

4th Railway Packac Impact Assessment Questionnai

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Section A Your organisation

A Which organisation do you represent?

Please select your organisation type from the list below. If more than one is applicable please select all relevant ons

organisations If you are a representative body please select organisations there are additional questions after those on the below. To download a pdf of the non-organisation specific qu	e first page. These can be printed by clicking the pdf ice
Nature of organisation	
Infrastructure managers	Passenger organisations
Workers' Representatives	Rail regulatory bodies
Competition Authorities	 Incumbent passenger railway undertaking:
☐ National Safety Authorities	Incumbent freight railway undertakings
New entrant passenger railway undertakings	Rolling stock leasing companies
New entrant freight railway undertakings	☐ Industry Suppliers
Public Transport Authorities (Competent Authority)	Transport (or other responsible) ministries
Other	
8 Please state the name of your organisation and &	Member State(s) you operate in
Name of Organisation:	
Country(ies) of operation (tick EU if active in all Memb	per States)
Austria Belgium Bulgaria France Hungary Ireland Poland Poland Slovakia Slovenia Span Span All of the EU	Czech Republic Denmark Greece Germany Greece Greece Franking Romania Romania Frankingdom Swedan.

Section B The quality of rail services in the EU

The Commission has set out in its "Road Map towards a Single European Transport Area" a number of initiatives, the first of which is creating a true internal market for rail services. This is seen as a necessary step to eliminate the problems that are restricting the development of the rail sector, in particular its competitive position compared to other transport modes which is driven by the general problem of deficiencies in the quality and efficiency of rail services. The issue of quality is of fundamental importance to the analysis to be undertaken in this impact assessment.

For the purposes of this survey we consider quality to include: punctuality. passenger comfort, on board services (including type, cleanliness, accessibility), information, service frequency, intramodal and intermodal integration. Quality also relates to the punctuality, reliability and customer needs for freight services.

C Yes C No C No C	opinion						
Please specify these other asp	ects (and	the snec	ific Me	mher	States v	our comments :	refer
reads specify these other asp	ous (and	the spec		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		A	
						~	
How would you rate the quali Please choose a number in the rang	-		-			y?	
		1 2	3	4	5	No opinion	N
Rail passenger services	(((ı
Rail freight services			(($\overline{}$	(1
Please comment and provide a	any eviden	ice and d	lata th	at can	substar	ntiate your respo	onse.
sector is a problem? You can select more than one Memi	ber State	lgaria 📖	┌ Cz	ech Re	alláuq	Denn	nark 🎆
Estonia Finland		_			rmany		ece
Hungary Ireland	10 c=						9000
					Latvia		ลกเล 🎆
Luxembourg Netherlands	P	oland	-	Po	rtugal	Roma	ania ania
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1.4 To what extent do sector in the coun	you think that the q try(ies) you operate	-	ervices affe	cts the compe	etitiveness (
	To a great extent	To some extent	To a mino	rextent Not a	atall Noop
Freight services	C	Ċ	(~	(` (
Passenger services	C	~	(
Please explain your	answer with refere	nce to any spe	cific examp	ole.	
				6066]
					.1
)
5a To what extent do rail passenger ser	you believe that the vices?	e following qua	ility and fina	ancial elemen	its affect de
Quality elements					
		To a g	_		or Notat all op
Service frequency		(*		c extent	()
•	(between rail services ouding through-ticketing)			C	·
	(e.g. interchange road-r y of integrated ticketing)	(<u>C</u>	_
		(~	(C
Punctuality					
Punctuality On board services (e.g. conditioning, etc.)	train cleanliness, air	(~	(٢
On board services (e.g.		(r ~
On board services (e.g. conditioning, etc.)		C	· /**	C	r
On board services (e.g. conditioning, etc.) Information to passeng					
On board services (e.g. conditioning, etc.) Information to passeng		To a great	To some	C To a minor	Not at
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On board services (e.g. conditioning, etc.) Information to passeng Financial elements Ticket prices Public subsidies for infindevelopment Public funding for public compensation	gers rastructure ic service contract	To a great extent	To some extent	To a minor extent	Not at all op
On board services (e.g. conditioning, etc.) Information to passeng Financial elements Ticket prices Public subsidies for infindevelopment Public funding for public compensation	gers irastructure	To a great extent	To some extent	To a minor extent	Not at all op
On board services (e.g. conditioning, etc.) Information to passeng Financial elements Ticket prices Public subsidies for infindevelopment Public funding for public compensation	gers rastructure ic service contract	To a great extent	To some extent	To a minor extent	Not at all op

	Punctuality	(\sim	C	(\subset
	Service offer adapted to	~	r	C	C	C
	customers' needs	*	·	· ·	•	i.
	Price	(((\subset	C
	Intermodality	\subset	Γ	(~	C
	Other problem ele	ements (pleas	se specify in the	comment box)		
						2
						*
	,					
Q1.50		for the com	petitiveness of t	one with the grea he rail sector, un		ce to the one with the indicated "no
	Passenger services	5				
						Rank
						importance (1=most emportant
						9=least important)
	Service frequency					
	Intramodal integratio ticketing)	n (between rail	services of differer	nt operators including	g through-	
	Intermodal integratio ticketing)	n (e g. intercha	nge road-rail includ	ling the possibility of	fintegrated	-
	On board services (e	e.g. train cleanli	ness, air conditioni	ng, etc.)		- <u>-</u>
	Information to passe	ngers				-
	Ticket prices					J- <u>•</u>
	Public subsidies for i	nfrastructure de	evelopment			[- -
	Public funding for pu	blic service con	itract compensation	1		[]
	Other elements (p	lease specify	y in the commen	t box):		→
						-
	A.C. consequent					*
Q1.5d	Please rank the t least importance opinion" or "not	for the com	petitiveness of t			ce to the one with the indicated "no
	Rail freight services	5.				
					portance	
	Delichdib			(1=ragist in	mportant 5=least in	iportant)
	Reliability					
	Punctuality			- T		

Please comment and provide any evidence and data that can substantiate your response

Service offer adapted to customers' needs

Price

Intermodality

	 	***************************************	 \ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	A
non-nongroup of the state of th				

Section C Issues affecting the quality of rail passenger services in the EU

The European Commission believes that domestic rail passenger services suffer from a low level of quality and efficiency which leads to poor inter-modal performance. According to a preliminary analysis by the European Commission this situation can be attributed to the presence of several obstacles which hamper market access, limits new entrants and hinder the internal market for rail passenger services. We have identified four main drivers affecting the quality of rail services in the EU, each of them comprising a number of elements. We are interested in your opinion with respect to these issues.

Q2.1 To what extent do you agree that the following aspects affect the quality of rail services and have an impact on the competitiveness of the rail sector in the EU?

	Strongly agree	Partially agree	Neither agree nor disagree	Partially disagree	Strongly disagree	No opinion
Access barriers for railway undertakings	(~	C	C	C	~
Discriminatory framework conditions (e.g. access to rail related services and rolling stock, etc.)	(C	C	<i>(</i> ~	C	(~
Inadequate regulatory oversight	~	\subset	~	()	((^
Lack of competitive incentives on railway undertakings to improve quality/ reduce fares	r	C	C	~	C	C
Other	(*`	<i>(</i> **	C	<u>^</u>	<i>(</i> ^	C

Please explain your suggested "Other" category in more de-	etail
The second secon	- Vo-
Please comment and provide any evidence and data that c.	an substantiate your response
	· · · · · · · · · · · · · · · · · · ·

- Q2.2 To what extent do you believe that the following factors contribute to each of the problems listed in the previous question?
 - a) Access barriers for railway undertakings to the rail sector

	To a great extent	To some extent	To a minor extent	Not at	No opinion
Constraints concerning access to raif related services	c	(~	((
Infrastructure capacity constraints	(Γ	('	^	Γ
Constraints on rolling stock availability	\sim	(~	(\subset	~
Other:	<i>(</i> ~~	\subset	C	$\overline{}$	\subset

				*		
				×	Ĺ	
b) Discriminatory framework conditions						
	g		o some extent	To a minor extent	Not at all	No opinion
Insufficient independence of Infrastructure Man- functions (in relation to capacity allocation and charging)	ager	C	۲	C	C	<
Lack of financial/ technical transparency		~	(\subset	\subset	r
Other.		(C	((Γ
Please comment and provide any evider	nce and data	that can	substant	iate your	respor	1 se .
c) Inadequate Regulatory Oversight						
		To a great extent	To some extent	To a minor extent		No opinion
Inadequate scope of regulatory competences (extending scope to open access and public ser contracts for domestic passenger services includefinition of public service contracts)	vice	r	C	C	r	C
Inadequate resources/ regulatory expertise (e.g. staff numbers necessary to react to a market will operators or with sufficient experience in dealing regulatory issues)	ith multiple	r	C	(۲	C
Divergent interpretation of legislation		(^	C	~	Γ	\subset
Other.		<u></u>	C	\sim	\subset	Γ
Please comment and provide any evider	nce and data	that can	substant	iate your	respor	ıse.
I						
d) Lack of competitive incentives on railway				educe fai	es	
	To a great extent	To sor exter		minor tent	Not at all	No opłnion
Lack of competitive award of Public Service Contracts	C	(~		C	C	C
inadequate definition and scope of public service obligations	C	C		C	~	Γ
Lack of open access rights	(~		\subset	~	\subset
Other	~	~		ſ"	~	~

Please comment and provide any evidence and data that can substantiate your response.

Contract parties

	•	ete with o	that are hind other modes o			
C Yes C No C No c	pinion					
Please comment and provide a	any evidenc	e and dat	a that can sub	stantiate y	our respor	nse
			_ ****	*****	^	
					-1	
1						
What effect do the following	external fac	ctors have	on the compe	titiveness	of the rail	sec
	Very positive	Positive	Neither positive nor negative	Negative	Very negative	o
Increasing road congestion	\subset	\subset	C	\subset	<u>^</u>	
Improving quality of domestic air transport services	(C	C	C	C	
transport services		_	<u></u>	~	C	
Decreasing price of air transport services	($\overline{}$				
Decreasing price of air transport	r	c c	~	C	C	
Decreasing price of air transport services Deteriorating state of the			<u>~</u>	r	r r	
Decreasing price of air transport services Deteriorating state of the economy	C	C				
Decreasing price of air transport services Deteriorating state of the economy Increasing road pricing		C	~ ~	C	C	ned

Section D The objectives of this policy initiative

The European Commission wishes to contribute to the completion of the internal market for transport through improvements to the operation of the integrated EU railway system and its institutional framework. In order to do this a number of potential objectives have been identified.

Q3.1 Do you believe that the following objectives address the issues previously discussed in Section C of this survey? Click here to see issues

	Yes	No	No opinion
Improve access to infrastructure at cost-reflective charges that create appropriate incentives for new entrants	(C	C
Improve access to rolling stock on competitive terms for new entrants	(*	$\langle \hat{\ }$	Γ
Ensure independent decision making in relation to provision of, and charges for, infrastructure management functions	C	<i>C</i>	C
Enhance regulatory competencies in relation to competitive award of public service contracts	۲	\subset	C
Improve access to rail related services (station facilities and ticketing and information outlines)	ſ	\subset	~

Ensure competitive award of public service contracts	~	€	(
Ensure a consistent open access approach to domestic rail passenger markets	C	\subset	Γ
Please comment and/or add other objectives			
	~		

Section E Policy options

The European Commission has identified a number of options that could contribute to the fulfilment of the policy objectives illustrated in the previous section and, ultimately, improve the competitiveness of the EU railway sector. Please provide your view on the different policy options illustrated below which are related to two main areas of intervention; market opening of rail passenger services and independence of infrastructure management.

Market opening

The Commission has stated in its Road Map that it will seek to establish an attractive and dynamic open rail market. We discuss in this section the various options for completing the process of market opening.

Q4.1a Do you agree that further market integration of the rail sector should be progressed by opening of domestic passenger services through new open access rights?

Strongly agree	Partially agree	Neither agree nor disagree	Partially disagree	Strongly disagree	No opinion
Γ	(<u>(</u>	(~	~
Please comment:					
				- common	
				* 	

Q4.1b What effect would further market opening (through new open access rights in the domestic market) have on the following areas?

	Very positive	Positive	No effect	Negative	Very negative	No opinion
Service frequency	(-	$\langle \rangle$	((~	Γ	(
Intramodal integration (between rail services of different operators including through-ticketing)	C	ŗ	C	C	C	r
Intermodal Integration (e.g. interchange road-rail including the possibility of integrated ticketing)	r	C	Ĉ	C	r	<u></u>
Punctuality	~	\subset	(($\overline{}$	("
On board services (e.g. train cleanliness, air conditioning, etc.)	C	C	\sim	5	C	C
Information to passengers	~	((~	~	\subset	~
Ticket prices	(~	C	<i>(</i> ^	(~	$\overline{}$	\subset
Public subsidies for infrastructure development	C	C	\subset	~	C	~

	Public funding for put compensation	blic service contrac	d	C	۲	C	(C
	Please explain you and statistical data		ding, where po	ossible, na	itional e	xamples		
					Alle evenin		À	
į							<u>*</u>]	
Q4 2a	Do you agree that of domestic pass contracts?		-				_	
	Strongly agree	Partially agree	Neither agree	Partially d	lisagree	Strongly	disagree	No opinion
	^	C	(C		C		Γ
	Please comment:							
							_	
							ĭ	
Q4b	What effect woul service contracts			_	pulsory	competiti	ve tenderi	ng for public
			Very positive	Positive	No effect	Negative	Very negative	No opinion
	Service frequency		C.	(C	~	C	C
	Intramodal integration services of different of through-ticketing)		C	C	C	(C	r
	Intermodal integration road-rail including the integrated ticketing)		C	C	C	Ċ	C	C
	Punctuality		C	<i>C</i>	<i>C</i>	\subset	((
	On board services (e air conditioning, etc.)		5,	C	C	C	(C
	Information to passer	ngers	\subset	ſ^	\mathcal{C}	\subset	\mathcal{C}	C
	Ticket prices		(\sim	\cap	(\subset	<i>/</i> ~
	Public subsidies for in development	nfrastructure	<u>^</u>	C	\subset	(*)	C	C
	Public funding for publicompensation	blic service contrac	rt 🦿	d orac	C	C	C	C
	Please explain you		ding, where po	ossible, na	tional e	xamples		
* - W	and statistical data	a		•			A.	
04.5	16						,	
U4.32	If some or all of y views on the follo							outline your
			Very Popositive	ositive e	No ffect	Negative	Very negative	No opinion

a) A continuation of the existing arrangements in Member States in relation to the provision of

· / /- e : pen access arrangements

	Open access on routes not covered by public service	\subset	ſ	(\subset	\subset	(~
c}	contracts Open access as in option (b),						
	but also permitted on routes covered by public service contracts though Member States could limit access if economic viability of public service	C	C	C	۲	C	C
	contract is affected						
	Open access unrestricted on certain types of services (such as long-distance, high-speed or premium airport services)	C	<i>{</i> ^	C	C	C	C
	Open access unrestricted on all routes (maintaining the possibility of public funding for unprofitable services)	C	<i>(</i> ~	C	C	Ċ	(
f)	Other	C	•	\subset	~	C	(
	ease rank the following option fect from the one which you th						
ef	_	ink is mos	st appropri	ate to me	et the obje	ectives pres	ented ortanc
ef	fect from the one which you th	ink is mos e least app rrangement	st appropri propriate. (ate to me	et the objectiv	ectives pres es Rank imp (1≃most pos	ented ortanc
ef Se	fect from the one which you the ection D to the one which is the one which is the A continuation of the existing a	ink is mos e least app rrangement	st appropri propriate. (s in Member	ate to me Click here to States in r	et the objectiv	ectives pres es Rank imp (1≃most pos	ented ortanc
ef Se	A continuation of the existing a	rrangement rrangement rrangement vered by put out also per oer States of	st appropriate. (s in Member s olic service of mitted on rou	ate to me Click here to States in r contracts utes covere	et the objective see objective elation to	ectives pres es Rank imp (1≃most pos	ented ortanc
ef Se a)	A continuation of the existing a the provision of open access as in option (b), a service contracts though Members 19 to the the the the the though Members 19 to the	rrangements rrangements rered by put out also perroper States co act is affecte ertain types	s in Member s objective of mitted on rou ould timit accide of services	States in r contracts utes covere cess if ecor	et the objective see objective elation to do by public nomic	ectives pres es Rank imp (1≃most pos	ented ortanc
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ithorities can determine

	contracts directly or through a competitive tendering process						
	Competitive tendering introduced for public service contracts where a financial or operational threshold is exceeded (e.g. contract value,						
	volume of traffic). I) Financial: where the total						
	contract value is greater than a pre determined figure	C	Ċ	_	<u>^</u>	Ć.	(
	ii) Operational where the						
	contract covers more than a pre	/-		-	- 6	-	<i>*</i>
	determined percentage of the lotal network according to an agreed metric.	(-	C	(6	C	C
	iii) Other:		_	-	4		
		(_	\sim	~	(\subset
c)	A specification of negotiation						
	elements allowed under a						
	competitive tendering procedure	C	C.	C	5	~	_
	along the lines of the relevant provisions in public procurement law	·	,	,	3	· ·	·
	Competitive tendering for all						
	public service contracts	((((C	(
e)	Other	C	C	(C	_	C
rele							
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rele						<u>-</u>]	
Ple	ease raлk the following options fect in relation to the degree to see objectives		-				
Ple	fect in relation to the degree to		-		es present Ran		on D. Clic
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Ple eff to the book of the boo	fect in relation to the degree to see objectives Retention of the existing legal frames can determine whether to award pub	work in which lic service cless public servi	h competen ontracts directed ce contracts	authorities ectly or where a	Ran (1=m	ed in Section k importance ost positive 5=1	on D. Clic
Plice eff to b) (c) A t	Retention of the existing legal frameworm determine whether to award publishmental or operational threshold is early traffic) A specification of negotiation elementendering procedure along the tines of	work in which lic service cosess public servi exceeded (e	h competen ontracts dire ce contracts g. contract	authorities ectly or where a value, volum	Ran (1=m	ed in Section	on D. Clic
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a) F (t t b) (c) A t g d) (d) (d)	Retention of the existing legal frames can determine whether to award publishrough a competitive tendering proc. Competitive tendering introduced for financial or operational threshold is east traffic). A specification of negotiation element tendering procedure along the lines of procurement law.	work in which the work in which control of the relevant work in which which work in which which work in which which which which which which which work in which	h competent ontracts direct contracts g. contract vinder a company of the provision:	authorities ectly or where a value, volum	Ran (1=m	ed in Section	on D. Clic
a) F () () () () () () () () ()	Retention of the existing legal frameworm determine whether to award publishmental or operational threshold is earlier traffic) A specification of negotiation elementendering procedure along the lines of competitive tendering for all public significant traffic.	work in which lic service coess public servi exceeded (e ats allowed up of the releva	h competen ontracts dire ce contracts g. contract v inder a comm nt provision:	authorities ectly or where a value, volun	Ran (1=m	ed in Section	on D. Clid
a) F () () () () () () () () ()	Retention of the existing legal frameworm determine whether to award public hough a competitive tendering proc. Competitive tendering introduced for financial or operational threshold is east traffic). A specification of negotiation elementendering procedure along the lines of procurement law.	work in which lic service coess public servi exceeded (e ats allowed up of the releva	h competen ontracts dire ce contracts g. contract v inder a comm nt provision:	authorities ectly or where a value, volun	Ran (1=m	ed in Section	on D. Clic

Improved access to rolling stock

Q4.5a What is the view of your organisation on each of the following framework conditions?

Very

positive

Νo

effect

Positive

Negative

Very

negative

Nο

opinion

 a) Compulsory transfer of roll stock to new operator 	ing ((C	("	~	Γ
 b) Creation of rolling stock lead companies that are to provide trains for public service contracts. 	_	۲	(C	C	C
c) Rolling stock to be provide competent authority	d by	r	r	r	c	~
d) Other	_ r	C	~	C	C	~
Please provide details of a	any "Other" option	that you	have inse	erted and co	onsider may	/ be
		<u> </u>			*	
					*	
Improved access to rail relat	ed services, in parti Very	icular ticket Positive	ing No	Negative	Very	No
Reinforced access rules for	positive		effect		negative	opinion
ticketing facilities		C	(C	C	(
b) Compulsory through-ticket	ing C	((((\subset
c) Inter-availability of tickets	(<u></u>	C	((~
d) Other		C	_	(Ć.	C
relevant.		A110 viii 1			2	
					<u></u>	
Tendering procedures	Very positive	Positive	No effect	Negative	Very negative	No opinion
 a) Clear conditions to be introduced on the manner which staff is appropriately protected during the transf- from one operator to anoth 	er	(°	۲	٢	r	C
b) Extending the competence the regulatory bodies in the tendering process to cover areas such as defining the criteria that authorities are use in formulating tenders	·	<u>(</u>	r	C	۲	C

d) Other	Ċ
Please provide details of any "Other" option that you have inserted and c relevant.	onsider may l
A A STATE OF THE S	
	~
Please rank each of the following framework conditions for which you be positive or very positive effect in relation to the degree to which they may presented in Section D. Click here to see objectives	
Improved access to rolling stock	
	Rank imp
	(1∈most pos
	4≃least posi
Compulsory transfer of rolling stock to new operator	J- 💌
 b) Creation of rolling stock leasing companies that are to provide trains for public service contracts. 	- •
c) Rolling stock to be provided by competent authority	- ▼
d) Other	- •
Please explain your answer providing, where possible, specific examples	
riease explain your answer providing, where possible, specific examples	
	-1
a) Reinforced access rules for ticketing facilities b) Compulsory through-ticketing. c) Inter-availability of tickets.	Rank impo
d) Other	
Please explain your answer providing, where possible, specific examples	
	4.
	*]
Tendering procedures	
	Rank imp (1=most pos 4=least posi
a) Clear conditions to be introduced on the manner in which staff is appropriately protected during the transfer from one operator to another.	- <u>•</u>
b) Extending the competence of the regulatory bodies in the tendering process to cover areas such as defining the criteria that authorities are to use in formulating tenders	
c) Mandatory application of compensation rules in Annex to Regulation 1370/2007 in case of a single bidder	. •
d) Other	[]

					+	ĺ	
	,				7		
	Enhanced i	ndependence of infras	structu	re mana	gemer	nt	
		ion has stated in its White					effe
	and non-discr separation (er infrastructure	iminatory access to rail info nhanced independence of in management and service p as for this enhanced indepe	astructu ifrastruc irovision	ire în parti cture mana i. We dişci	cular th agementuss in the	rough t) betw nis sec	struc een tion
25.1		ber States have chosen to adopt llowing vertical separation mode				-	
	Institutional separation	Partial separation (Infrastructure Manager and Railway Undertaking separated but some Infrastructure Manager activities undertaken by the Railway	(Infrastru and Railw under the	integration acture Manager vay Undertaking e same holding ompany)	ir all	ntegration depend location arging be	ent and
		Undertaking)					
Q5.2	Please explain v question 5.1		antages a	C are of the mo	odel(s) yo	C ou have	selec
utior	Please explain valuestion 5.1	Undertaking) () what the advantages and disadv	***	tre of the mo	odel(s) yo		selec
ution	Please explain valuestion 5.1	Undertaking) C what the advantages and disadv	***	tre of the mo	odel(s) yo		selec
ution	Please explain valuestion 5.1	Undertaking) () what the advantages and disadv	***	tre of the mo	To a minor extent		No
utior	Please explain valuestion 5.1	Undertaking) what the advantages and disadv odel does this model address the foli	owing as To a great	pects?	To a minor	Not	No
utior	Please explain valuestion 5.1	Undertaking) what the advantages and disadv odel does this model address the following the control of the co	owing as To a great extent	pects? To some extent	To a minor extent	Not at all	No opini
utior	Please explain valuestion 5.1 nally separated m To what extent	Undertaking) what the advantages and disadv odel does this model address the foli ransparency natory practices	owing as To a great extent	pects? To some extent	To a minor extent	Not at all	No opini
utior	Please explain a question 5.1 mally separated m To what extent Ensuring financial to preventing discriminal fraculitating cross-both	Undertaking) what the advantages and disadv odel does this model address the foli ransparency natory practices	owing as	pects? To some extent	To a minor extent	Not at all	No opini C
utior	Please explain a question 5.1 mally separated m To what extent Ensuring financial to preventing discriminal fraculitating cross-both	Undertaking) what the advantages and disadv odel does this model address the foll ransparency natory practices order cooperation sive and costly regulatory oversight	owing asp To a great extent	pects? To some extent	To a minor extent	Not at all	No opini
utior	Please explain a question 5.1 mally separated	Undertaking) what the advantages and disadv odel does this model address the foll ransparency natory practices order cooperation sive and costly regulatory oversight	owing asp	pects? To some extent	To a minor extent	Not at all	No opini C
ution	Please explain a question 5.1 mally separated	what the advantages and disadv odel does this model address the foli ransparency natory practices order cooperation sive and costly regulatory oversight costs //coordination between	owing as	pects? To some extent	To a minor extent	Not at all	No opini C C C
utior	Please explain a question 5.1 nally separated m To what extent of the preventing discriming Facilitating cross-both Avoiding too extens Limiting transaction Ensuring alignment infrastructure mana services Other	what the advantages and disadv odel does this model address the foli ransparency natory practices order cooperation sive and costly regulatory oversight costs //coordination between	owing as	pects? To some extent	To a minor extent	Not at all	No opini C
utior	Please explain a question 5.1 nally separated m To what extent of the preventing discriming Facilitating cross-both Avoiding too extens Limiting transaction Ensuring alignment infrastructure mana services Other	what the advantages and disadv odel does this model address the foll ransparency natory practices order cooperation sive and costly regulatory oversight costs //coordination between gement and provision of transport	owing as	pects? To some extent	To a minor extent	Not at all	No opini C C

	To a great extent	To some extent	To a minor extent	Not at all	N opir
Ensuring financial transparency	\subset	\subset	\subset	<i>(</i> ~	(
Preventing discriminatory practices	$\overline{}$	$\overline{}$	($\overline{}$	(
Facilitating cross-border cooperation	(\subset	<i>(</i> ~	((
Avoiding too extensive and costly regulatory oversight	~	\mathcal{C}	C	\subset	(
Limiting transaction costs	\subset	C	^	\subset	ć
Ensuring alignment/coordination between infrastructure management and provision of transport services	~	\subset	<i>(</i> ~	C	C
Other	$\overline{}$	\cap	~	\mathcal{C}	(
Please provide evidence and any data that you r	nay have t	o support y	our view	/.]	
			*	J	
For which of the following functions do you co must be reinforced to ensure non-discrimination		Yes	No.	No opi	
Capacity allocation (including traffic management)		C	(^	\subset	
Infrastructure maintenance activities		(~	\cap	(
Infrastructure charging		C	(~	
Infrastructure planning and financing		($\overline{}$	£^^	
Please provide where possible examples includi	ing quantif	ied data as	well as a	any deta	ailed
comment on different activities and functions lis	sted above				
			- 2		
Please rank the following options from the one objectives presented in Section D to the one wobjectives	•		opriate. (to see
				least appro	
a) Existing separation requirements (legal, organisations	al and decisi	on making)	-	-	
 b) Existing separation requirements (legal, organisations also applying to additional functions of the infrastructe 			ut [-·		
 c) Institutional separation applying only to the body in ch functions 	arge of the	essential	J	•	
\emph{d}) institutional separation applying to all functions of the	Infrastructua	e Manager	-	_	
e) Other			1000000	_	
Please explain your answer and/or indicate alter where possible, specific examples	native opt	ions provid	ing,	7	
			_		
				1	

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