-Greece	300	266	566	100%	266	0	266	100%	68%	32%
HR-Croatia	-	-	-	-	-	-	-	-	-	-
HU-Hungary	2031	1667	3698	100%	3881	0	2347	100%	61%	39%
IE-Ireland	155,6	311,6	467,2	100%	1115,4	0	1115,4	100%	30%	70%
IT-Italy			22919	100%	9056	12621	21677	21%	51%	49%
LT-Lithuania	-	-	-		-	-	-		-	-
LU-Luxembourg			349	100%	24	0	24	100%	94%	6%
LV-Latvia	-	-	-		-	-	-		-	-
NL-Netherlands			10777	100%	6670	330	7000	95%	61%	39%
PL-Poland			8725	58%	9133		9133	60%	49%	51%
PT-Portugal	2171	451	2622	100%	753	425,7	1179	0%	69%	31%
RO-Romania			1461	100%	3110	0	3110	63%	32%	68%
SE-Sweden			5325	100%	3522	2840	6362	2%	46%	54%
SI-Slovenia			728	100%	-	13	13	0%	98%	2%
SK-Slovakia			1022		1436	0	1436		42%	58%
UK-United Kingdom	26142	11231	37373	99,6%	21232	1706	22938	83%	62%	38%
UE28	**46441**	**70271**	**204369**	**98,5%**	**104269**	**107051**	**209787**	**42,2%**	**49%**	**51%**
Segment shares			**49%**		**25%**	**26%**	**51%**			
NO-Norway	1473	608	2081	85%	1121		1121	52%	65%	35%

Source: RMMS questionnaires and other sources, as detailed hereunder.

Notes:

Data on white background has been provided by Member States; data on grey background is unavailable and has been estimated through other sources:

– **For high-speed services:** data from Eurostat, Transport in Figures, anno 2013. To obtain the total pass-km on long-distance services, the pass-km from high-speed services were deducted from the total pass-km of UIC type B traffic, as reported in the RMMS questionnaire (cf. Sweden, Germany, Czech Republic, Finland, Portugal and Netherlands) and provided in 5b (assuming no changes in the percentage of pass-km between 2011 and 2012).

– **For Belgium and Netherlands:** estimation between "regional/suburban services" and "long-distance/high-speed" is based on Amadeus estimations of rail services below and beyond 100km

– **For Estonia**: the share of "regional/suburban services" is derived from the market share of Elektriraudtee

– **For Spain**: data from the annual report of RENFE (2012)

– **For Portugal**: data from the annual report of CP (2012)

– **For Italy:** data from the annual report of Trenitalia

– **For Greece:** data reuses the breakdowns used in the White Paper on Transport models.

5b - High-speed services passenger-km (2011)

	BE	CZ	DE	ES	FR	IT	NL	PT	SI	FI	SE	UK
High-speed trains (% pass-km)	8,7	4,2	27,4	49,3	58,5	28,3	1,9	11,2	1,7	18,3	24,8	1,6

Source: Transport in figures, 2013, Eurostat - quoting UIC data - UIC definition of high-speed may differ from the definition provided in the Interoperability Directive (Dir. 2008/57)

<u>ANNEX 6</u>

Stations, freight terminals, marshalling yards and other service facilities (2012)

	AT	BE	BG	CZ	DE	DK	EE	ES	FI	FR	GR	HU	IE	IT	LT	LU	LV	NL	PL	PT	RO	SE	SI	SK	UK	UE	NO
Stations above 25000 travellers/day	10	6	0		112	5	0	12	n/a	45	n/a	0	1	8	0	1	1	19	n/a	n/a	n/a	4	0	n/a	38	262	1
Stations above 10000 travellers/day	18	14	0		188	21	0	44	n/a	81	n/a	9	4	22	0	2	0	32	n/a	n/a	n/a	19	0	n/a	82	536	2
Stations above 1000 travellers/day	192	115	10		1496	125	0	n/a	n/a	439	n/a	92	58	360	4	20	22	226	n/a	n/a	n/a	140	11	n/a	884	4194	40
Stations with less than 1000 traveller/day	1199	438	297		3580	155	64	n/a	n/a	2434	n/a	1189	85	1990	132	61	123	126	n/a	n/a	n/a	400	260	n/a	1527	14060	295
Freight terminals	18		6		2660	3	n/a	n/a	n/a	180	97	16	3	228	68	2	n/a	23	557	17	n/a	35	61	436	n/a	4410	49
Marshalling yards and train formation facilities	100		5		138-188	3	74	n/a	n/a	n/a	19	21	9	n/a	76	1	3	1	29	n/a	15	63	1	7	n/a	427	n/a*
Storage siding charges	1233		309		20916	36		n/a	n/a	n/a	17	34/183	6	n/a	n/a	n/a	n/a	76	297	3	n/a	124	n/a	n/a	n/a	23017	n/a*
Maintenance facilities	34		1		284	n/a	10	n/a	n/a	n/a	10	16	5	n/a	4	2	n/a	11	103	-	n/a	32	12	n/a	n/a	524	n/a*
Maintenance facilities (except high-speed trains and rolling stock requiring specific facilities)	34		n/a		286	n/a	0	n/a	n/a	26	10	-	2	n/a	n/a	1	n/a	11	103	n/a	n/a	n/a	n/a	n/a	80	553	n/a*
Technical facilities			33		n/a	n/a	4	n/a	n/a	n/a	n/a	20	n/a	n/a	12	n/a	n/a	39	28	28	n/a	n/a	6	n/a	n/a	170	n/a*

Source: RMMS questionnaires and other sources, as detailed hereunder.

Notes:

Data on white background has been provided by Member States; data on grey background has been estimated through other sources:

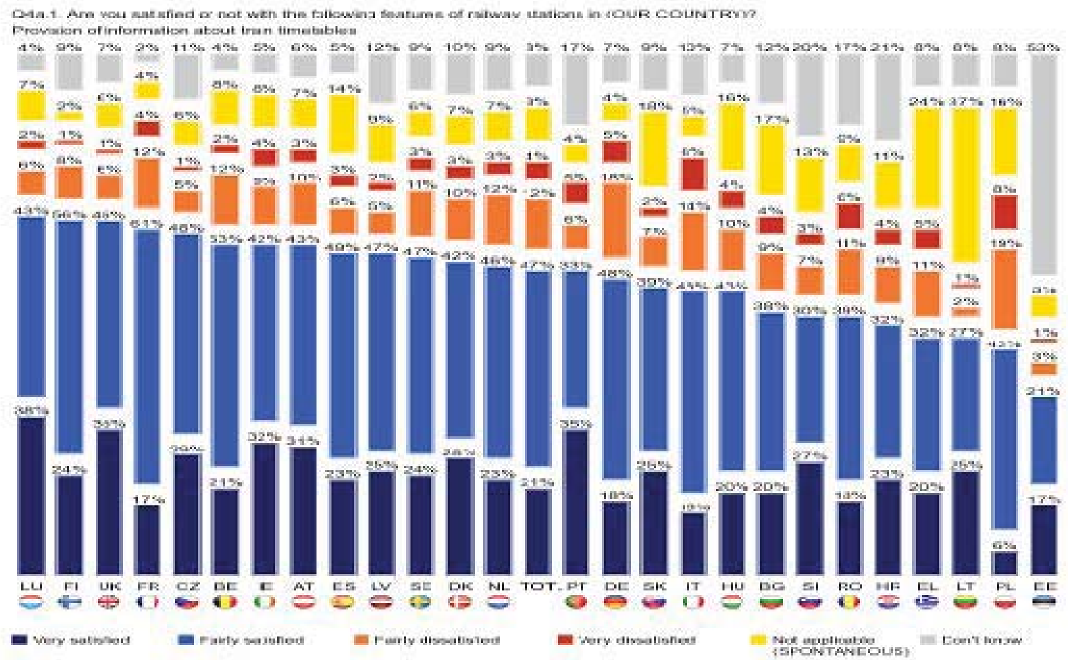
- **For Spain:** Data from Observatorio del Ferrocarril, 2011
- **For Norway:** maintenance facilities compete in the market for contracts

ANNEX 7

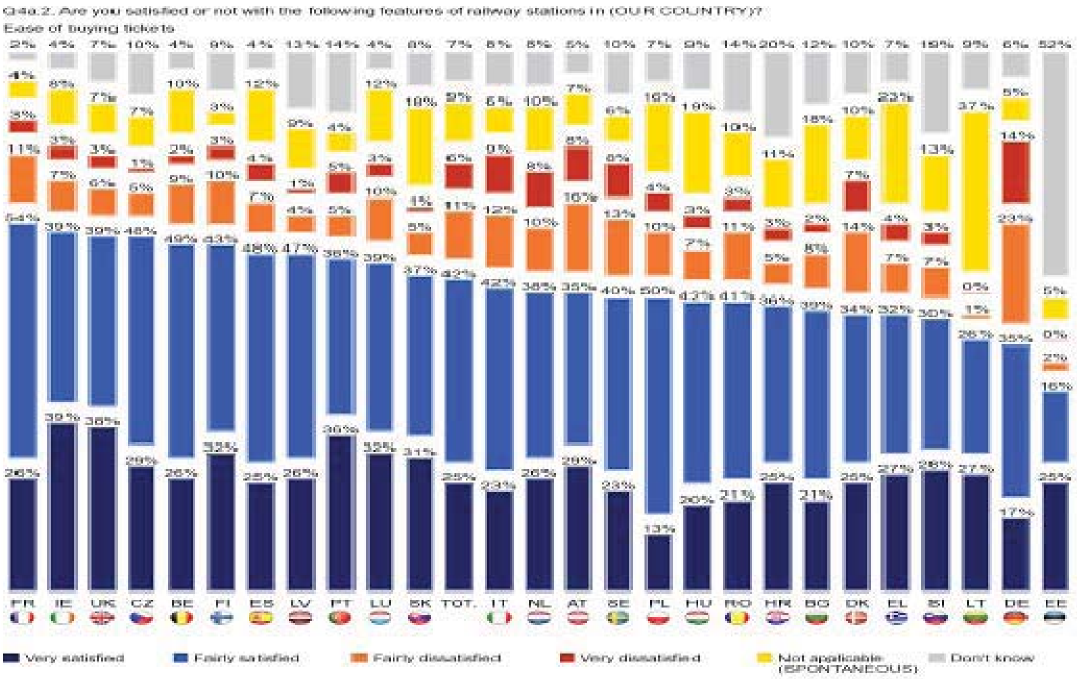
Satisfaction with stations

The data hereunder has been extracted from the Flash Eurobarometer Survey 382a on "European satisfaction with Rail Services" (http://ec.europa.eu/public_opinion/flash/fl_382a_en.pdf) carried out by TNS Political & Social network in 26 Member States of the European Union between 9 and 11 September 2013. Cyprus and Malta were not included in this survey as there are no national, regional or suburban trains in those countries. **26,034 respondents** aged 15 years old or more from different social and demographic groups were interviewed via telephone (landline and mobile phone) in their mother tongue on behalf of the Directorate-General for Mobility and Transport. The methodology used is that of Eurobarometer surveys as carried out by the Directorate-General for Communication ("Strategy, Corporate Communication Actions and Eurobarometer" Unit)1 of the European Commission. A technical note on the manner in which interviews were conducted by the Institutes within the TNS Political & Social network is appended as an annex to the report. Also included are the interview methods and confidence intervals.

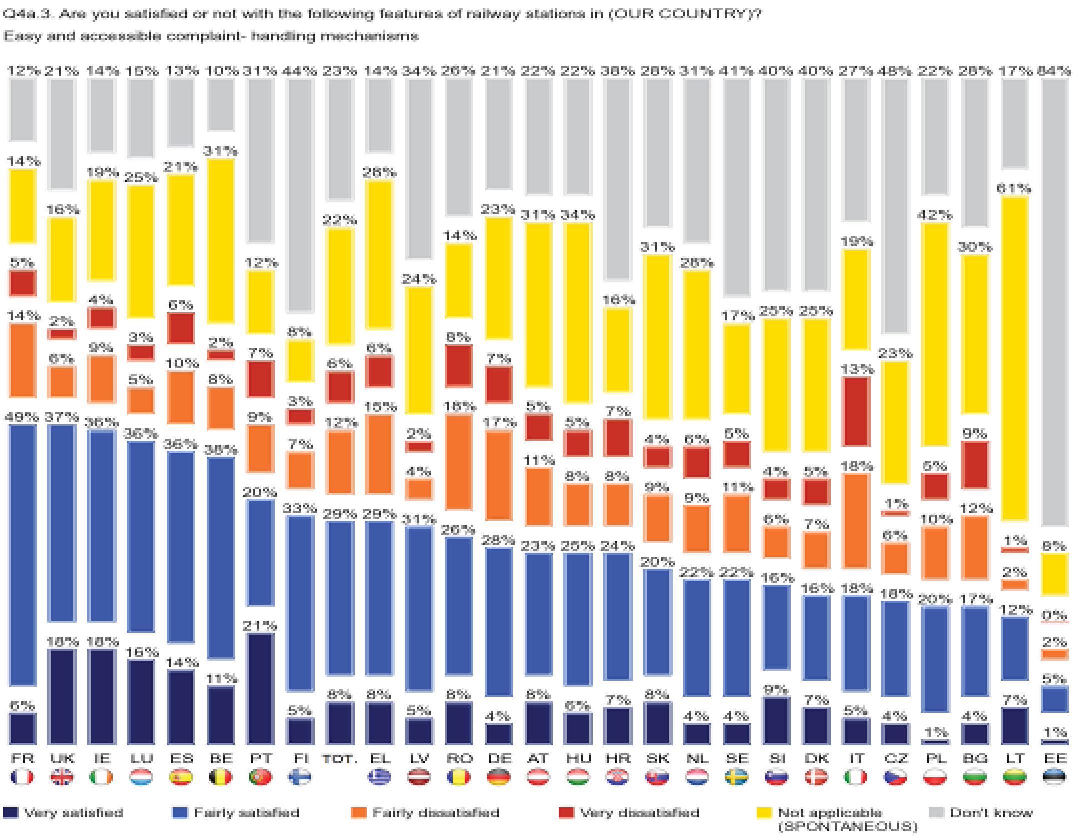
7a - Satisfaction with the provision of information on timetables



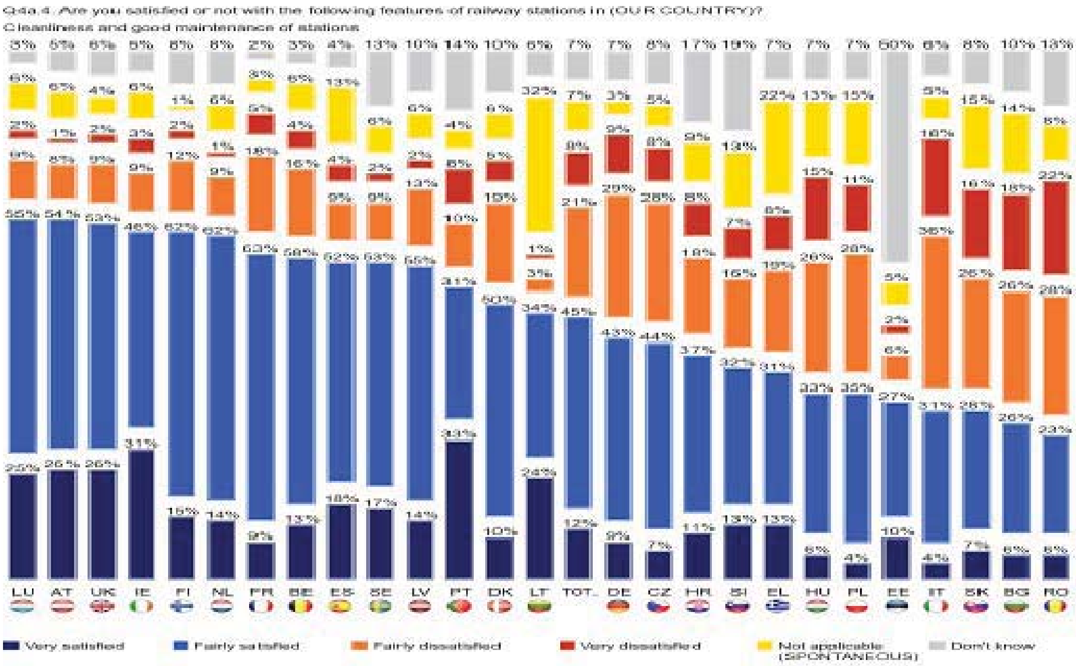
7b - Ease of buying tickets



7c - Satisfaction with easiness and accessibility of complaint-handling mechanisms



7d - Cleanliness and good maintenance of stations



ANNEX 8

Infrastructure charges and revenues of main infrastructure managers

8a - Average track access charges in 2013

	Freight	Intercity	Suburban	HST	Freight	Intercity	Suburban
2013	1000 T	500 T	140 T		1000 T	500 T	140 T
AT	3.16	3.28	1.38		-14%	2.5%	2.5%
BE	2.30	4.67	3.12		2.32%	2.32%	2.32%
BG	2.36	1.39	0.69		-36%	27%	-14%
CZ	3.78	1.20	0.56		-9%	slight increase	slight increase
DE	2.63	5.40	4.24		2.10%	2.10%	2.20%
DK							
EE	10.26	5.70	0.66		37%-40%	10,5%-40%	37%
ES	0.13	0,26-2,21	0.25	8.30	0%	0-3,3%	0%
FI	1.85	0.70	0.20		0%	0%	0%
FR*	1.60	5.10	10.90		-5.90%	3%	3.80%
GR	1.11	1.48	1.29				
HU	2.20	1.96	1.67		-2.6%	-1.4%	-1.6%
IE	10.00	5.00	1.40				
IT*	2.45	2.66	2.53				
LT	7.09	3.98	1.92		-3.0%	-8.0%	-5.0%
LU	0.86	1.99	1.59		-9.2%	-9.2%	-9.2%
LV	9.97	5.81	6.50		0.7%	2.0%	2.7%
NL	2,50-2,64	1.56	0.78		16%	-25%	-16%
NO							
PL	3.10	3.08	1.33		28.90%	50.00%	32.70%
PT							
RO	3.23	2.06					
SE	0.59	0.83	0.36				
SI	0.92	0.56	0.37				
SK	2.75	1.81	1.32				
UK	2.05	1.31	0.14				

Source: RMMS questionnaires 2011.

Notes:

Data on white background has been provided by Member States; data on grey background is unavailable or has not been requested to Member States.

- **For Germany:** the mentioned increase for freight refers to the track products with the highest increase and which is relevant for freight, which has been the F5 (long-distance rail services using regional lines in priority at speeds below 120kmph) track product. This is also the case for intercity passenger traffic where the relevant track product with the highest increase has been F1 and for regional services, F2.

- **For Estonia**: data reflects the average between Elektriraudtee and Esti Raudtee, as provided in the Estonian RMMS questionnaire; however, it might be more adequate to only take into account the charges paid on average by Eesti Raudtee.

- **For Netherlands (1):** 2,64 EUR/train-km applies to the Betuwe line (linking Rotterdam to The Netherlands), whereas 2,50 EUR/train-km applies to the Hoofdrailnet (the main railway network in the Randstad).

- **For the Netherlands (2):** the increase of track access charges for freight trains is actually compared to 2012 charges (defined in 2010) but a decrease of 2011 charges (defined in 2009).

8b - Average track access charges in 2014

	Freight	Intercity	Suburban	HST	Freight	Intercity	Suburban	Share of facility charges in infra charges		
2014	1000 T	500 T	140 T		1000 T	500 T	140 T	Freight	Intercity	Suburban
AT	3,26	4,05	1,86		3%	23%	34%		5%	15%
BE	2,37	4,81	3,21		2,96%	2,96%	2,96%			
BG	2,36	1,39	0,69		-36%	27%	-14%			
CZ	3,39	1,20	0,56		-7%	slight increase	slight increase			
DE	2,68	5,58	4,36		11,80%	2,50%	11,90%	38%	11%	20%
DK	0,50	0,30	0,30		0%	2%	2%			
EE	4,63	2,31	0,65		5,13%	5,13%	5,13%			
ES**	0,13	2,51	0,25	8,30	0%	15%-14%-4%	0%			
FI	1,85	0,70	0,20		0%	0%	0%			
FR*	1,60	5,10	10,90	10,48						
GR	1,11	1,48	1,29		n/a	n/a	n/a			
HU	2,12	1,68	1,40		0%	0%	0%	16,52%	8,39%	37,97%
IE	9,80	4,40	1,30		n/a	n/a	n/a			
IT*	2,45	2,66	2,53		n/a	n/a	n/a			
LT	7,14	4,01	1,92		1%	1%	0%			
LU	0,86	0,99	1,59		0%	0%	0%			
LV	9,97	5,35	6,50		0%	-7,9%	0%			
NL	2,46	1,54	0,77		-1,16%	-1,15%	-1,15%		14%	16,30%
NO										
PL	3,00	2,98	1,29		12,55%	43,27%	13,67%	0,14%	0,19%	1,11%
PT	1,19	1,37	1,94		2,60%	2,60%	2,60%			
RO	3,32	2,12	2,09		0	0	0	8%	2%	2%
SE	0,63	0,90	0,38		n/a	n/a	n/a			
SI	1,00	0,61	0,61		n/a	n/a	n/a			
SK	2,75	1,81	1,32		n/a	n/a	n/a	14%		
UK	1,93	1,19	0,16		3%	3%	3%			

Source: RMMS questionnaires 2012.

Notes:

- **Austria:** the increase of charges for intercity trains applies only to trains affected by the high-speed surcharge;

- **Germany:** the mentioned increase for freight refers to the track products with the highest increase and which is relevant for freight, which has been the Z1 routes for regional trains where speeds are limited to 100 km/h) track product. This is also the case for intercity passenger traffic where the relevant track product with the highest increase has been F+ and for regional services, F6.

- **Portugal:** charges are for trains with diesel traction (to ensure that electricity is deducted)

- **Spain**: the infrastructure charge for intercity trains that is used for this table is the one of high-speed services below 260 km/h - please note that most long-distance services in Spain are performed with high-speed trains.

- **Slovenia**: no VAT is included

Data on white background has been provided by Member States; data on grey background is unavailable and has been estimated through other sources:

- **France:** infrastructure charges of 2011

- **Italy**: infrastructure charges of 2011

8c - Average facility and energy charges

	Traction current (EUR/kwh)	Freight 1000 T	Intercity 500 T	Suburban 140 T	Diesel (EUR/l)	Freight 1000 T	Intercity 500 T	Suburban 140 T	Stations	Freight term
AT	0,12				1,3					
BE	0,0917	*0,0813*	*0,0934*	*0,0934*						
BG	0,14	2,72	1,49	0,41	1,07	9,66		1,21		
CZ	0,102		1,384	0,573	1,131		4,784	1,799		
DE	0,11				1,1				0,34	0,94
DK	0,1823									
EE										
ES										
FI										
FR										
GR	0,11	3	1,05		1,1	8,49	3,46			
HU	0,09	2,65	2,65	1,92	1,2	4,78	4,78	7,28	0,42	1,36
IE										
IT									2,8	
LT										
LU					aries eery day				0	0
LV	0,09				1,18					
NL									0,51	
NO	0,043	0,95	0,48	0,32						
PL	0,13				0,97					
PT	0,091									
RO										
SE										
SI	0,09									
SK	various	various	various	various	various	various	various	various		
UK	0,0759		1,288	0,161						

8d - Estimated revenues of the main infrastructure managers in 2011 and 2012 (in EUR)

	2012				2011			
	Total TAC	TAC subsidy	State	Other revenue	Total TAC	TAC subsidy	State	Other revenues
AT	449		1086	617	437		1033	592
BE	663		198	548	649		191.23	589
BG	46			0	46			0
CZ	175		0	92	174		0.00	91
DE	4478		4428	664	4382		4667	673
DK	97		894	0	101		699	0
EE	57		0	21	55		0	17
ES	369		623	282	363		711	563
FI	61			0	61			0
FR	3175	1909	316	470	3010	1503	804	466
GR	19			0	20			0
HU	316		227	75	353		58	71
IE	34		139	0	49		144	0
IT	1028		1110	166	975		969	197
LT	179		0	3	185			0
LU	15			0	15			0
LV	337			60	318			49
NL	251		816	416	239		838	415
PL	569		334	79	671		279	83
PT	68		59	41	59		94.4	36
RO	216			0	216			0
SE	100		1299	0	91		1382	0
SI	109			0	136			0
SK	89		275	127	95		267	118
UK	2802		4705	187	2565		4832.9	207
Total UE	15703	1909	16508	3848	15264	1503	16969	4167
	State & TAC subsidies		18417		State & TAC subsidies		18472	

Sources : annual reports ÖBB Infrastruktur (AT), Infrabel (BE), CD (CZ), DB Netz (DE), Banedanmark (DK), Eesti Raudtee (EE), ADIF (ES), VR (FI), RFF (FR), OSE (GR), MAV (HU), Irish rail (IE), RFI (IT), CFL, (LU) LDz (LV°, NS, ProRail (NL), PLK (PL), REFER (PT), Trafikverket (SE), SZ (SI), ZSR (SK) and Network Rail regulatory accounts (UK). IN Romania, Lithuania and Bulgaria, data are an extrapolation of UIC data of 2010.

ANNEX 9

Capacity allocation

9a - Intensity of use of railway network in 2011

	Train-km (000s)	Length of tracks (km)	Thousands of train-km per km of tracks (trains)
AT-Austria	151.930	9732	15.6
BE-Belgium	94.514	6436	14.7
BG-Bulgaria	31.243	6.637	4.7
CZ-Czech Repu	154.164	15666	9.8
DE-Germany	998985	64.070	15.6
DK-Denmark		6047	-
EE-Estonia	7.371	2.164	3.4
ES-Spain	202.034	19.166	10.5
FI-Finland	51.070	8.885	5.7
FR-France	477252	51217	9.3
GR-Greece		3070	-
HU-Hungary		9206	-
IE-Ireland	17.186	1217	14.1
IT-Italy	342602	24.240	14.1
LT-Lithuania	15.322	2.184	7.0
LU-Luxembourg	8.588	614	14.0
LW-Latvia	18.471	2.202	8.4
NL-Netherlands	138.654	6816	20.3
PL-Poland	212.551	38.063	5.6
PT-Portugal	37.209	2.793.9	13.3
RO-Romania	92.556	20.129	4.6
SE-Sweden	140.339	15497	9.1
SI -Slovenia	19.142	2.177	8.8
SK-Slovakia	42.711	6.876	6.2
UK-United King	560.558	31324	17.9
EU***	**3,814,452**	**338,096**	**11.3**
Norway	43.294	4191	10.3

*** the EU average does not contain Hungary, Denmark and Greece.

9b - Successful and unsuccessful path allocations

	Successful	Rejected	Total	Succesful (%)	Rejected (%)
AT	2336577	0	2336577	100%	0%
BE	1659421	0	1659421	100%	0%
BG	877	0	877	100%	0%
CZ	13972	0	13972	100%	0%
DE	55535	19	55554	99.97%	0.03%
DK	-	-	-	-	-
EE	-	-	-	-	-
ES	-	-	-	-	-
FI	-	-	600000	-	-
FR	5253091	224769	5477860	95.90%	4.10%
GR	-	-	-	-	-
HU	2202208	1708	2203916	99.92%	0.08%
IE	-	-	-	-	-
IT	-	-	-	-	-
LT	137	0	137	100%	0%
LU	-	-	-	-	-
LW	-	-	-	-	-
NL	47002	47	47049	99.9%	0.1%
NO	1866	2	1868	99.9%	0.1%
PL	693283	9062	702345	98.7%	1.3%
PT	1711	0	1711	100%	0%
RO	4826	0	4826	100%	0%
SE	-	-	-	-	-
SI	1020	0	1020	100%	0%
SK	-	-	-	-	-
UK	-	-	-	-	-

Source: RMMS questionnaires, 2012

9c - Infrastructure declared as "congested" by Member States

	Distance
AT	
BE	
BG	
CZ	
DE	399
DK	84
EE	0
ES	
FI	0
FR	
GR	
HU	
IE	
IT	
LT	
LU	0
LW	
NL	47
NO	73
PL	
PT	0
RO	170
SE	
SI	
SK	
UK	551.45
Total	1 324.45
EU infrastructure	213574
Congested infra (%)	0.6%

Source: RMMS questionnaires

ANNEX 10

Investments in rail infrastructure

10a. Total investments in m EUR in 2011 (conventional lines)

con 2011	Maintenance	Renewals	Enhancement	Total
AT				1766
BE	0	395.6	528	923.6
BG	81.5	20.8		102.3
CZ**	378		460.6	838.6
DE*		2958.8	1322.8	4281.6
DK	142	177	80	399
EE	9.2	18.8	33.5	61.5
ES	242	63	232	537
FI	177	89		266
FR	2083	1659	265	4007
GR	1.2	2.7		3.9
HU	114.9	60.8	224.5	400.2
IE	64.3	93.6		157.9
IT	1273			1273
LT	0.15	0.08	0.03	0.26
LU	123	83	79.3	285.3
LV	111	26.3	27.2	164.5
NL	846	382	942	2170
PL	520.8	761.8	1.3	1283.9
PT				0
RO	37.8	12.9	262	312.7
SE	513	188	1400	2101
SI	71.6	35.8		107.4
SK	94.7	46.5		141.2
UK	1369	3119	1960	6448
UE	8253.15	10194.48	7818.23	28031.86
Shares (%)***	31%	39%	30%	
NO	159	167	565	891

Source: RMMS questionnaires, 2011

* Including high-speed lines

** Total for maintenance and renewals under "maintenance"

*** UE without AT, DK and PT

10b. Total investments in m EUR in 2012 (conventional lines)

conv 2012	Maintenance	Renewals	Enhancements	Total
AT				1507
BE	200,5	286,5	744	1231
BG	35	41	71	147
CZ**	353	0	381	734
DE	0	2563	0	2563
DK	149	245	108	502
EE***	10,1	3	37,7	50,8
ES	65,8	48,2	219,9	333,9
FI	105	89	0	194
FR	2211	1838	307	4356
GR***	6	2	0	8
HU	104,95	64,74	387,7	557,39
IE	60	38,75	0	98,75
IT*	1133	850	1992	3975
LT	157	7,5	29	193,5
LU	132	62	102,65	296,65
LV	125	12,5	69	206,5
NL	828	387	881	2096
PL	589,6	0	940,1	1529,7
PT	71,5	12,3	33,6	117,4
RO	37,7	12,9	26,2	76,8
SE	580	230	1300	2110
SI	65,5	0	0	65,5
SK	104,4	76	0	180,4
UK	1115,3	2828,7	2393	6337
UE****	8239,35	9698,09	10022,85	29467,29
Shares (%) (@	29%	35%	36%	
NO	167,4	161,7	678,7	1007,8

Source: RMMS questionnaires, 2012

* Including high-speed lines

** Total for maintenance and renewals under "maintenance"

*** Predictive estimates for 2012 made in 2011

****UE without AT, DK and PT

(@) UE without AT

10c - Investments in high-speed rail in 2012

Belgium: 544 million EUR (source: annual report Infrabel); Germany: 933 million EUR (RMMS questionnaires); Italy - included in conventional; Spain: 3,5 billion EUR (source: annual report, ADIF).

ANNEX 11

Rail fares

3 types of rail fares of 30 long-distance commercial services were collected.

- **Business day-return fares**: Simulation of a purchase of a business return ticket with 6 or 8 days in advance in first class with the maximum flexibility. The departure is in the morning between 07:00 and 09:00 (earlier departure is taken) with a return after 17:00 (earlier departure is taken).
- **Leisure - weekend ticket reserved 2 weeks in advance**: Simulation of a week-ed travel in second class with a departure on Friday (after 17:00) and a return on Sunday (after 17:00) with the cheapest fare.
- **Leisure - immediate departure:** Simulation of an immediate departure on a Saturday with a return on Sunday. The cheapest ticket is preferred.

Date of fares collection: The fare collection was conducted on Business day-return fares on 3 dates (19 February, 8 March and 1st April), Leisure - weekend trip on 2 dates (8 March and 1st April) and on 6 April for Leisure - immediate departure. Of course, under a real simulation the collection of the 3 fares should have been done in an equal number of times.

11a - Fares collected in the main intercity/commercial lines in Europe, in EUR, and distance (km)

		Business Day Return	Leisure - Week-end Trip	Leisure - immediate dep	Distance
Paris-London	Eurostar	620	261	328	342
Paris-Brussels	Thalys	278	163	148	261
Brussels-Amsterdam	Thalys	221	163	168	173
Paris-Köln	Thalys	338	208	178	403
Paris-Frankfurt	SNCF-DB	429	164	190	480
Madrid-Barcelona	RENFE	391	180	173	480
Madrid-Sevilla	RENFE	254	113	120	390
Madrid-Valencia	RENFE	244	94	93	301
Milano-Roma	**Operator 1**	**232**	**150**	**128**	**476**
Milano-Roma	**Operator 2**	**227**	**109**	**100**	**476**
Wien-Salzburg	**Operator 1**	**59**	**64**	**78**	**252**
Wien-Salzburg	**Operator 2**	**54**	**50**	**50**	**252**
Wien-Budapest	ÖBB	79	63	76	217
Lisboa-Porto	CP	82	58	55	273
Praha-Ostrava	**Operator 1**	**47**	**27**	**27**	**275**
Praha-Ostrava	**Operator 2**	**32**	**22**	**23**	**275**
Praha-Ostrava	**Operator 3**	**29**	**24**	**25**	**275**
Frankfurt-Munchen	DB	297	158	157	304
Frankfurt-Köln	DB	202	91	74	152
Köln-München	DB	448	198	188	456
Hamburg-Berlin	DB	246	116	94	255
Hamburg-Köln	**Operator 1**	**291**	**131**	**134**	**358**
Hamburg-Köln	**Operator 2**	**151**	**69**	**71**	**358**
Berlin-Warszawa	DB/PKP	160	78	-	518
Paris-Lyon	SNCF	257	184	184	395
Paris-Marseille	SNCF	294	163	110	662
Paris-Lyon	SNCF-Ouigo	-	105	105	395
Paris-Marseille	SNCF-Ouigo	-	135	135	662
Paris-Lille	SNCF	166	105	105	203
Paris-Bordeaux	SNCF	252	182	182	499
Paris-Strasbourg	SNCF	274	180	182	399
Stockholm-Göteborg	SJ	419	149	190	388
Stockholm-Malmö	**Operator1**	**423**	**128**	**124**	**514**
Stockholm-Malmö	**Operator 2**	**-**	**93**	**-**	**514**
Helsinki-Turku	VR	86	56	57	149
Helsinki-Tampere	VR	95	61	63	161

11b- Average fares per km in groups of lines (in EUR)

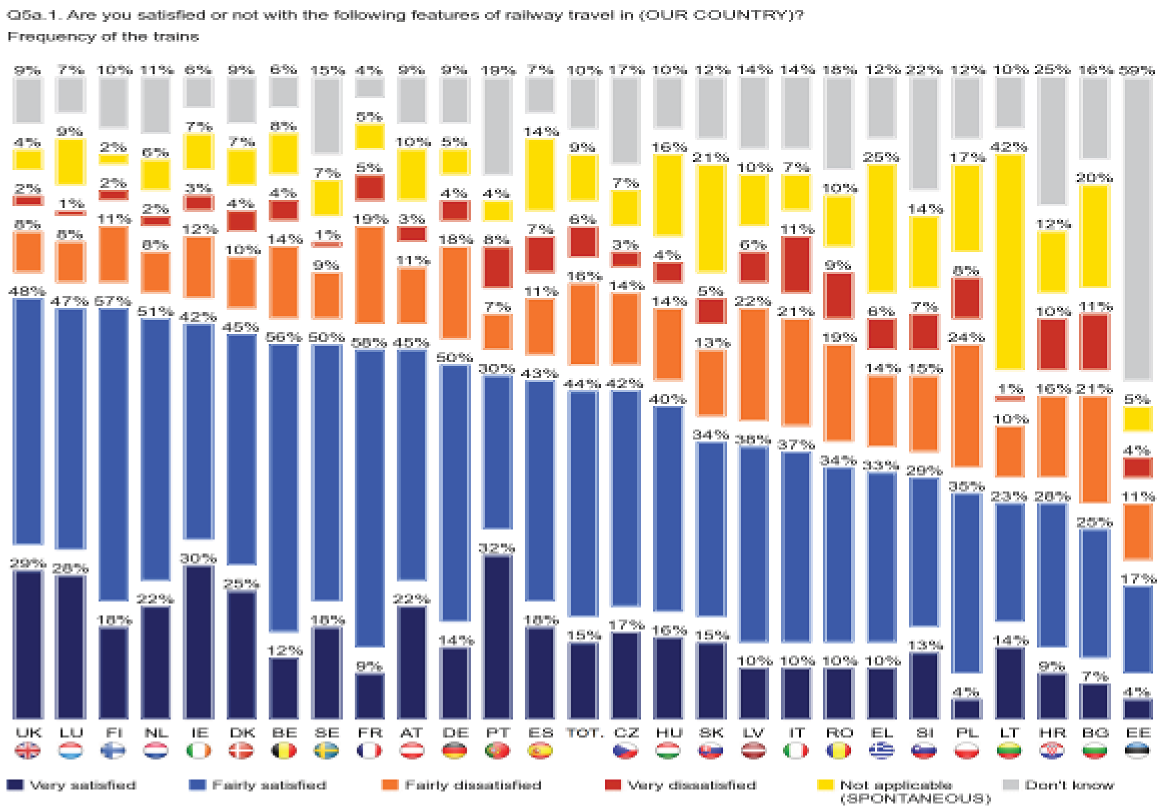
	Business Day Return	Leisure - Week-end Trip	Leisure - immediate dep	Leisure - average
Praha-Ostrava	0,13	0,09	0,09	0,09
Wien-Salzburg	0,22	0,23	0,25	0,24
Lisboa-Porto	0,30	0,21	0,20	0,21
Berlin-Warszawa	0,31	0,15	-	0,15
Wien-Budapest	0,36	0,29	0,35	0,32
DE HST (ICE)	1,01	0,47	0,43	0,45
FI Long-dsitance	0,58	0,38	0,39	0,38
FR HST (TGV)	0,62	0,41	0,39	0,40
ES HST (AVE)	0,76	0,32	0,33	0,33
IT HST (FS & NTV)	0,48	0,27	0,24	0,26
SE Long-distance	0,95	0,27	0,37	0,32
PBKA & DE-FR HST	1,02	0,61	0,59	0,60
Paris-London	1,81	0,76	0,96	0,86
FR HST (Ouigo)	-	0,23	0,23	0,23

ANNEX 12

Satisfaction with rail services

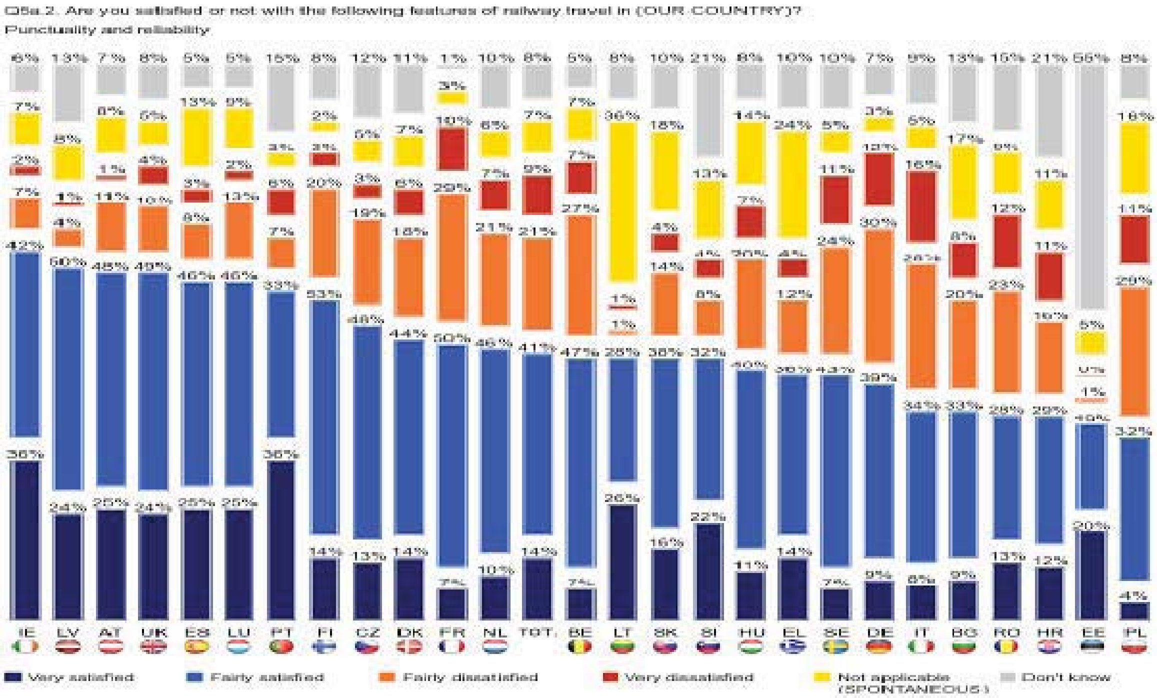
The data hereunder has been extracted from the Flash Eurobarometer Survey 382a on "European satisfaction with Rail Services" (http://ec.europa.eu/public_opinion/flash/fl_382a_en.pdf) carried out by TNS Political & Social network in 26 Member States of the European Union between 9 and 11 September 2013. Cyprus and Malta were not included in this survey as there are no national, regional or suburban trains in those countries. **26,034 respondents** aged 15 years old or more from different social and demographic groups were interviewed via telephone (landline and mobile phone) in their mother tongue on behalf of the Directorate-General for Mobility and Transport. The methodology used is that of Eurobarometer surveys as carried out by the Directorate-General for Communication ("Strategy, Corporate Communication Actions and Eurobarometer" Unit)1 of the European Commission. A technical note on the manner in which interviews were conducted by the Institutes within the TNS Political & Social network is appended as an annex to the report. Also included are the interview methods and confidence intervals.

12a. Satisfaction with frequency of the trains



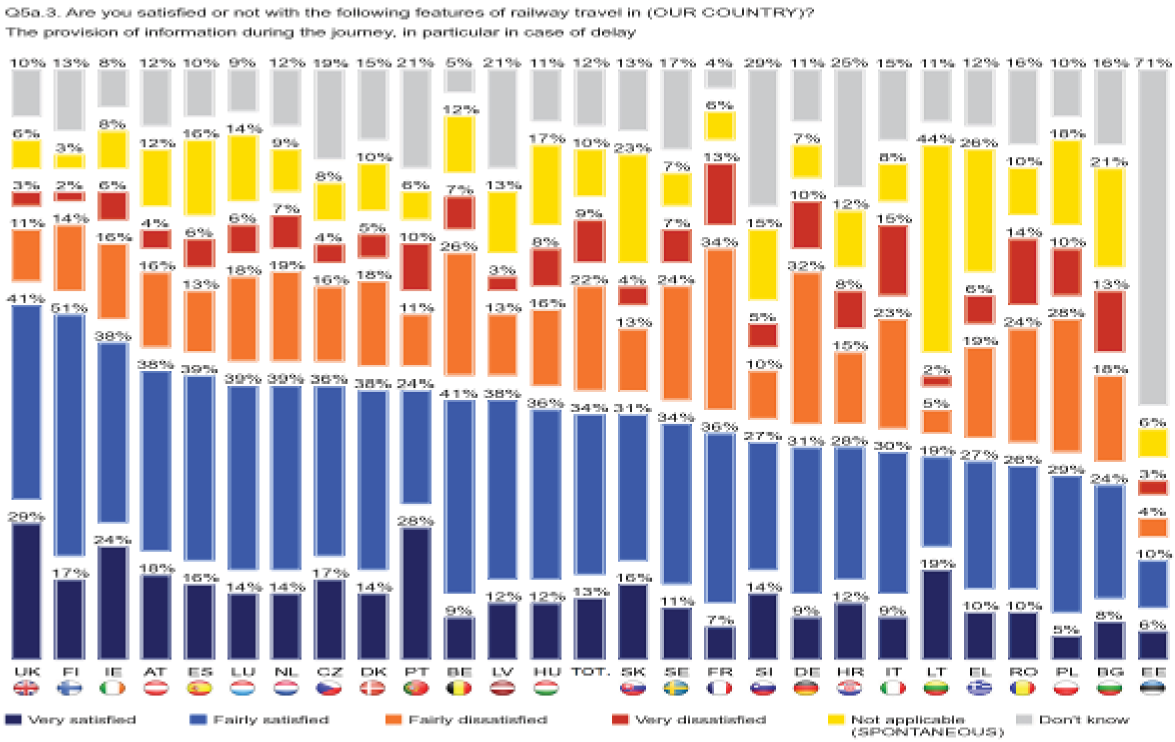
Source: Flash Eurobarometer FL382a

12b. Satisfaction with punctuality and reliability



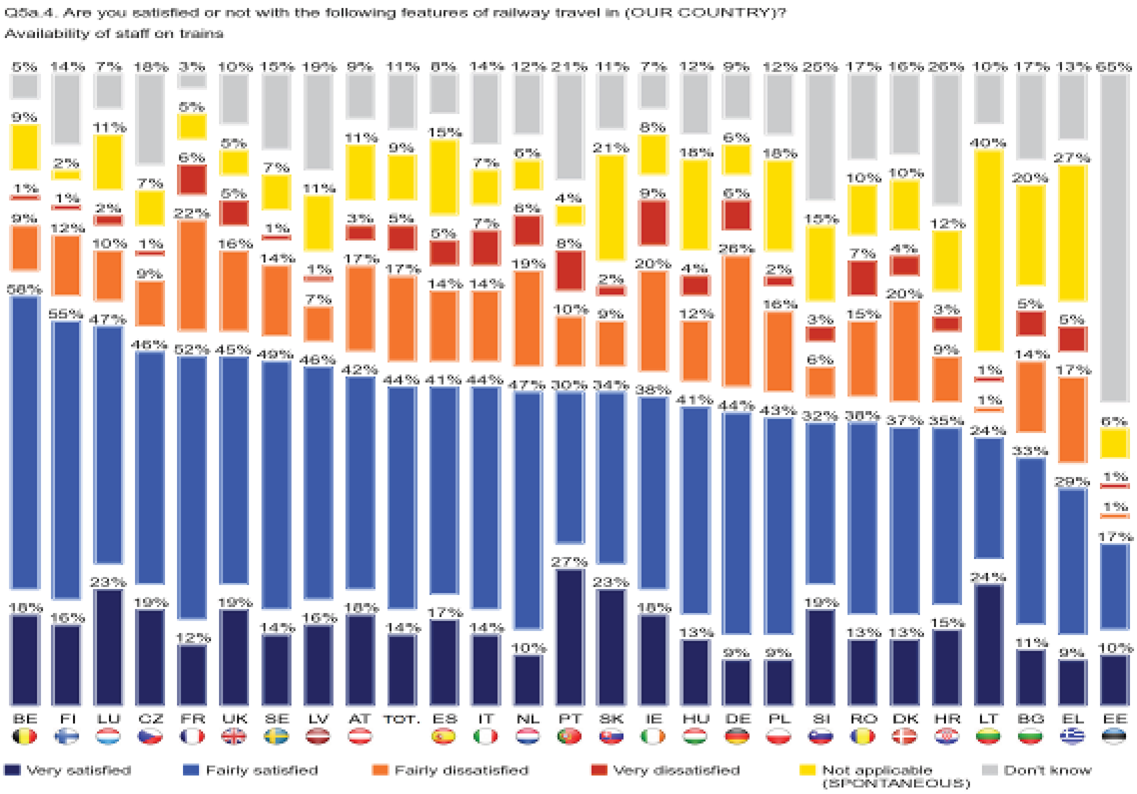
Source: Flash Eurobarometer FL382a

12c. Satisfaction with the provision of information during the journey, in particular in case of delay



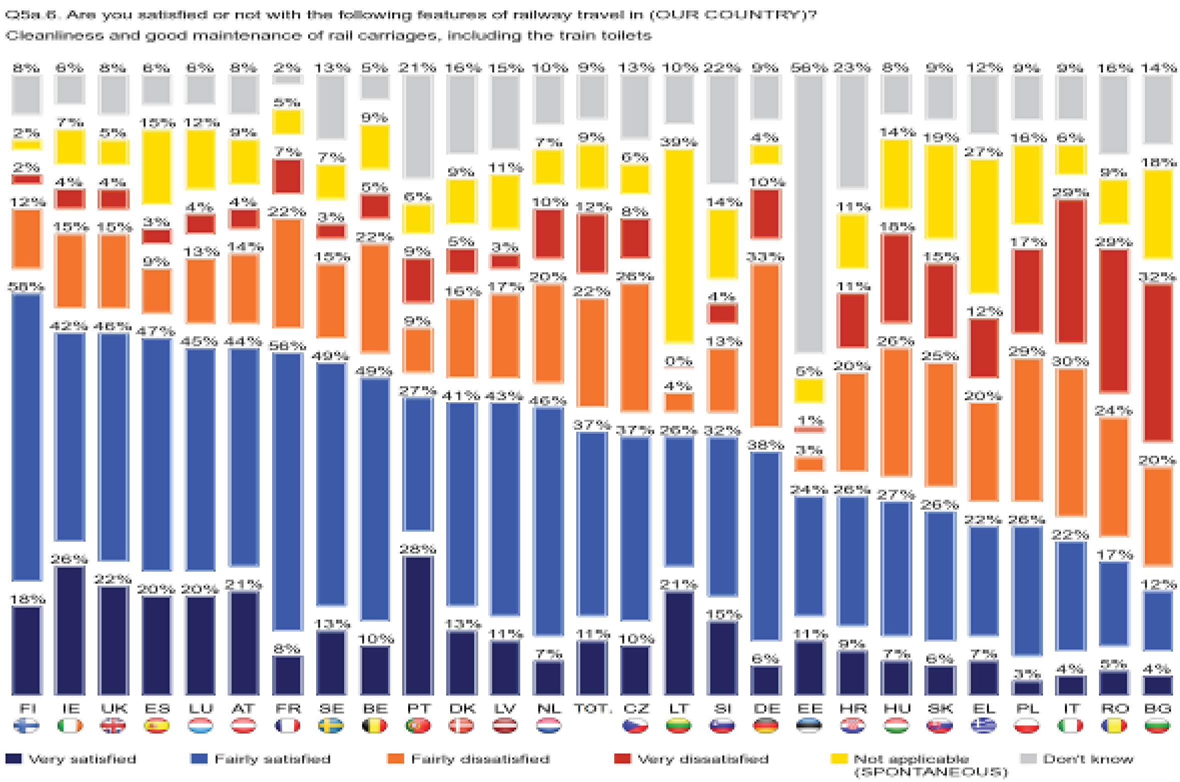
Source: Flash Eurobarometer FL382a

12d. Availability of staff on trains



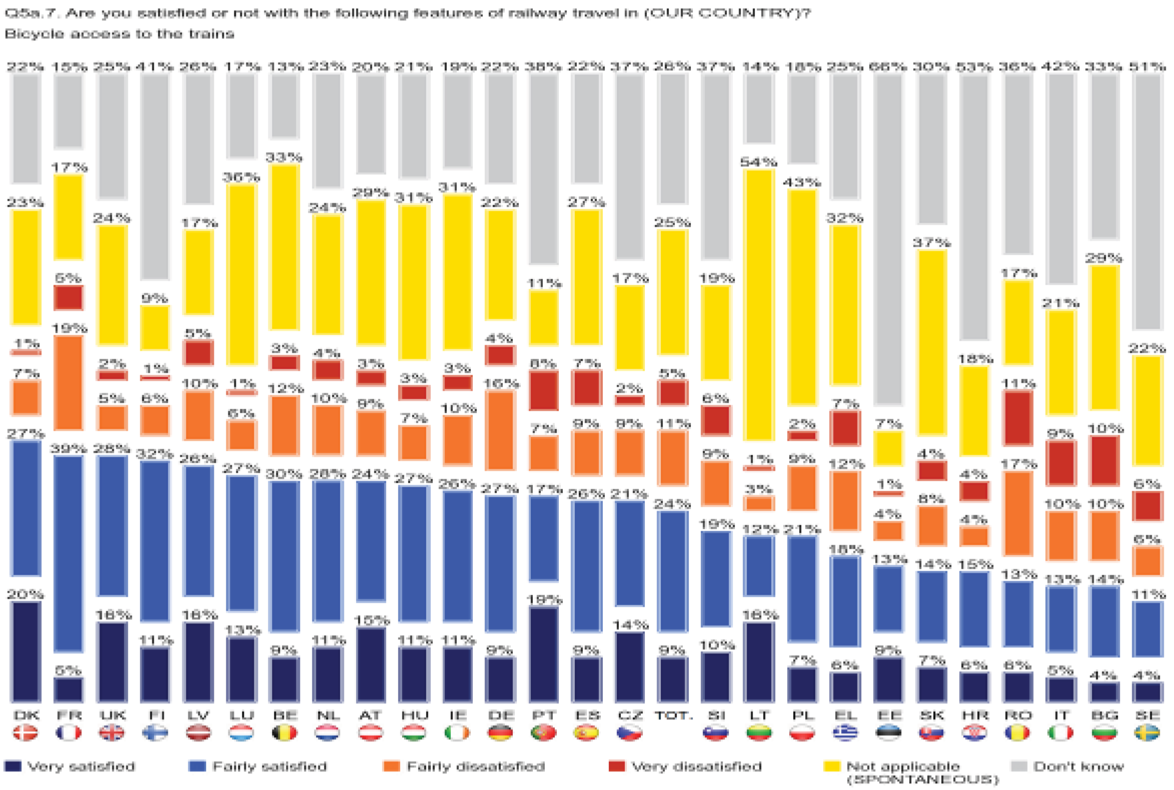
Source: Flash Eurobarometer FL382a

12e. Satisfaction with cleanliness and good maintenance of rail cars



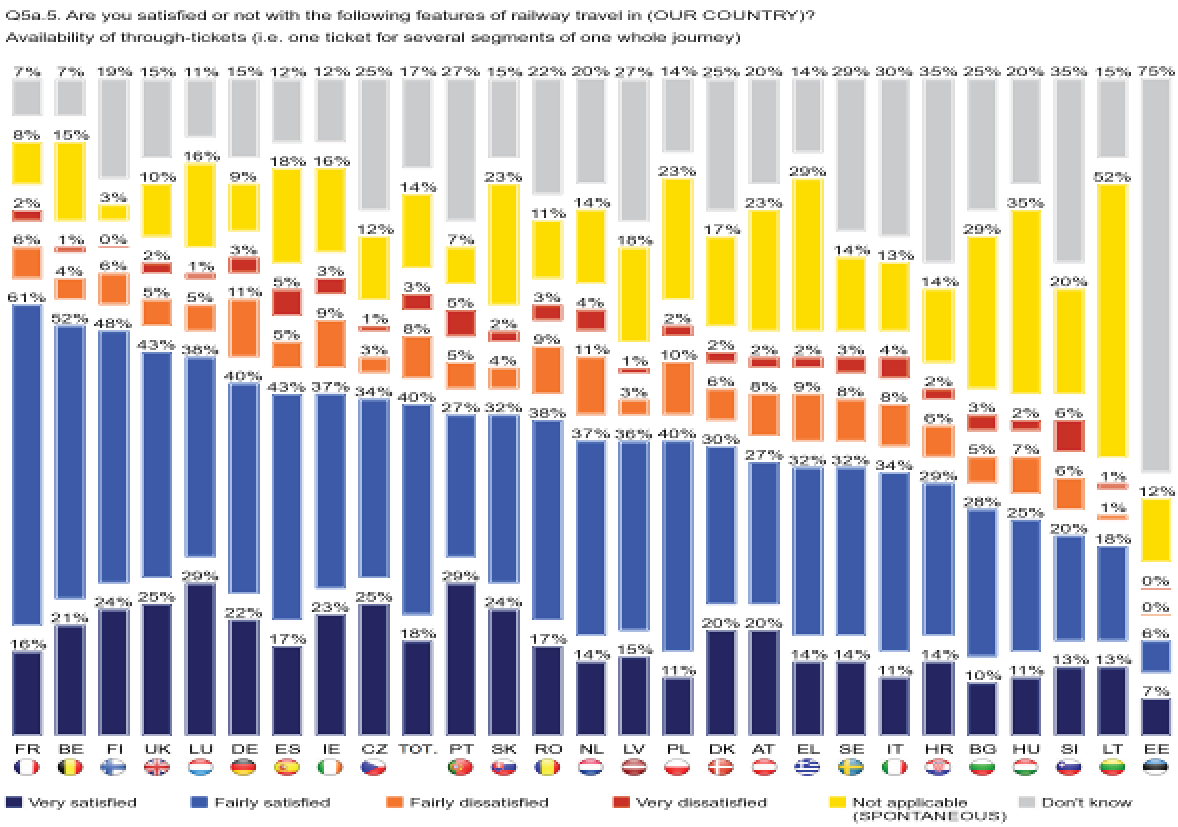
Source: Flash Eurobarometer FL382a

12f. Satisfaction with bicycle access in trains



Source: Flash Eurobarometer FL382a

12g. Satisfaction with availability of through tickets



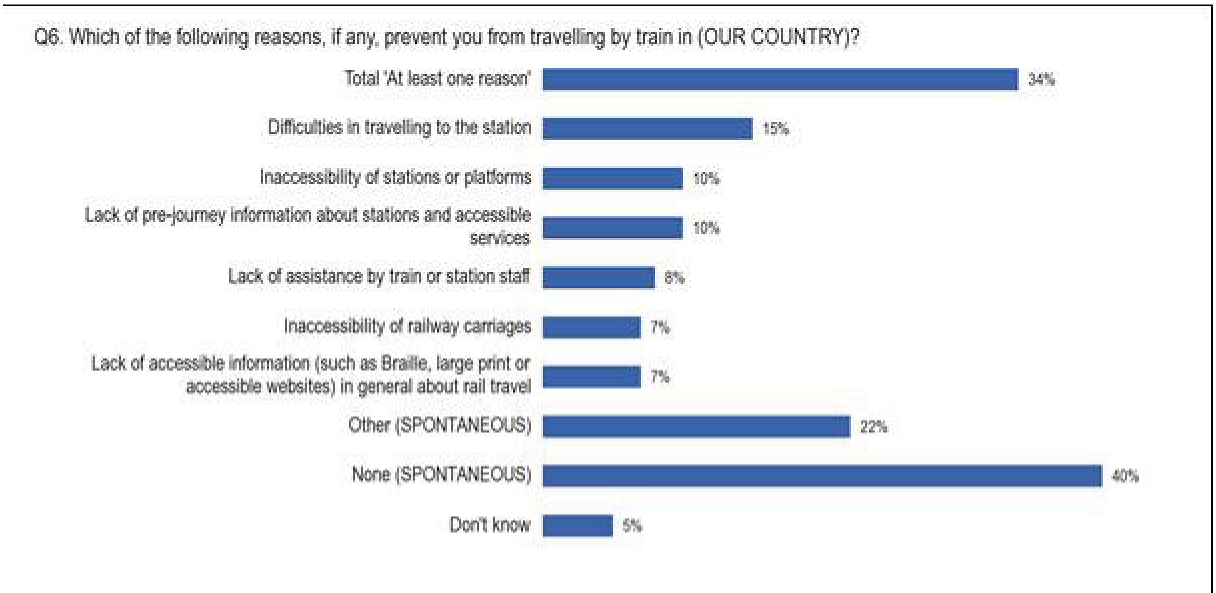
Source: Flash Eurobarometer FL382a

ANNEX 13

Satisfaction with accessibility[1] (2013)

The data hereunder has been extracted from the Flash Eurobarometer Survey 382a on "European satisfaction with Rail Services" (http://ec.europa.eu/public_opinion/flash/fl_382a_en.pdf) carried out by TNS Political & Social network in 26 Member States of the European Union between 9 and 11 September 2013. Cyprus and Malta were not included in this survey as there are no national, regional or suburban trains in those countries. **26,034 respondents** aged 15 years old or more from different social and demographic groups were interviewed via telephone (landline and mobile phone) in their mother tongue on behalf of the Directorate-General for Mobility and Transport. The methodology used is that of Eurobarometer surveys as carried out by the Directorate-General for Communication ("Strategy, Corporate Communication Actions and Eurobarometer" Unit)1 of the European Commission. A technical note on the manner in which interviews were conducted by the Institutes within the TNS Political & Social network is appended as an annex to the report. Also included are the interview methods and confidence intervals.

13a. Accessibility reasons that prevent taking the train

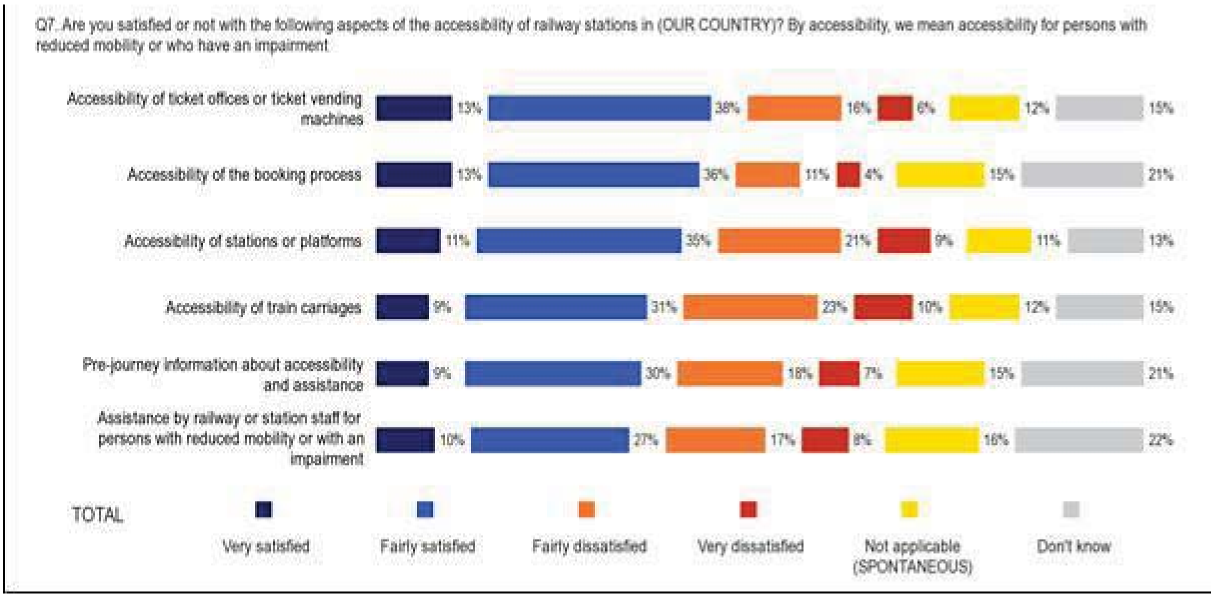


Base: those who take the train once a year or less or never (n=15219)

Source: Flash Eurobarometer FL382a

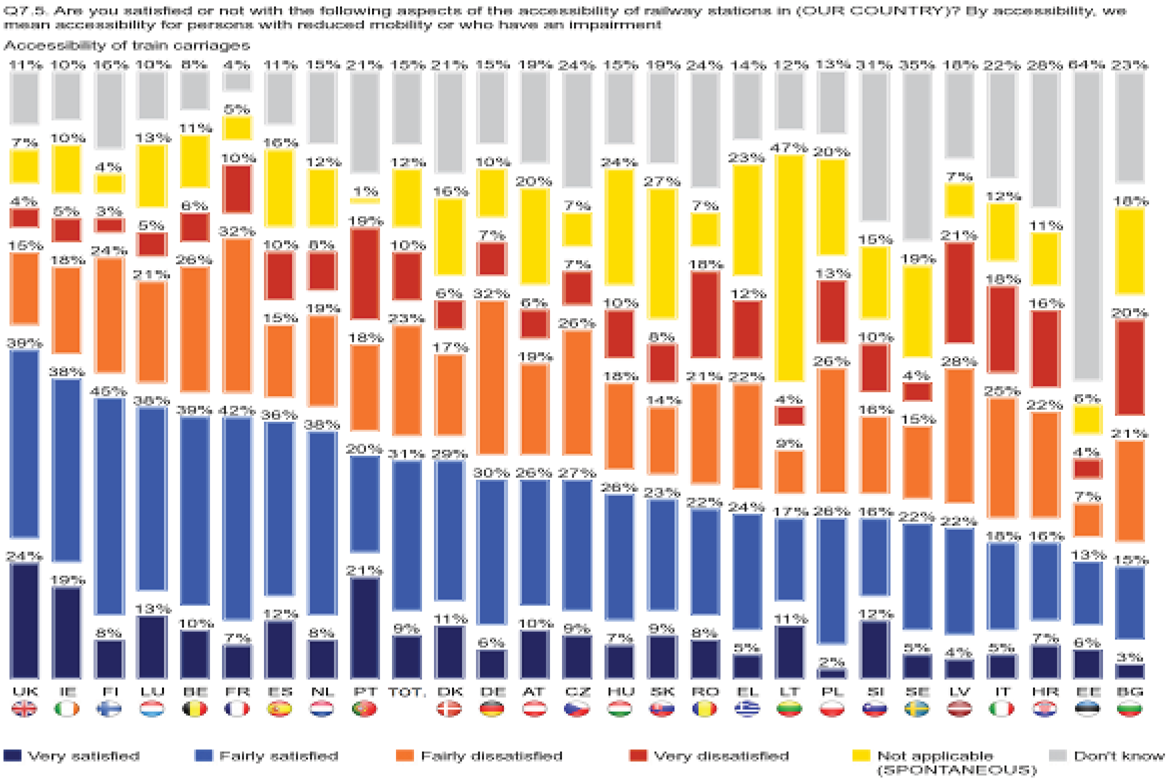
[1] Unless mentioned, the base of persons interviewed is a sample of 26,034 persons interviewed in all Member States, except Cyprus and Malta

13b. Overall satisfaction with accessibility



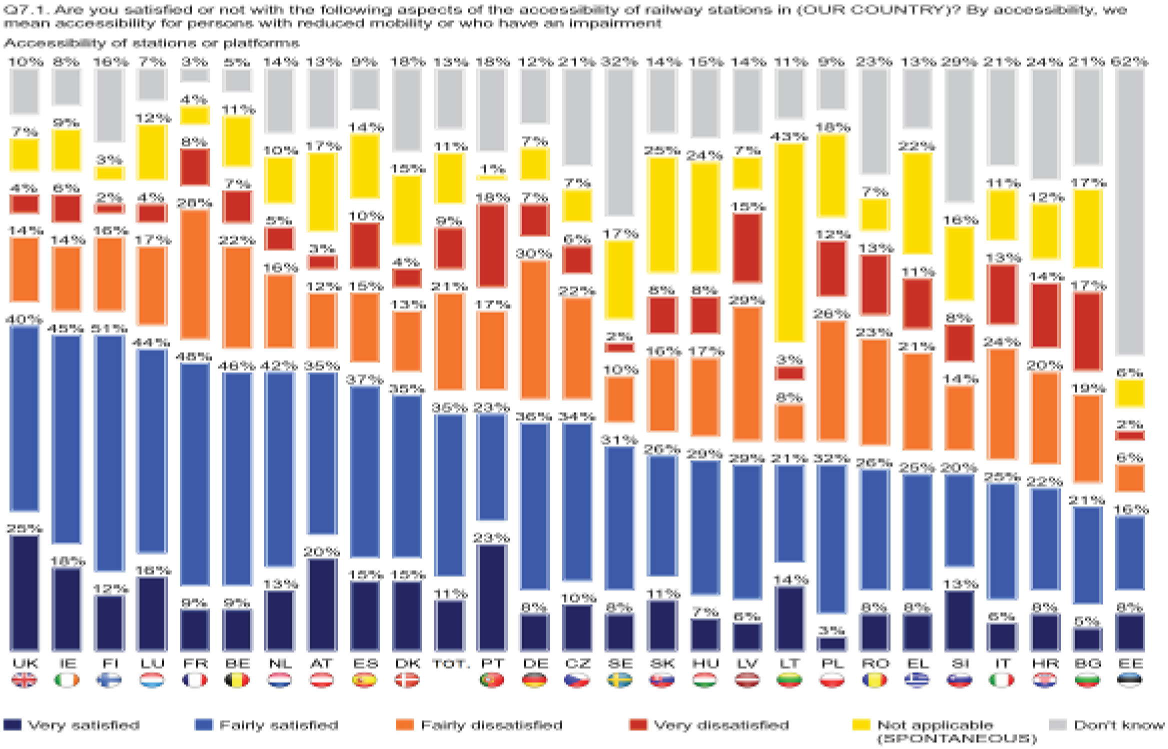
Source: Flash Eurobarometer FL382a

13c. Satisfaction with accessibility of train carriages



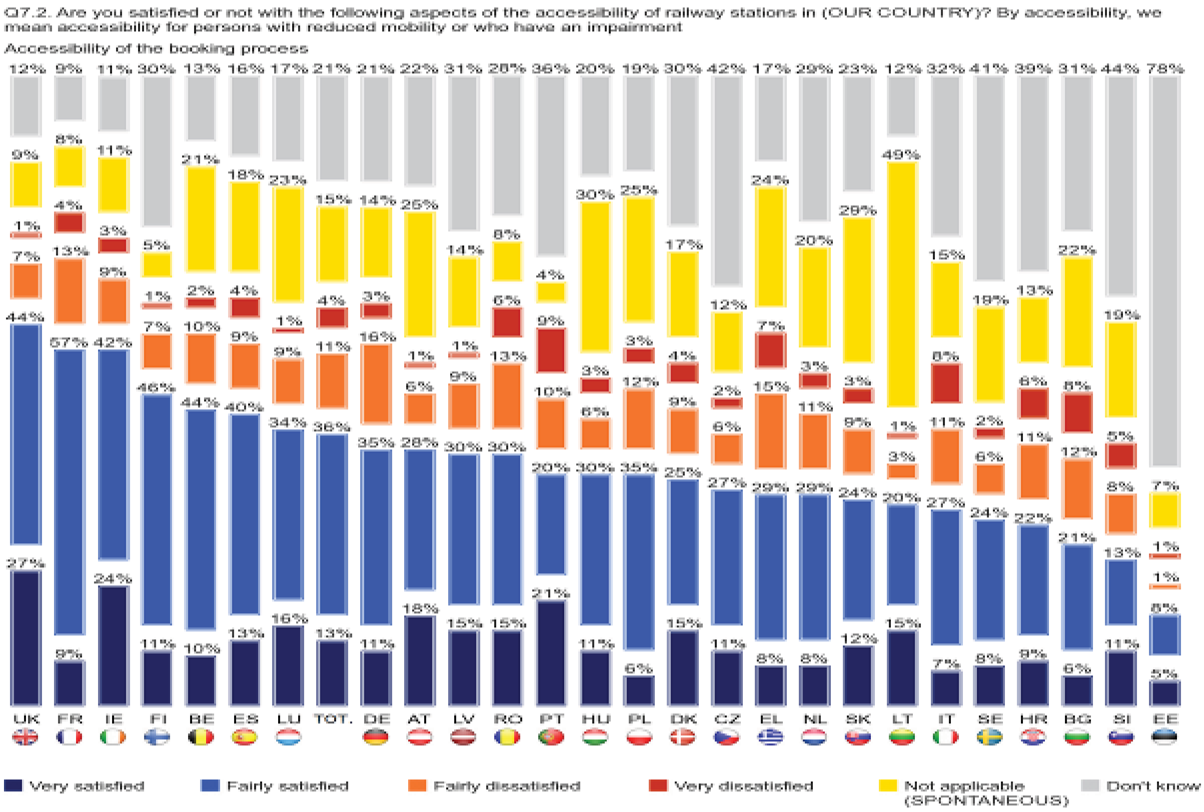
Source: Flash Eurobarometer FL382a

13d. Satisfaction with accessibility of stations or platforms



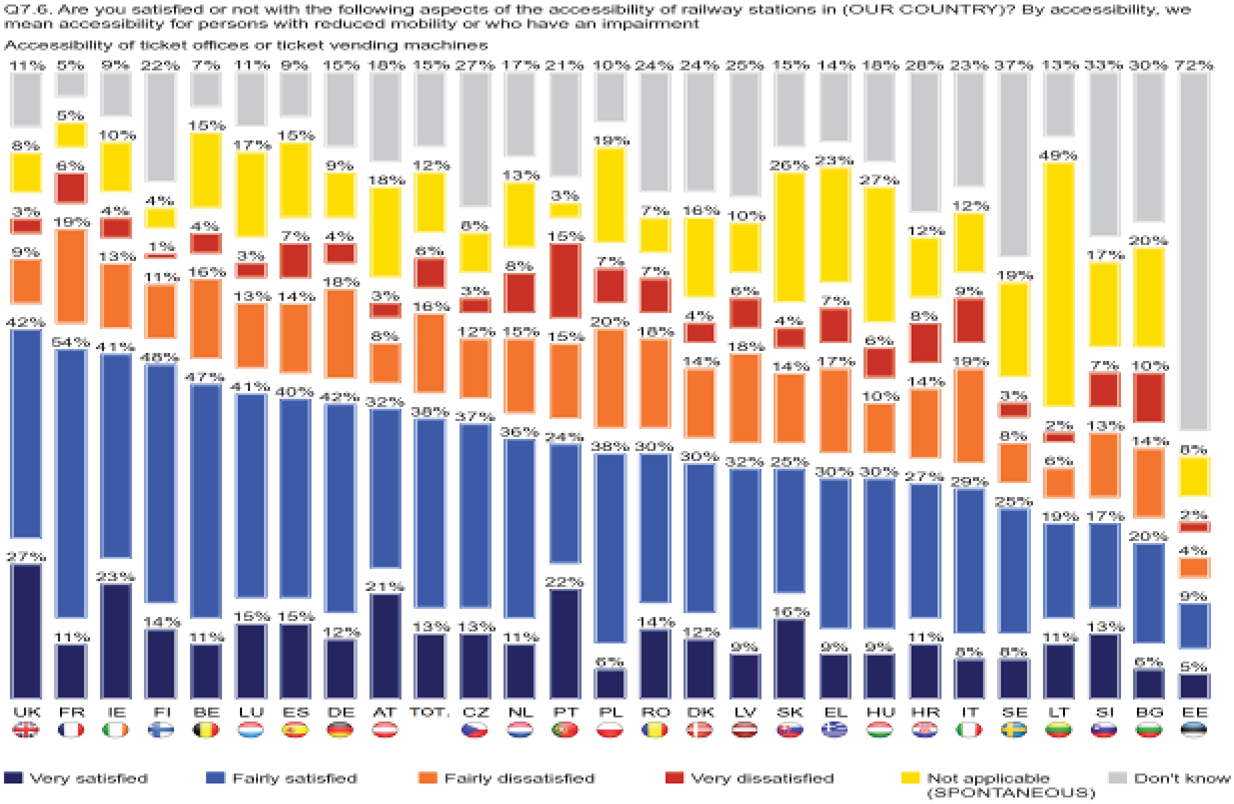
Source: Flash Eurobarometer FL382a

13e. Satisfaction with the accessibility of the booking process



Source: Flash Eurobarometer FL382a

13f. Satisfaction with the accessibility of ticket offices and machines



Source: Flash Eurobarometer FL382a

ANNEX 14

Punctuality

14a - Punctuality of regional and suburban trains (5 minutes delay)

	Suburban & Regional	
	Reliability	Punctuality
AT		97.0%
BE*		88.0%
BG**	0.57%	95.2%
CZ		n/a
DE (§)		94.4%
DK	2.90%	96.1%
EE	n/a	n/a
ES		96.0%
FI	0.96%	96.7%
FR	2.04%	91.6%
GR		n/a
HU	13.90%	86.5%
IRL	n/a	n/a
IT	1.30%	88.7%
LT	0.07%	97.9%
LU	0.94%	92.1%
LV		98.5%
NL		92.4%
NO	2%	93.7%
PL		93.9%
PT***	0.10%	98.2%
RO	0.14%	88.5%
SE****	n/a	89.6%
SK		94.9%
SLO	0.34%	92.5%
UK	2.20%	91.5%

Source: RMMS questionnaires, 2012

Notes:

- for Belgium (*): rate is indicative as IR trains have a punctuality rate of 87,7% and L trains have a 89,8% punctuality rate
- for Bulgaria (**), the punctuality rate with a delay inferior to 5 minutes was assimilated to the punctuality rate of suburban and regional services
- for Germany (§), delays of more than 5:59 minutes
- for Portugal (***), delays of more than 3 minutes
- for Sweden (****), data applies to regional services, not suburban services

14b - Punctuality and reliability of long-distance services, including high-speed

	Long-distance			
	Total		of which high-speed train	
	Reliability	Punctuality	Reliability	Punctuality
AT		87.10%		-
BE		82.40%		85-93%
BG (°)		85.67%		
CZ				
DE (°°)		78.30%		
DK	1.10%	93.50%	-	-
EE	n/a	n/a	n/a	n/a
ES		89.88%		99.20%
FI	0.51%	95.36%	-	-
FR	0.30%	91%	0.10%	91.10%
GR	0%	85%	0%	74%
HU	13.90%	89.60%	-	-
IRL	n/a	n/a	n/a	n/a
IT	0.10%	93.10%	0.20%	93.20%
LT	0%	74.80%		
LU	-	-	-	-
LV		89.40%		
NL (§)	2%	81.40%		
NO	3.10%	92.90%	-	-
PL (§)	0.19%	80.90%		
PT (°°°)	0.03%	77%		
RO	0.02%	92.64%		
SE	n/a	92.30%	n/a	n/a
SK		86.27%		
SLO	0.02%	90.54%		
UK	2.80%	91.70%		92.30%

Source: RMMS questionnaires, 2012

Notes:

- for Bulgaria (°), the punctuality rate with a delay inferior to 15 minutes was assimilated to the punctuality rate of long-distance services
- for Germany (°°), delays of more than 5:59 minutes
- for Poland and Netherlands(§), reliability includes regional and suburban services
- for Portugal (°°°), delays of more than 5 minutes

ANNEX 15

Public service obligations (PSO): market size and compensation

15a - Estimated million passenger-km (Mio p-km) and million train-km (Mio Train-km) in PSO in 2011

2011	PSO Mio p-km	Total Mio p-km	%PSO (p-km)	PSO Mio train-km	Total pass train-km	%PSO (train-km)
AT -Austria	7176	10673	66%	71	106.8	66%
BE-Belgium	9885	10848	91%	75.9	82.2	92%
BG-Bulgaria	1717	2057	83%	19.6	22.7	86%
CZ - Czech R	6713	6714	100%	121	123.3	98%
DE-Germany	50600	84978	60%	654	798	82%
DK-Denmark	6611	6889	96%	75.6	75.6	100%
EE-Estonia	227	243	93%	3.1	3.21	97%
ES-Spain	10936	21398	51%	103	176	59%
FI- Finland	-	3882	-	-	35.5	-
FR - France	34200	91300	37%	274.5	409.3	67%
GR-Greece	1007	1007	100%	15	15	100%
HU-Hungary	7397	7806	95%	84.5	86.4	98%
IE-Ireland	1638	1638	100%	17	17	100%
IT-Italy	19198	46844	41%	157.8	301	52%
LT-Lithuania	248	389	64%	4.8	5.46	88%
LU-Luxembou	348	348	100%	8	8	100%
LV-Latvia	662	733	90%	5.7	6.3	90%
NL-Netherlan	16582	17479	95%	130.5	130.5	100%
PL-Poland	12743	18169	70%	126	133.7	94%
PT-Portugal	2388	4143	58%	23	30.5	75%
RO-Romania	4814	5072	95%	60.5	71.1	85%
SE-Sweden	5294	11378	47%	-	96.9	-
SI-Slovenia	760	773	98%	10.9	10.8	101%
SK-Slovakia	2412	2412	100%	30.7	30.7	100%
UK-United Ki	56100	58700	96%	486	500	97%
NO - Norway	2218	3013	74%	26	35.3	74%
Estimated siz	259656	416073	62%	2558	3276	78%

Source: RMMS questionnaires 2011 unless detailed hereunder.

Notes:

Data on white background has been provided by Member States; data on grey background is unavailable and has been estimated through other sources:

– Austria: 66% share of PSO estimated based on very general extrapolations for the long-distance services along the line Vienna-Salzburg.

– Greece/Ireland/Netherlands: 100% of passenger train-km was assumed as PSO

– Portugal: for passenger-km, as in 2010; for train-km, assumptions were made on the basis of the annual reports of CP and Fertagus.

– Spain: only RENFE services

15b - Estimated million passenger-km (Mio p-km) and million train-km (Mio train-km) in PSO in 2012

2012	PSO Mio p-km	Total Mio p-km	%PSO (p-km)	PSO Mio train-km	Total pass train-km	%PSO (train-km)	PSO-Domestic p-	PSO Int'l p-km
AT - Austria	7234	10960	66%	70	109.5	64%	66%	
BE-Belgium	9330	10637	88%	76.2	82.8	92%	100%	0
BG-Bulgaria	1375	1675	84%	17.4	20	87%	85%	0
CZ - Czech R	7140	7264	98%	123	126	98%	88%	
DE-Germany	32000	88332	39%	657	802	82%	62%	0%
DK-Denmark	6732	7026	96%	74.8	75	100%	96%	100%
EE-Estonia	219	235	93%	3.185	3.185	100%	100%	0%
ES-Spain	10728	21144	51%	103	184	56%	32%	0%
FI- Finland	1769	4035	44%	18.08	36	50%	47%	0%
FR - France	34300	89100	38%	261	411	64%	43%	0%
GR-Greece	832	832	100%	15	15	100%	100%	0%
HU-Hungary	7357	7768	95%	80.7	82.2	98%	100%	0%
IE-Ireland	1582	1582	100%	15.9	15.9	100%	100%	0%
IT-Italy	23450	44597	53%	177.6	287.9	62%	54%	0%
LT-Lithuania	234	403	58%	4.8	5.3	91%	100%	0%
LU-Luxembourg	377	377	100%	8	8	100%	100%	100%
LV-Latvia	640	725	88%	5.6	6.2	90%	100%	0%
NL-Netherlands	16842	17771	95%	130.5	130.5	100%	100%	
PL-Poland	15136	17866	85%	127	139	91%	86%	53%
PT-Portugal	2981	3802	78%	21.4	29.3	73%	80%	0%
RO-Romania	4325	4571	95%	61.2	69.3	88%	96%	0%
SE-Sweden	3438	11687	47%	?	106	-	48%	10%
SI-Slovenia	728	741	98%	10.65	10.65	100%	99%	94%
SK-Slovakia	2226	2413	92%	30.3	31.3	97%	91%	100%
UK-United K	58540	60963	96%	490.6	504.7	97%	99%	3%
NO - Norway	2374	3202	74%	26	35.8	73%	76%	0%
Estimated siz	272044	416946	65%	2583	3327	78%		

Source: RMMS questionnaires 2012 unless detailed hereunder.

Notes:

Data on white background has been provided by Member States; data on grey background is unavailable and has been estimated through other sources:

– Austria: 66% share of PSO estimated based on very general extrapolations for the long-distance services along the line Vienna-Salzburg.

– Belgium: train-kms are calculated on the basis of the same percentage as in 2011

– Germany: freight train-km have been deducted on the basis of the information available in the DB Competition Report 2013

– Italy: information on PSO is based on the annual report of Trenitalia/FS and the Rapporto Pendolaria 2013

– Greece/Luxembeourg: 100% of passenger train-km was assumed as PSO

– Portugal: for passenger-km, as in 2010; for train-km, assumptions were made on the basis of the annual reports of CP and Fertagus.

– Spain: only RENFE services

15c - Estimated compensation, passenger revenues in PSOs and commercial lines (2011) (thousands of EUR)

2011	Total compensation PSO	Passenger revenues in PSO lines	Passenger revenues in commercial lines	Total passenger revenues
AT -Austria	828	565.1	280.6	845.7
BE-Belgium	927	639	234	873
BG-Bulgaria	98			
CZ - Czech R	531	195.7	82.6	278.3
DE-Germany	5830	3650	3750	7482
DK-Denmark	708	437	0	437
EE-Estonia	17			
ES-Spain	481	646	1168	1814
FI - Finland	-	?	421	
FR - France	4394	3668	7279	10947
GR-Greece	50			
HU-Hungary	568			
IE-Ireland	126	156	0	156
IT-Italy	1947	537	2951	3488
LT-Lithuania	23			
LU-Luxembou	148			
LV-Latvia	33			
NL	11	1915	190	2105
PL-Poland	383			
PT-Portugal	38	129.2	82	211.2
RO-Romania	323			
SE-Sweden	313	?	?	536
SI-Slovenia				
SK-Slovakia	208			
UK	81	8403	51	8454
Total UE	17601	20941	16489	37627
NO - Norway	*282*			

Sources: Data on Public Service compensation comes from the RMMS questionnaires 2011. Data on passenger revenues in PSO and commercial lines comes from annual reports of the main railway undertakings.

Notes:

- Data on grey background appears to be unavailable
- Ireland/Netherlands/Sweden: data on PSO compensation has been extracted from State Aid Scoreboard
- Denmark: data may contain DSB Swedish operations
- France: includes commercial revenues of Eurostar
- Sweden: commercial revenues only cover the incumbent

15d- Estimated compensation, passenger revenues in PSOs and commercial lines (2012) (thousands of EUR)

2012	Total compensation PSO	Passenger revenues in PSO lines	Passenger revenues in commercial lines	Total passenger revenues
AT -Austria	760	607	264	871
BE-Belgium	963	612	239	851
BG-Bulgaria	87	24		
CZ - Czech R	513	199	88	287
DE-Germany	6000	3750	4050	7800
DK-Denmark	993	467	0	467
EE-Estonia	19			
ES-Spain	539	681	1126	1807
FI - Finland	108	?	444	
FR - France	4700	3318	7503	10821
GR-Greece	50			
HU-Hungary	567			
IE-Ireland	166	157	0	157
IT-Italy	1725	514	2847	3361
LT-Lithuania	3			
LU-Luxembou	164			
LV-Latvia	31			
NL	n/a	1942	190	2132
PL-Poland	428			
PT-Portugal	35	128	82	210
RO-Romania	299			
SE-Sweden	363	?	?	595
SI-Slovenia	44			
SK-Slovakia	205			
UK	94	8959	58	9017
Total UE	18489	21357	16891	38375
NO - Norway	*337*			

Sources: Data on Public Service compensation comes from the RMMS questionnaires 2012. Data on passenger revenues in PSO and commercial lines comes from annual reports of the main railway undertakings.

Notes:

- Data on grey background appears to be unavailable
- Ireland/Italy/Portugal: data on PSO compensation has been extracted from annual reports
- Sweden: data on PSO compensation has been extracted from State Aid Scoreboard
- Denmark: data may contain DSB Swedish operations
- Czech Republic: it was only possible to extract "international services" for CD (for RegioJet, all information was added).
- France: includes commercial revenues of Eurostar
- Sweden: commercial revenues only cover the incumbent

ANNEX 16

LICENSING

Licenses in ERADIS database of the European Railway Agency

	new licences ERA			
	both	freight	passenger	new Total
AT	12	12	2	26
BE	0	4	1	5
BG	1	9	0	10
CZ	17	51	1	69
DE	254	105	58	417
DK	9	3	13	25
EE		7	2	9
ES		17	1	18
FI	1			1
FR	1	12	4	17
GR	1			1
HU	2	43	4	49
IE	0	0	0	0
IT	17	17	7	41
LT	1	31		32
LU		2	1	3
LV		2		2
NL	5	19	9	33
PL		111	43	154
PT		3	8	11
RO	4	40	7	51
SE	5	29	14	48
SI	1	3	1	5
SK	3	23	2	28
UK		5	15	20
TOTA	336	553	198	1087
NO	2	5	5	12
data extracted on 03/10/2013				

ANNEX 17

Employment

17a - Employment in 2011

	Incumbents		New entrants		IM	Other	Total
	Total staff	hich train dri	Total staff	hich train dri	total staff	total staff	
AT	26,282	4,096	2,110	552	15,254	14,500	58,146
BE	20,011	4,264			12,364	4,107	36,482
BG	11,137	1,869	666	184	13,383	4,440	29,626
CZ	31,847	5,900			17,765		49,612
DE	81,000	27,000			37,000	20,000	138,000
DK							-
EE							-
ES	13,955	5,376	197	109	13,249		27,401
FI	8,390	1,638	638	181	691		9,719
FR	110,000	20,000	2,000	800	54,000		166,000
GR	852	393			2,648		3,500
HU	16,085		7,711		16,505		40,301
IE	1,912	530			1,828		3,740
IT	36,700	9,391	4,093		28,120	3,684	72,597
LT	6,733	643	896	3	3,777	1,656	13,062
LU	3,753	247	118	35	1,308	2,445	7,624
LV	3,944	729	366	5	7,174		11,484
NL	24,069	3,690		713	4,306		28,375
PL	25,222	7,884	33,787	7,690	40,809		99,818
PT	3,643				3,237		6,880
RO	22,149	4,603	4,925	1,008	23,951		51,025
SE	5,265		5,411		3,907	2,643	17,226
SI	4,562	922	48	-	2,622	1,485	8,717
SK	12,846	2,575			15,820		28,666
UK	-	-	56,000	14,000	35,253		91,253
Total UE	470,357	101,750	118,966	25,280	354,971	54,960	999,254
NO	3,816	1,145			3,609		8,570

Source: RMMS questionnaires 2011 unless detailed hereunder.

Notes:

Data on white background has been provided by Member States; data on grey background is unavailable, data that crosses several categories is in mauve (cf. notes):

- for Germany: data classified under "incumbents" covers both incumbents and new entrants
- for Italy: data for new entrants taken from the annual reports of FNM (2010) and NTV (2011)
- for France: data for employment of the infrastructure manager covers both RFF and SNCF Infrastructures
- for Norway: data includes temporary workers
- for UK: data for infrastructure managers only covers Network Rail

17b - Employment in 2012

	Incumbents		New entrants		IM	Other	
	Total staff	hich train dri	Total staff	hich train dri	total staff	total staff	Total
AT	25,445	4,012	2,000	350	14,227	14,500	56,172
BE	18,688	4,264			12,168	3,865	34,721
BG	10,167	1,753	841	279	12,412	3,505	26,925
CZ	15,972	3,761	252		17,380		33,604
DE	59,000	20,000	14,000	7,000	37,000	29,000	139,000
DK	9,324	2,209	345	190	2,241	-	11,910
EE							-
ES	13,866	5,312	197	109	13,946	-	28,009
FI	8,786	1,589	-	-	684		9,470
FR	99,300	14,700			52,800		152,100
GR	858	372	-	-	2,401	-	3,259
HU	10,384	n/a	4,858	n/a	19,360	-	34,602
IE	2,306	509	-	-	1,194	256	3,756
IT*	34,819	9,391	5,027		27,101	3,504	70,451
LT	6,822	653	861	3	3,781	1,726	13,190
LU	3,850	263	172	33	1,301	2,550	7,873
LV	3,550	675	350	110	6,873	-	10,773
NL	31,592	3,700	-	720	4,129	-	35,721
PL	40,008	6,238	25,845	5,833	39,870	-	105,723
PT	3,610	983	185	37	2,784	-	6,579
RO	22,149	4,603	4,925	1,008	23,951	-	51,025
SE	5,140	n/a	5,400	n/a	3,810	2,665	17,015
SI	4,261	904	49	-	2,492	1,526	8,328
SK	12,861	2,389			14,421		27,282
UK	-	-	52,862	14,000	35,253		88,115
Total UE	442,758	88,280	118,169	29,672	351,579	63,097	975,603
NO	4,774	1,360			3,982		10,116

Source: RMMS questionnaires 2012 unless detailed hereunder.

Notes:

Data on white background has been provided by Member States; data on grey background is unavailable, data that crosses several categories is in mauve (cf. notes):

– for Austria: "Other staff", data for 2011

– for Czech Republic: data for new entrants covers RegioJet and Leo Express, based on their annual reports, no data about freight

– for Denmark: no data for freight

– for Italy: data for new entrants taken from the annual reports of FS Trenitalia (2012), FNM (2010) and NTV (2012)

– for France: data for employment of the infrastructure manager covers both RFF and SNCF Infrastructures

– for Norway: data includes temporary workers

– for UK: data for infrastructure managers only covers Network Rail

ANNEX 18

Current corporate structures of the rail infrastructure managers in the EU Member States:

Category	IM responsibilities	Level of independence	Member States
1	IM in charge of all IM functions (incl. capacity allocation and charging)	IM institutionally independent from any railway undertaking	Belgium, Bulgaria, Czech Republic, Denmark, UK (for the part of Great Britain), Estonia, Finland, Greece, Netherlands, Portugal, Romania, Spain, Sweden and Slovakia
2	IM in charge of all IM functions (incl. capacity allocation and charging)	Legally independent IM owned by a holding company which also owns and controls a railway undertaking but with strong guarantees of organisational and decision-making independence in relation to the railway undertaking	Latvia
3	IM in charge of IM functions with the exception of the essential functions (capacity allocation and charging) under the responsibility of a separate body	IM integrated in a structure responsible for transport operations Separate body in charge of essential functions institutionally independent	Hungary, Lithuania, Luxembourg and Slovenia
4	IM in charge of the essential functions (capacity allocation and charging) but having delegated specific parts of the essential function capacity allocation and other IM functions (e.g. maintenance) to a railway undertaking	IM institutionally independent from any railway undertaking	France
5	IM in charge of all IM functions (incl. capacity allocation and charging)	Legally independent IM owned by a holding company which also owns and controls one of the operators with limited guarantees of organisational and decision-making independence in relation to the railway undertaking	Austria, Germany, Italy and Poland
6	IM in charge of all IM functions (incl. capacity allocation and charging	IM integrated in a structure responsible for transport operations and	Ireland and the United Kingdom (for the part of Northern Ireland)

ANNEX 19

Market shares of railway undertakings (2012)

19a. Rail freight transport (market shares in tonnes-kilometres)

	Total market share of all but the principal railway undertakings (km or €, 2012)
FI	0%
IE	0%
LT	0%
SI	10%
SK	12%
PT	13%
ES*	13%
BE	13%
AT	18%
CZ	21%
LV	23%
IT	24%
DK***	27%
DE	29%
EE	30%
HU	32%
FR**	32%
PL	33%
NL***	36%
BG	37%
SE*	40%
UK	54%
RO	54%
EL****	-
LU****	-

Source: RMMS questionnaire 2012 (cf. table 5b), with the following remarks:

(*) Spain: Estimation in tonne-km based on RMMS and RENFE annual report; Sweden - data for 2010

(**) Includes VFLI, a subsidiary of SNCF, that France insists counting as a new entrant

(***) DB, the German incumbent, is the main freight operator in the Netherlands and Denmark, after the purchase of the incumbent freight railway undertaking

(****) Not available

19b. Rail freight transport (market shares in tonne-kilometres), as provided by the Member States

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings
AT	ÖBB RCA	82,4	17,6
	Wiener Lokalbahn Cargo	3,12	
	Lokomotion	4,16	
	LTE	2,73	
	Logserv	2,82	
	TX Logistik Austria	2,22	
BE	SNCB/NMBS (B-Cargo)	86,62	13,39
	Crossrail Benelux N.V.	8,46	
	SNCF-Fret	2,41	
	Trainsport AG	1,02	
	Other.	1,50	
BG	BDZ EAD	63,1	36,5
	BRC AD	21,1	
	Bulmarket DM Ltd	5,6	
	DB Schenker Rail Bulgaria EOOD	9,8	
CZ	ČD Cargo	79,38	13,66
	Advanced World Transport	8,03	
	Unipetrol Doprava	3.67	
	PKP Cargo Spolka Akcyjna	1,96	

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings
DE	Deutsche Bahn AG (Schenker Rail, RBH, MEG)	71,4	28,6
	TX Logistik	2,6	
	ITL Eisenbahngesellschaft	2,4	
	Other railway undertakings	23,6	
DK	DB Schenker Rail Denmark Services A/S Taastrup Denmark	72,8	27
	Hector Rail: Danderyd, Sweden	21,8	
	TX Logistics	1	
	Railcare	0,03	
	CFL Cargo Aps: Padborg Denmark	4	
EE	ERS	30	30
	EVR Cargo	70	
EL	OSE	n.a.	n.a.
ES	RENFE-OPERADORA	83,17	16,75
	COMSA	5,47	
	ACTIVA RAIL	4,49	
	CONTINENTAL	4,27	
	LOGITREN	1,26	
	TRACCION RAIL	1,26	
FI	VR Group Ltd.	100	0

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings
FR	SNCF	68	32
	Other railway undertakings: Colas Rail, ECR, Europorte France, SNCB and VFLI*) VFLI is part of the group SNCF	32	
HU	Rail Cargo Hungaria Zrt (private)	68,2	31,8
	Floyd Zrt. (private)	7,1	
	GySEV Zrt (private)	5,5	
	CER Zrt (private)	5,0	
	MMV Magyar Maganvasut Zrt (private)	3,9	
	PSZ a.s. (private)	2,6	
	LTE GmbH	2,3	
	Train Hungary Kft.	1,8	
	AWT Rail HU Zrt. (private)	1,8	
IE	Iarnrod Eireann	100	0
IT	Trenitalia	75.9	24.1
	New entrants	24.1	
LT	JSC Lithuanian Railways	100	0
LU	CFL Cargo	N.a.	0
LV	SIA LDz Cargo	77,4	22,6
	AS BTS	17,1	
	AS BE	5,5	
NL	DB Schenker Rail Nederland BV	64%	36%
	Other railway undertakings	36%	

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings
PL	PKP Cargo S.A. Lotos Kolej sp. z o.o.	60,25% 8,21%	32,93%
	PKP LHS sp. z o.o.	6,82%	
	Grupa CTL	6,69%	
	DB Schenker RailPolska SA	5,43%	
	PUK Kolprem sp. Z.o.o.	0,67%	
	POL-MIEDZ TRANS Sp. Zo.o.	1,95%	
	Transoda Sp zoo	0,33%	
	Rail Polska sp zoo	1,72%	
	ORLEN KOL-TRANS SP. Zo.o.	1,72%	
	Freightliner PL Sp. Zo.o.	2,05%	
	STK	1,62%	
	KP Kotlarnia	0,18%	
	Others	2,31%	
PT	CP Carga	88,22% *(train-km)*	16,63%.
	Takargo	11,41% *(train-km)*	
	COMSA	0,03% *(train-km)*	

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings
RO	SNTFM CFR Marfa	46,32	53,68
	SC Grup Feroviar Roman SA	27,17	
	SC Unifertrans SA	6,01	
	SC Cargo trans Vagon SA	5,53	
	SC DB Schenker Rail Romania	5,08	
	SC Transferoviar Grup SA	3,53	
	SC Servtrans Invest SA	2,68	
	SC Vest Trans Rail	2,44	
	Other	1,24	
SE*	Green Cargo AB	n.a.	N.a.
	Malmtrafik i Kirusa AB	n.a.	
	Cargo Net AB and Cargo Net AS	n.a.	
	Hektor Rail AB	n.a.	
	DB Schenker Rail Scandinavia A/S	n.a.	
	TX Logistik AB	n.a.	
	MidCargo AB	n.a.	
	RailCare Tag AB	n.a.	
	Stena Recycling AB	n.a.	
SI	SZ Freight Transport	90,5	9,50
	Rail Cargo Austria	7,48	
	Adria Transport	2,02	

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings
SK	ZSSK Cargo, a. s.	88,24	11,76
	Metrans Danubia	2,53	
	Express Rail	1,36	
	LTE	1,36	
	Prva Slovenska zelenicna	1,08	
	Brytin Rail	1,07	
UK	DB Schenker	46,4	53,6
	Freightliner HH	19,3	
	Freightliner Intermodal	18,0	
	GB Railfreight	11,6	
	Direct Rail Services	3,8	
NO	CargoNet AS	62	**38**
	LKAB Malmtrafikk AS	21	
	Others	17	

Source: RMMS questionnaires 2012

19c. Rail passenger transport (market shares in passengers-kilometres), in regional/suburban

	Estimated share in rail suburban/regional market (pass/km, 2012)	
	Other RU than principal railway	New entrants
BE	0%	0%
BG	0%	0%
EE	0%	0%
EL	0%	0%
ES	0%	0%
FI	0%	0%
FR	0%	0%
IE	0%	0%
LT	0%	0%
LU	0%	0%
SI	0%	0%
LV	0%	0%
CZ	1%	1%
HU*	3%	0%
AT	5%	0%
SK	7%	0%
NL	8%	8%
PT	12%	12%
DK	15%	15%
DE	18%	18%
IT	30%	27%
RO	64%	0%
PL	100%	1%
UK	100%	100%
SE**	n/a	n/a

Source: RMMS questionnaires (cf. table 5e), with the following methodological notes:

- New entrants are railway undertakings whose public service contract has been competitively tendered.
- Other railway undertakings than the principal railway undertaking appear to have obtained public service contracts on the basis of tenders in Germany and Denmark; in Austria, Slovakia and Romania, the public service contracts appear to have been directly awarded.
- in Poland, regional operators which have been directly awarded public service contracts have not been considered as new entrants.

Remarks:

- Sweden (***): According to the annual report of SJ, it has transported 6415 million de passenger-km, and therefore has an overall share of 55% for passenger services. It is however impossible to determine its share of regional/suburban services.
- Hungary (**), there are two incumbents in Hungary.

19d. Rail passenger transport (market shares in passengers-kilometres), in long distance/high-speed services

	Estimated share in rail high-speed/long distance market (pass/km,	
	Other RU than principal railway undertaking ("non-incumbents")	New entrants
HU	0%	0%
SK	0%	0%
DE	0%	0%
LV	0%	0%
BE	0%	0%
LT	0%	0%
BG	0%	0%
IE	0%	0%
LU	0%	0%
NL	0%	0%
PT	0%	0%
PL	0%	0%
RO*	0%	0%
EL	0%	0%
ES	0%	0%
FI	0%	0%
SI	0%	0%
FR	0%	0%
DK	0%	0%
IT	4%	4%
CZ	5%	5%
AT	7%	7%
EE	100%	0%
UK	100%	100%
SE**	n/a	n/a

Source: RMMS questionnaires (cf. table 5e), with the following methodological notes:

- New entrants are railway undertakings that operate in open access.
- In Poland and Romania (*), all other railway undertakings than the principal railway undertaking have been assumed to be regional operators .

Remarks:

- Sweden (**): According to the annual report of SJ, it has transported 6415-million de passenger-km, and therefore has an overall share of 55% for passenger services. It is however impossible to determine its share of regional/suburban services.
- To determine the share of the long distance and high-speed segments, data on market segments has been used.

5e. Rail passenger transport (market shares in passengers-kilometres), as estimated by Member States

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings (%)
AT	ÖBB PV	94,3	5,7
	WESTBahn	3,4	
	GKB	1,2	
	WLB	1,1	
BE	SNCB/NMBS	99,4	0,6
	Eurostar Limited	0,6	
BG	BDZ Passenger Services	100	0
CZ	České Dráhy	97.06	2,94
	GW Train Regio as	0.14	
	RegioJet	2,57	
	Vogtlandbahn-GmbH, organizační složka	0.13	
DE	DB AG (Fernverkehr)	41,6	10
	DB AG (DB Regio)	48,4	
	Other railway undertakings	10	

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings (%)
DK	DSB: Kobenhavn (incumbent)	65	10
	DSB S-tog A/S: Kobenhavn (incumbent)	18	
	DSB Oresund (ex-DSB First): Molmö (SE)	7	
	Arriva Tog A/S: Tarnby	3	
	Metro Service A/S: Kobenhavn	4	
	Nordtjyske Jernbaner A/S: Hjorring	<1	
	Lokalbanen A/S: Hillerod	1	
	Midtjyske Jernbaner Drift A/S: Odder	<1	
	Regionstog A/S: Holbaek	1	
	SJ (SE)	<1	
EE	Edelaraudtee	49	56
	Elektriraudtee	44	
	GoRail	7	
EL	Trainose SA	n.a.	n.a.
ES	Renfe Operadora	100	0
FI	VR Ltd.	100	0
FR	SNCF	n.a.	n.a.
	Eurostar	n.a.	
	Thello	n.a.	
HU	MAV Start Zrt	97,1	2,9
	GySEV Zrt	2,9	

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings (%)
IE	Iarnrod Eireann	100	0
IT	Trenitalia	n.a.	8.3.
	New entrants.	n.a.	
LT	SC Lithuanian Railways	100	0
LU	N.a.	n.a.	n.a.
LV	A/s Pasazieru vilciens (AS PV)	88,3	11,7
	SAI LDZ Cargo	11,7	
NL	Netherlands Railways	95	5
	Other railway undertakings	5	
PL	**PKP Intercity S.A.**	43,90 %	51,4
	PKP SKM Sp. z o.o.	4,70 %	
	Koleje Mazowieckie KM Sp. z o.o.	11,89	
	Przewozy Regionalne Sp. z o.o.	34,22 %	
	SKM Warszawa Sp. z o.o.	1,45 %	
	WKD Sp. z o.o.	0,62 %	
	Koleje Dolnośląskie S.A.	0,49 %	
	Koleje Śląskie Sp. z o.o.	1,64 %	
	Arriva RP Sp. z o.o.	0,51 %	
	UBB GmbH	0,004 %	
	Koleje Wielkopolskie Sp. z o.o.	0,59 %	
	Others	0,0037%	
PT	Fertagus	6,13 (train-km)	83,37% (train-km)

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings (%)
RO	CFR Calatori	79,39	20,61
	SC REGIOTRANS SRL	14,52	
	Transferroviar Calatori	3,84	
	Others (private)	0,47	
	Regional (others)	1,78	
SE	Arriva Tåg AB	n.a.	n.a.
	A-Train AB	n.a.	
	Bottniatåg AB	n.a.	
	DB Regio Sverige AB	n.a.	
	DSB	n.a.	
	DSB Småland	n.a.	
	DSBFirst Sverige AB	n.a.	
	DSBFirst Väst AB	n.a.	
	Inlandståget AB	n.a.	
	Merresor AB	n.a.	
	Roslagståg AB	n.a.	
	SJ AB	n.a.	
	SJ Norrlandståg AB	n.a.	
	Stockholmståg KB	n.a.	
	Svenska Tågkompaniet AB	n.a.	
	Tågåkeriet i Bergslagen AB	n.a.	
	Veolia Transport Sverige AB	n.a.	
SI	SZ Passenger transport	100	0

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings (%)
SK	ZSSK Slovensko	96,62	3,38
	Regio Jet CZ	3,38	
UK	Virgin Trains	9,8	90,2
	South West Trains	9,6	
	First Great Western	9,7	
	East Coast	8,1	
	Southern	7,3	
	Southeastern	7	
	Greater Anglia	6,8	
	First Capital Connect	6,0	
	Cross Country	5,4	
	First Scotrail	4,4	
	East Midlands	3,7	
	London Midland	3,7	
	First Transpennine Express	2,7	
	Eurostar	2,3	
	Northern	2,6	
	First Transpennine Express	2,6	
	Arriva Train Wales	1,9	
	C2C	1,7	
	Chiltern	1,9	
	Northern West	1,4	
	London Overground	1,5	

	Railway undertakings	Market share (%)	Total market share of all but the principal railway undertakings (%)
	Merseyrail	1,0	
NO	NSB AS	88	10
	Flytoget AS (public-woned)	10	
	NSB Gjovikbanen AS	2	

Source: RMMS questionnaires

ANNEX 20

RMMS questionnaire

Please fill in the questionnaire electronically. Feel free to change the size of the tables according to your needs. You may provide additional comments under each answer. If there have been no developments or measures undertaken in a certain field, please indicate it clearly. In case of non-availability of the requested data, use the abbreviation "n/a".

Thank you !

1. Evolution of rail transport performance and compensation of Public Service Obligations (1):

a) Overall evolution

	2012	%-variation compared to previous year
Freight - in tkm (2) total		
international		
transit		
national		
Passengers - in pkm (3) - total (4)		
international		
transit (5)		
national		
Passengers - in pkm under PSO:		
Thereof international		
Thereof domestic		
Paid compensation for PSO (in euro):		
Passengers - in train-km under PSO		

b) **Rail service segments**

Infrastructure	Traffic (p-km)	Public service obligations (% p-km of the category or sub-category)
1.1. UIC type A traffic		
Thereof Suburban		
Thereof Regional		
1.2. UIC type B traffic		
Thereof Long-distance/Intercity		
Thereof High-speed		

Please indicate how each of the categories are defined at national level

2. SHARES OF RAILWAY UNDERTAKINGS (6) IN TOTAL TRANSPORT PERFORMANCE AT THE END OF 2012 (PLEASE GIVE NAMES OF RAILWAY UNDERTAKINGS WITH THEIR MARKET SHARES IN TKM/PKM ≥ 1%):

Railway undertakings (FREIGHT) (7)	Share (% of tkm)	Total market share of all but the principal railway undertakings

Railway undertakings (PASSENGERS) (7)	Share (% of pkm)	Total market share of all but the principal railway undertakings

3. RAILWAY INFRASTRUCTURE/CAPACITY OF EXISTING INFRASTRUCTURE

a) <u>Stations, freight terminals, marshalling yards</u>

Infrastructure	Number	Name of the 3 largest
Stations above 25000 travellers/day		
Stations above 10000 travellers/day		
Stations above 1000 travellers/day		
Stations with less than 1000 traveller/day		
Freight terminals		
Marshalling yards and train formation facilities		
Storage siding charges		
Maintenance facilities		
Maintenance facilities (except high-speed trains and rolling stock requiring specific facilities)		
Technical facilities		

b) Infrastructure that has been declared as “congested”

	Congested infrastructure	Headway (average)
Tracks (kilometres)		-
Thereof: - high-speed lines*		
Thereof: - for passenger transport		
Stations with more than 25.000 travellers/day (number)		
Freight terminals (number)		-
Marshalling yards and train formation facilities (number)		-

* if possible, provide information for each of the main high-speed lines

c) <u>Ownership and management of infrastructure</u>

Infrastructure	Ownership	Management
Stations above 25000 travellers/day		
Stations above 10000 travellers/day		
Stations above 1000 travellers/day		
Stations with less than 1000 traveller/day		
Freight terminals		
Marshalling yards and train formation facilities		
Storage siding charges		
Maintenance facilities		
Maintenance facilities (except high-speed trains and rolling stock requiring specific facilities)		
Other technical facilities, including cleaning and washing facilities		
Maritime and port facilities linked to rail activities		
Relief facilities		
Refuelling facilities		

d) Path allocation: indicate if in – handling of requests

	Successful path allocations	Rejected path allocations	Total path allocations
Priority services – PSO (if applicable)			
Priority services – international freight (if applicable)			
Priority services – domestic freight (if applicable)			
UIC Type A services – local and regional			
UIC Type B services – long-distance			
UIC Type A services – high-speed lines			
International passenger services			
International freight (no priority)			
Domestic freight (no priority)			
Total			

e) Please indicate if priorities in path allocation are determined in the legislation? (for PSOs, for domestic freight or for international freight)

4. PLEASE LIST RELEVANT DEVELOPMENTS AS REGARDS RESTRUCTURING OF THE INCUMBENT RAILWAY UNDERTAKING AND ADOPTION/IMPLEMENTATION OF NATIONAL TRANSPORT STRATEGIES THAT HAVE TAKEN PLACE BETWEEN 1 JANUARY AND 31 DECEMBER 2012.

5. EMPLOYMENT OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS AT THE END OF 2012:

Total staff of incumbent railway undertakings	
– of which train drivers	
Total staff of new entrants	
– of which train drivers	
Total staff of infrastructure managers	
Other staff including in rail related service companies (e.g. maintenance workshops, terminal operators, training, train driver leasing, energy supply)	

6. MULTI-ANNUAL INFRASTRUCTURE MANAGEMENT CONTRACTS (9) IN 2012:

Infrastructure manager	Length of the network covered by the contract	Time span of the contract starting from [date]	Definition of performance indicators agreed (Y/N)? If yes, please specify.	Total compensation paid (in Euro/year)	Existence of independent monitoring body supervising MAC (Y/N)?

Please indicate if the service level indicators have been met or not.

7. INFRASTRUCTURE (10) EXPENDITURE - CONVENTIONAL NETWORK (11):

	Maintenance	Renewals	Enhancements
Conventional lines 2012: (in Euro)			
(in km worked on)			
Forecast for 2012 (in Euro)			
(in km worked on)			

8. INFRASTRUCTURE CHARGES IN 2014

a) <u>Track access charges</u>

Train category (12)	Average track charge in €/train km, excluding cost of the use of electricity *and electric equipment*	Change in % compared to previous year of segment with biggest increase, e.g. "container trains +3%"
1000 gross tonne freight train		
500 gross tonne intercity passenger train		
140 gross tonne suburban passenger train		

b) <u>Average facility and energy charges</u>

Type of charge	Average charge, excluding cost of the use of electricity *and electric equipment*	Change in % compared to previous year of segment with biggest increase, e.g. "container trains +3%"
Freight terminal services (in €/train km)		
Passenger stations (in €/train km)		
Traction current (in €/kwh)		
Traction current for 1000 gross tonne freight train locomotive (in €/train km)		
Traction current for 500 gross tonne intercity passenger train (in €/train km)		
Traction current for 140 suburban passenger train (in €/train km)		
Diesel (in €/litre)		
Diesel charge for 1000 gross tonne freight train locomotive (in €/train km)		
Diesel charge for 500 gross tonne intercity passenger train (in €/train km)		
Diesel charge for 140 suburban passenger train (in €/train km)		

c) **Share of facility charges in overall infrastructure charges**

Train category (12)	Share of facility charge in overall infrastructure charges (%)
Freight service terminal charges for freight operator	
Station charges for intercity train operator	
Station charges for regional/suburban passenger operator	

9. NOISE AND ENVIRONMENT

a) Are there any legislative acts in force regarding the maximum noise level along a railway line and/or any mandatory rule in place that obliges railways to reduce the exposure to noise for the population? (indicate if there was any change compared to 2011)

b) Are there any planned legislative acts regarding the maximum noise level along a railway line and/or any mandatory rule in place that obliges railways to reduce the exposure to noise for the population? (indicate if there was any change compared to 2011)

c) If there are any measures in force or planned, please detail the time frame of their implementation and to which parts of the railway network they will apply (e.g. on freight corridors, on specific lines?)

d) Do you consider introducing differentiation of track access charges according to the level of noise produced by trains/wagons with more silent brake blocks? If so, please give details (approximate date, duration, form, level of track access charges and/or public support etc.)

e) Are there any other environment-related infrastructure charges?

10. NUMBER OF ACTIVE LICENCES OF RAILWAY UNDERTAKINGS ISSUED IN ADDITION TO THE ONES REPORTED TO THE EUROPEAN RAILWAY AGENCY (14)

	Active licences on 31.12.2011	Licences withdrawn	New licences issued	Active licences on 31.12.2012
Total				
thereof: – for freight transport				
– for passenger transport				

11. CAPACITY - ERTMS DEPLOYMENT

a) Please describe briefly the status of the ERTMS deployment (ETCS and GSM-R), most notably:

- Part of network covered with ERTMS (ETCS and GSM-R) (%)
- Level and version of the system deployed,
- Type of (planned) ETCS deployment: in overlay or ETCS only. If ETCS only, is there a decommissioning plan?
- Is there a plan for a national deployment (i.e. going beyond the European deployment plan (=EDP))?
- Regulatory-based ERTMS issues/cases occurred during the reporting period
- Other issues related to ERTMS occurred during the reporting period

b) Infrastructure equipped by ETCS

Infrastructure equipped with ETCS level 1/2/3 Versions V 2.3.0d/Baseline 3/previous versions Signalling/train detection In Overlay/ETCS only	Equipped tracks (kilometres)	Change compared to 31.12.2011	Equipped lines (Kilometres)	Change compared to 31.12.2011
Overall infrastructure				
– thereof ERTMS corridors				
% of achievement compared to the EDP-2015				
% of achievement compared to the EDP-2020				
– thereof freight corridors				
– thereof high-speed lines				

c) Infrastructure equipped by GSM-R

Infrastructure equipped with GSM-R	Equipped tracks (kilometres)	Change compared to 31.12.2011	Equipped lines (Kilometres)	Change compared to 31.12.2011
Overall infrastructure				
– thereof ERTMS corridors				
% of achievement compared to the EDP-2015				
% of achievement compared to the EDP-2020				
– thereof freight corridors				
– thereof high-speed lines				

d) Investments in ERTMS

	Maintenance	Renewals	Enhancements
Investment in ERTMS: (in Euro)			
(in km worked on)			
Investment in legacy traffic control systems (in Euro)			
(in km worked on)			

e) **Rolling stock equipped with ETCS (please indicate if you are using estimations or estimated percentages)**

Rolling stock equipped with ETCS	Incumbents (number)	Change compared to 31.12.2011	New entrants (number)	Change compared to 31.12.2011
Overall rolling stock				
– thereof locomotives				
– thereof multiple units				
– thereof new				
– thereof retrofitted				
Average age of the retrofitted ERTMS rolling stock				
– average duration of authorisation for placing into service				
– average cost of authorisation for placing into service				

f) **Are there any legislative acts in force or planned acts or initiatives (e.g. national financing scheme) regarding incentives to use ECTS-equipped rolling stock included in track access charges?**

12. PLEASE DESCRIBE THE ESTIMATED START-UP COSTS FOR NEW OPERATORS (EVALUATION OF COST OF LICENCES, AUTHORIZATION, AND SECURITY CERTIFICATES). (IF ANY CHANGE SINCE 2011)

13. Quality of services

Punctuality

Local and regional trains		Long-distance trains			
		Total		Of which high-speed trains	
Reliability	Punctuality (a)	Reliability	Punctuality (b)	Reliability	Punctuality (b)

Reliability – percentage of trains cancelled

Punctuality (a) – percentage of trains on time (delay inferior or equal to 5 minutes)

Punctuality (b) – percentage of trains on time (delay inferior or equal to 15 minutes)

14. Developments as regard prices:

Could you provide details on the fare policy for public service obligations for rail (i.e. types of tickets, passenger categories that have specific discounts)?

Could you provide the ratio passenger revenues in public service obligations to their public compensation?

15. Please list important training activities in the field of railway transport taken in your country between 1 January 2011 and 31 December 2012.

16. Are there any other developments you would like to report on?

Thank you!

Glossary:

(1) Public Service Obligations as defined in Regulation 1370/2007 of 23 October 2007: "'public service obligation' means a requirement defined or determined by a competent authority in order to ensure public passenger transport services in the general interest that an operator, if it were considering its own commercial interests, would not assume or would not assume to the same extent or under the same conditions without reward";

(2) tkm = tonne-kilometre

(3) pkm = passenger-kilometre

(4) Please do not include passenger transit in total figure to ensure comparability with Eurostat data.

(5) Provide passenger transit figures as far as available. Do not include in total figure as Eurostat survey does not include them.

(6) Please apply territoriality principle, i.e. an undertaking operating in more than one country would see its share split across respective national rail markets.

(7) Please indicate if possible for each railway undertaking whether the majority of the assets are private or public-owned

(8) E.g. measures related to the organisation of driver training, opening of training centres, support schemes for management training in the rail sector, setting up of an advanced apprenticeship scheme in the rail sector, international exchange programmes for staff or developments on the market for training services.

(9) Contract concluded with the State or other competent authorities providing for financial compensation to infrastructure managers for maintenance and renewal to achieve an agreed performance, according to Directive 2001/14/EC, Article 6: "Infrastructure cost and accounts:

1. Member States shall lay down conditions, including where appropriate advance payments, to ensure that, under normal business conditions and over a reasonable time period, the accounts of an infrastructure manager shall at least balance income from infrastructure charges, surpluses from other commercial activities and State funding on the one hand, and infrastructure expenditure on the other.
   Without prejudice to the possible long-term aim of user cover of infrastructure costs for all modes of transport on the basis of fair, non-discriminatory competition between the various modes, where rail transport is able to compete with other modes of transport, within the charging framework of Articles 7 and 8, a Member State may require the infrastructure manager to balance his accounts without State funding.
2. Infrastructure managers shall, with due regard to safety and to maintaining and improving the quality of the infrastructure service, be provided with incentives to reduce the costs of provision of infrastructure and the level of access charges.
3. Member States shall ensure that the provision set out in paragraph 2 is implemented, either through a contractual agreement between the competent authority and infrastructure manager covering a period of not less than three years which provides for State funding or through the establishment of appropriate regulatory measures with adequate powers.
4. Where a contractual agreement exists, the terms of the contract and the structure of the payments agreed to provide funding to the infrastructure manager shall be agreed in advance to cover the whole of the contract period.
5. A method for apportioning costs shall be established. Member States may require prior approval. This method should be updated from time to time to the best international practice".

(10) As defined in Directive 91/440/EEC: "railway infrastructure` shall mean all the items listed in Annex I.A to Commission Regulation (EEC) N° 2598/70 of 18 December 1970 specifying the items to be included under the various headings in the forms of accounts shown in Annex I to Regulation (EEC) N° 1108/70, with the exception of the final indent which, for the purposes of this Directive only, shall read as follows: 'Buildings used by the infrastructure department",

The definition and scope of the term "Transport Infrastructure" according to Annex I.A to Commission Regulation (EEC) N° 2598/70 of 18 December 1970 reads as follows:

"For the purposes of Article 1 of Council Regulation (EEC) No 1108/70 of 4 June 1970, "transport infrastructure" means all routes and fixed installations of the three modes of transport being routes and installations necessary for the circulation and safety of traffic.

A. RAIL

Railway infrastructure consists of the following items, provided they form part of the permanent way, including sidings, but excluding lines situated within railway repair workshops, depots or locomotive sheds, and private branch lines or sidings: - Ground area;

- Track and track bed, in particular embankments, cuttings, drainage channels and trenches, masonry trenches, culverts, lining walls, planting for protecting side slopes etc. ; passenger and goods platforms ; four-foot way and walkways ; enclosure walls, hedges, fencing ; fire protection strips ; apparatus for heating points ; crossings, etc. ; snow protection screens;
- Engineering structures : bridges, culverts and other overpasses, tunnels, covered cuttings and other underpasses ; retaining walls, and structures for protection against avalanches, falling stones, etc.;
- Level crossings, including appliances to ensure the safety of road traffic;
- Superstructure, in particular : rails, grooved rails and check rails ; sleepers and longitudinal ties, small fittings for the permanent way, ballast including stone chippings and sand ; points, crossings, etc. ; turntables and traversers (except those reserved exclusively for locomotives);
- Access way for passengers and goods, including access by road;
- Safety, signalling and telecommunications installations on the open track, in stations and in marshalling yards, including plant for generating, transforming and distributing electric current for signalling and telecommunications ; buildings for such installations or plant ; track brakes;
- Lighting installations for traffic and safety purposes;
- Plant for transforming and carrying electric power for train haulage: sub-stations, supply cables between sub-stations and contact wires, catenaries and supports; third rail with supports;
- Buildings used by the infrastructure department…"

(11) High-speed infrastructure as defined in Directive 2008/57/EC, Annex I: "The high-speed lines shall comprise:

- specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h,
- specially upgraded high-speed lines equipped for speeds of the order of 200 km/h,
- specially upgraded high-speed lines which have special features as a result of topographical, relief or town planning constraints, on which the speed must be adapted to each case. This category also includes interconnecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at conventional speed by 'high-speed' rolling stock.

This network includes traffic management, tracking and navigation systems, technical installations for data processing and telecommunications intended for services on these lines in order to guarantee the safe and harmonious operation of the network and efficient traffic management."

(12) The International Transport Forum in Leipzig (D) (http://www.internationaltransportforum.org/) has published surveys on track access charges in the indicated categories.

(13) Article 11 of Directive 2001/14/EC reads as follows: "Performance scheme

1. Infrastructure charging schemes shall through a performance scheme encourage railway undertakings and the infrastructure manager to minimise disruption and improve the performance of the railway network. This may include penalties for actions which disrupt the operation of the network, compensation for undertakings which suffer from disruption and bonuses that reward better than planned performance.
2. The basic principles of the performance scheme shall apply throughout the network".

(14) Licences issued according to Directive 95/18/EC: "Objective and Scope:

Article 1

1. This Directive concerns the criteria applicable to the issue, renewal or amendment of licences by a Member State intended for railway undertakings which are or will be established in the Community when they provide the services referred to in Article 10 of Directive 91/440/EEC under the conditions laid down in that Article.
2. Railway undertakings the activities of which are limited to the operation of urban, suburban or regional services shall be excluded from the scope of this Directive.

   Railway undertakings and international groupings the activity of which is limited to the provision of shuttle services transporting road vehicles through the Channel Tunnel shall also be excluded from the scope of this Directive.

3. A licence shall be valid throughout the territory of the Community."