



**Press Release 22.01.07**

### **EIM cautiously welcomes the European Parliament's vote**

EIM (European Rail Infrastructure Manager) broadly welcomes the vote in the European Parliament last week (18.01.07) on the 3rd Railway Package, but have reservations in one or two areas.

On the question of the opening of the international rail passenger market EIM welcomes market liberalisation as a positive development, but would have preferred to also see a timetable for opening of the domestic passenger market.

Market liberalisation is key to increasing rail market share, reducing road congestion and hence has a positive impact on climate change.

The widened scope of the directive for drivers' certification to include train crew involved in safety related tasks, could have widespread cost implications due to the increased monitoring and certification costs. EIM is concerned about the exact scope and the amount of people being involved in the certification.

The EIM is also concerned that the proposed extension of the regulation on international passenger's rights from covering international passengers to now including domestic passengers will duplicate existing legislation already in place in Member States. In respect of compensation for delays, EIM believes that the subsidiarity principal should apply.

EIM Secretary General, Michael Robson "said that the European Rail Infrastructure Managers are concerned that simply applying the international passenger regulation to national commuter traffic, may not have the desired effect of improving conditions for the national passenger. The compensation scheme in some countries is already better than that proposed for domestic passengers."

EIM Secretary General, Michael Robson also said, "that this extension of the regulation might lead to double jeopardy by infrastructure managers paying compensation once through the performance scheme and a second time through this new legislation".

EIM believes that the needs of the international passenger are different from those of the daily national commuter. Levels of compensation should therefore be structured to reflect this differentiation.



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**Notes to the Editor:**

For further information on EIM:

<http://www.eimrail.org>

For EIM position papers on the 3rd railway package:

[http://www.eimrail.org/template\\_subsubpage.asp?pag\\_id=17&spa\\_id=22&lng\\_iso=EN&ssp\\_id=3](http://www.eimrail.org/template_subsubpage.asp?pag_id=17&spa_id=22&lng_iso=EN&ssp_id=3)

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