

Press Release 07.06.07

### **EIM hopes EP decision on separation of rail infrastructure will ensure fair conditions**

The European Parliament Transport Committee has approved functional separation between railway operations and infrastructure management.

The committee on the 5<sup>th</sup> of June 2007 accepted important messages from the draft “Cramer Report” on the implementation of the First Railway Package. However, it considered complete separation into two completely different institutions a step too far.

MEPs voted on an impressive number of 163 amendments, and finally accepted the amended report with a vote of 37 against 1. **EIM (European Rail Infrastructure Managers)** fully endorses a number of the important recommendations made by the EP. These recommendations, if followed through by the European Commission (EC), will ensure that issues related to non-discriminatory access will be improved:

- Both the separation and the integration models are compatible with European community law, provided that the independence of the essential functions like for example access to fuelling points is safeguarded.
- Absolute priority must be given to the full implementation (including performance scheme) of the First Railway Package. Numerous complaints from new rail freight operators against “incumbents” show that this is not yet the case.
- Legal proceedings must be initiated by the EC without delay against those Member States that have not implemented the first and/or second railway package by the specified date.
- It is essential to create an independent and transparent regulating body with adequate funding.

EIM Secretary General, <sup>iii</sup>Michael Robson said, following the vote “that EIM is continuously working to ensure open access to the railway network to increase rail market share and this is a step in the right direction.”

Furthermore, in the “Cramer Report” the EC is requested to undertake some important actions related to congestion and charging that EIM fully support.

- Take legal steps to stop the practice of cross-subsidisation of passenger rail transport to the detriment of freight rail transport.
- Submit a Directive in 2008, in which the Eurovignette is adjusted in line with the rail route pricing system; tolls are to be made mandatory for all lorries over 3.5 tonnes on all roads in the EU without loopholes, and external costs are to be internalised.
- Examine the possibility of introducing better transparency and predictability of route prices, establishing the principle of a minimum harmonisation of prices on international corridors which are the subject of investment by railway undertakings to improve interoperability.

EIM believes these measures will be important factors in reducing congestion by a modal shift from road to rail. They will also ensure fair competition for the railway sector and reduce the negative environmental impact from road transport.



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### **Notes to the Editor:**

For further information on EIM:

<http://www.eimrail.org>

For EIM position papers on the 1st railway package:

[http://www.eimrail.org/pdf/bro/EIM\\_ERFA\\_ERFCP-Revision\\_of\\_1st\\_RP-17.01.06\\_1.pdf](http://www.eimrail.org/pdf/bro/EIM_ERFA_ERFCP-Revision_of_1st_RP-17.01.06_1.pdf)

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<sup>i</sup> In accordance with directive 2001/14/EC, <http://europa.eu.int/eur-lex/lex/LexUriServ/LexUriServ.do?uri=CELEX:32001L0014:EN:HTML>

<sup>ii</sup> Including the test criteria laid down by the Commission in the Annexes to its report on the implementation of the First Railway Package (Servrail Report).

[http://www.eimrail.org/pdf/news/InfraConnection\\_March\\_2007\\_full.pdf](http://www.eimrail.org/pdf/news/InfraConnection_March_2007_full.pdf)

<sup>iii</sup> <http://www.eimrail.org/people.html>

<sup>iii</sup> Re-examine articles 22, 25 and 26 of Directive 2001/14/EC, <http://europa.eu.int/eur-lex/lex/LexUriServ/LexUriServ.do?uri=CELEX:32001L0014:EN:HTML>