

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 to organisations there are additional questions after those on the below. To download a pdf of the non-organisation specific que	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 M	ember State(s) you operate in
Name of Organisation:	
Country(ies) of operation (tick EU if active in all Members	er States)
Austria Belgium Bulgaria France Hungary Ireland Poland Poland Poland Slovakia Slovenia Spain All of the EU	Czech Republic Denmark Greece Greece Latvia Romania Romania Swedan United Kingdom

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 🏾
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				44.	.]
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
On board services (e.g. conditioning, etc.) Information to passeng Financial elements	gers	To a great extent	To some extent	To a minor extent	Not at
On board services (e.g. conditioning, etc.) Information to passeng Financial elements Ticket prices Public subsidies for inf	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
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	~	<u>^</u>	((^
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
	attenne
The second secon	196
Please comment and provide any evidence and data that ca	en 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	(C	Γ	('	^	Γ
Constraints on rolling stock availability	\sim	(~	(\subset	~
Other:	<i>(</i> ~~	\subset	C	$\overline{}$	\subset

				*		
				×		
b) Discriminatory framework conditions						
	g	Foa 1 great xtent	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	C	C	C	<
Lack of financial/ technical transparency		~	(\subset	\subset	r
Other.		(\mathcal{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	ſ	C
Inadequate resources/ regulatory expertise (e.g. staff numbers necessary to react to a market w operators or with sufficient experience in dealing regulatory issues)	ith multiple	C	C	<i>(</i> -	۲	C
Divergent interpretation of legislation		C	(~	~	Γ	C
Other.		C	Ċ	\sim	\overline{C}	\mathcal{C}
Please comment and provide any evider	nce and data	that can	substant	iate your	respor	ıse.
I						
d) Lack of competitive incentives on railway	undertakings	to impro	ve quality/r	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	r		C	C	C
Inadequate definition and scope of public service obligations	(C		C	~	Γ
Lack of open access rights	C	~		C	~	\subset
Other	~	~		ſ"	~	~

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

Contract parties

	•	ete with o	ther modes o		reation of	
C Yes C No C No c	pinion					
Please comment and provide a	any evidenc	e and data	a that сал sub	stantiate y	our respon	nse
		-		*****	^	
					~ l	
l			46	*!*!· · · · · · ·		
What effect do the following of	external fac	tors nave	on the compe	titiveness	or the rail	sec
	Very positive	Positive	Neither positive nor negative	Negative	Very negative	0
Increasing road congestion	Γ	\subset	(\subset	<u></u>	
Improving quality of domestic air	(C	C	C	<i>(</i> -	
transport services						
	C	\cap	<i>C</i>	(C	
transport services Decreasing price of air transport	c	C	c	r r	r	
transport services Decreasing price of air transport services Deteriorating state of the	·					
transport services Decreasing price of air transport services Deteriorating state of the economy	C	C	C	C	C	
transport services Decreasing price of air transport services Deteriorating state of the economy Increasing road pricing			C C	с с		nee

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			
	2		

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)	~	C	Ĉ	C	r	(
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 pul compensation	blic service contrac	; C	C	۲	C	(C
	Please explain you and statistical dat		ding, where p	ossible, na	itional e	xamples		
							À	
							*	
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		(
1	Please comment:		num **	_			.6.	
							_	
							<u>ച</u>	
Q4.xb	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	$\overline{}$	_	^	~	(
	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>(</i> -	\subset	((
	On board services (e air conditioning, etc.)		s, (C	C	C	(C
	Information to passer	ngers	\subset	ſ^	\mathcal{C}	\subset	\mathcal{C}	C
	Ticket prices		(\cap	\cap	6	\mathcal{C}	<i>/</i> **
	Public subsidies for ii development	nfrastructure	5	(\subset	<i>(</i> ^`	C	C
	Public funding for publicompensation	blic service contrac	et 🥕	(<i>(</i> -	C	C	C
	Please explain you		ding, where p	ossible, na	tional e	xamples		
W 1	and statistical dat	a		•••••			(A)	
043-	If nome as all add	ratio anti-contra	to be	ad ta assass		anamata:	na els	autlina
⊌4.3 <u>2</u>	If some or all of y views on the follo							outline your
			Very Popositive	ositive e	No	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

D)	Open access on routes not covered by public service	\subset	(~	$\overline{}$	C	\cap	~
c}	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 contract is affected	C	((*	C	Ć	C
d)	Open access unrestricted on certain types of services (such as long-distance, high-speed or premium airport services)	C	€***	(C	C	C
e)	Open access unrestricted on all routes (maintaining the possibility of public funding for unprofitable services)	C	Ç~	C	r	Ċ	C
ŋ	Other	-	Ć.	_	C	-	-
		(٤	((1
ei	lease rank the following options ffect from the one which you this ection D to the one which is the A continuation of the existing as the provision of open access ar Open access on routes not cov	ink is mos least app rrangement rrangement	st appropriate. ©	ite to me lick here to States in r	et the objectives	ctives pres	ented ortance
ei S	ffect from the one which you thi ection D to the one which is the A continuation of the existing at the provision of open access an	rrangement errangement rrangements ered by put ut also perr er States co	s in Member is but a service contitted on rout build timit according to the service condition of	ote to me lick here to States in r ontracts es covere	et the objectives see objectives elation to	Rank imp (1=most pos positive)	ented
a)	ffect from the one which you this ection D to the one which is the A continuation of the existing at the provision of open access an Open access on routes not covide Open access as in option (b), because contracts though Members.	rrangements ered by put ut also perr er States co ct is affecte ertain types	s in Member solic service comitted on route build limit accorded of services (so	States in r entracts es covere	et the objectives see objectives elation to d by public	Rank imp (1=most pos positive)	ented ortance
a) b)	A continuation of the existing at the provision of open access an Open access as in option (b), b service contracts though Membriability of public service contra	rrangement. rrangements ered by put ut also perr er States co ct is affecte ertain types m airport se I routes (ma	s in Member : s in Member : continue service contitted on rout build timit accord of services (services)	States in reportracts es covere ess if ecorum	et the objective: see objective: elation to d by public nomic	Rank imp (1=most pos positive)	ented
et S a) b) c)	A continuation of the existing at the provision of open access an option (b), b service contracts though Memb viability of public service contract on ce distance, high-speed or premiu Open access unrestricted on a	rrangement. rrangements ered by put ut also perr er States co ct is affecte ertain types m airport se I routes (ma	s in Member : s in Member : continue service contitted on rout build timit accord of services (services)	States in reportracts es covere ess if ecorum	et the objective: see objective: elation to d by public nomic	Rank imp (1=most pos positive)	ented
ei S a) b) c) d)	A continuation of the existing at the provision of open access an Open access as in option (b), b service contracts though Memb viability of public service contra Open access unrestricted on ce distance, high-speed or premiu Open access unrestricted on al funding for unprofitable service:	rrangements ered by put ut also perr er States co ct is affecte ertain types m airport se I routes (mass)	s in Member solic service comitted on rout build timit accord of services (services) aintaining the	States in reportracts es covere ess if ecor	et the objectives see objectives elation to d by public nomic ng-	Rank imp (1=most pos positive)	ented ortance
ei S a) b) c) d)	A continuation of the existing at the provision of open access an option (b), b service contracts though Memb viability of public service contract Open access unrestricted on or distance, high-speed or premiu Open access unrestricted on al funding for unprofitable service.	rrangements ered by put ut also perr er States co ct is affecte ertain types m airport se I routes (mass)	s in Member solic service comitted on rout build timit accord of services (services) aintaining the	States in reportracts es covere ess if ecor	et the objectives see objectives elation to d by public nomic ng-	Rank imp (1=most pos positive)	ented
a) b) c) f)	A continuation of the existing at the provision of open access an option (b), b service contracts though Memb viability of public service contract Open access unrestricted on or distance, high-speed or premiu Open access unrestricted on al funding for unprofitable service.	rrangement rrangements ered by put also perrier States or ot is affecte ertain types mairport set I routes (mass)	s in Member is one or opriate. Class in Member is object service contitled on rout build limit accord of services (services) annual ning the repossible, to compet	States in reportracts es covere ess if ecorpossibility specific	et the objectives see objectives elation to d by public nomic of public examples	Rank imp (1=most pospositive)	ented ortance sitive 8=0

ithorities can determine

	whether to award public service contracts directly or through a competitive tendering process						
b)	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 ii)						
	contract value is greater than a pre determined figure	C	Ċ	Ċ	r	~	(
	ii) Operational where the						
	contract covers more than a pre determined percentage of the lotal network according to an	(-	C	C	C	C	C
	agreed metric.						
	ıii) Other:	(_	\subset	~	(\subset
	1						
c)	A specification of negotiation						
	elements allowed under a competitive tendering procedure						
	along the lines of the relevant provisions in public procurement law	r	Ć.	C	r		(
d١	Competitive tendering for all						
۵,	public service contracts	(((((\cap
e)	Other	C	(~	C	C	_	C
Ple rete	evant.						
	evant.						
	evant.						
PI	lease rank the following options fect in relation to the degree to		-				
PI	lease rank the following options fect in relation to the degree to		-		es present Ran	ed in Section	on D. Clic
Pl ef to	lease rank the following options fect in relation to the degree to	which the	ey meet the	e objectiv	es present Ran (1=m	ed in Section k importance ost positive 5=	on D. Click
PI ef to	lease rank the following option: ffect 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 c ess public servi	h competen ontracts directed	e objective t authorities ectly or where a	Ran (1=m	ed in Section k importance ost positive 5=1	on D. Clic
Pi ef lo	lease rank the following option: ffect in relation to the degree to see objectives Retention of the existing legal frames can determine whether to award pub through a competitive tendering proc Competitive tendering introduced for financial or operational threshold is e of traffic) A specification of negotiation element tendering procedure along the tines of	work in which lic service c ess public servi xceeded (e	h competent ontracts direct contracts g. contract under a competent of the contract of the con	t authorities ectly or where a value, volum	Ran (1=m	ed in Section	on D. Clic
Pl ef lo	lease rank the following option: ffect in relation to the degree to see objectives Retention of the existing legal frames can determine whether to award pub through a competitive tendering proc Competitive tendering introduced for financial or operational threshold is e of traffic) A specification of negotiation element tendering procedure along the tines of procurement law	work in which lic service c ess public servi xceeded (e ts allowed u	h competent ontracts direct contracts g. contract vinder a competent into provision:	t authorities ectly or where a value, volum	Rani (1=m	ed in Section	on D. Clic
Pl ef to a)	lease rank the following option: ffect in relation to the degree to see objectives Retention of the existing legal frames can determine whether to award pub through a competitive tendering proc Competitive tendering introduced for financial or operational threshold is e of traffic) A specification of negotiation element tendering procedure along the lines of procurement law Competitive tendering for all public si	work in which lic service c ess public servi xceeded (e ts allowed u	h competent ontracts direct contracts g. contract vinder a competent into provision:	t authorities ectly or where a value, volum	Rani (1=m	ed in Section	on D. Clic
Plef lo c)	lease rank the following options ffect in relation to the degree to see objectives Retention of the existing legal frames can determine whether to award pub through a competitive lendering proc Competitive tendering introduced for financial or operational threshold is e of traffic) A specification of negotiation element tendering procedure along the lines of procurement law Competitive tendering for all public si Other	work in which lic service cless public servi exceeded (elets allowed un of the releval	th competent contracts directly contracts g, contract the contract of the cont	e objective t authorities ectly or where a value, volun petitive s in public	Rani (1=m	ed in Section	on D. Clic
Plef lo c)	lease rank the following option: ffect in relation to the degree to see objectives Retention of the existing legal frames can determine whether to award pub through a competitive tendering proc Competitive tendering introduced for financial or operational threshold is e of traffic) A specification of negotiation element tendering procedure along the lines of procurement law Competitive tendering for all public si	work in which lic service cless public servi exceeded (elets allowed un of the releval	th competent contracts directly contracts g, contract the contract of the cont	e objective t authorities ectly or where a value, volun petitive s in public	Rani (1=m	ed in Section	on D. Click
Plef lo c)	lease rank the following options ffect in relation to the degree to see objectives Retention of the existing legal frames can determine whether to award pub through a competitive lendering proc Competitive tendering introduced for financial or operational threshold is e of traffic) A specification of negotiation element tendering procedure along the lines of procurement law Competitive tendering for all public si Other	work in which lic service cless public servi exceeded (elets allowed un of the releval	th competent contracts directly contracts g, contract the contract of the cont	e objective t authorities ectly or where a value, volun petitive s in public	Rani (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.	-
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	[]

					¥	1	
	Enhanced i	ndependence of infra	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 i management and service of ns for this enhanced indepen-	rastructu nfrastruc provision	re in parti cture mana . We disc	cular th agementuss in the	rough t) betw his sec	struc veen ction
25.1		ber States have chosen to adop llowing vertical separation mode				-	
	Institutional separation	Partial separation (Infrastructure Manager and Railway Undertaking separated but some Infrastructure Manager activities undertaken by the Railway Undertaking)	(Infrastru and Railw under the	integration acture Manager vay Undertaking a same holding ampany)	ir all	ntegration depend location arging be	ent and
	C	~		C		~	
Q5.2	Please explain v question 5.1	what the advantages and disadv	antages a	are of the mo	odel(s) yo	ou have	selec
ution	question 5.1	odel	MINISTER STATES		odel(s) yo	ou have	selec
ution	question 5.1		MINISTER STATES		odel(s) yo	ou have	selec
utio	question 5.1	odel	MINISTER STATES		To a minor extent	Not at all	No
ution	question 5.1	odel does this model address the fol	lowing as To a great	pects? To some	To a minor	Not	No
utio	question 5.1 nally separated m To what extent	odel does this model address the fol ransparency	lowing as To a great extent	pects? To some extent	To a minor extent	Not at all	N c opini
ution	nally separated m To what extent	odel does this model address the fol ransparency natory practices	To a great extent	pects? To some extent	To a minor extent	Not at all	No opini
utio	nally separated m To what extent Ensuring financial tr Preventing discriming	odel does this model address the fol ransparency natory practices	To a great extent	pects? To some extent	To a minor extent	Not at all	No opini
ution	nally separated m To what extent Ensuring financial tr Preventing discriming	odel does this model address the fol ransparency natory practices order cooperation sive and costly regulatory oversight	To a great extent	pects? To some extent	To a minor extent	Not at all	No opini C
ution	enally separated m To what extent Ensuring financial to Preventing discrimin Facilitating cross-bo Avoiding too extens Limiting transaction Ensuring alignment	odel does this model address the fol ransparency natory practices order cooperation sive and costly regulatory oversight	To a great extent	To some extent	To a minor extent	Not at all	No opini
ution	enally separated management of the separated management of	ransparency natory practices order cooperation sive and costly regulatory oversight a costs	lowing as To a great extent	pects? To some extent	To a minor extent	Not at all	No opini C C C
ution	enally separated m To what extent Ensuring financial tr Preventing discriming Facilitating cross-bot Avoiding too extens Limiting transaction Ensuring alignment infrastructure mana services Other	ransparency natory practices order cooperation sive and costly regulatory oversight a costs	To a great extent	pects? To some extent	To a minor extent	Not at all	No opini C
ution	enally separated m To what extent Ensuring financial tr Preventing discriming Facilitating cross-bot Avoiding too extens Limiting transaction Ensuring alignment infrastructure mana services Other	ransparency natory practices order cooperation sive and costly regulatory oversight a costs /coordination between gement and provision of transport	To a great extent	pects? To some extent	To a minor extent	Not at all	No opini C

	To a great extent	To some extent	To a minor extent	Not at all	N opir
Ensuring financial transparency	_	\subset	\subset	<i>(</i> ~	C
Preventing discriminatory practices	$\overline{}$	$\overline{}$	($\overline{}$	(
Facilitating cross-border cooperation	_	\subset	<i>(</i> ~	((
Avoiding too extensive and costly regulatory oversight	~	\subset	<i>C</i>	\subset	(
Limiting transaction costs	\subset	C	?	\subset	(
Ensuring alignment/coordination between infrastructure management and provision of transport	~	\sim	<i>(</i> ^	\subset	C
Other Other	\subset	\subset	~	\mathcal{C}	(
Please provide evidence and any data that you r	may have t	o support y	our view	/. -	
			*	١	
For which of the following functions do you co must be reinforced to ensure non-discrimination		t independe Yes	nce of d	ecision No opi	
Capacity allocation (including traffic management)		res	()	MO ODI	mon
Infrastructure maintenance activities		~			
Infrastructure charging		Ċ	, C	·	
Infrastructure planning and financing			,		
Other.		,	,	,	
Please provide where possible examples include comment on different activities and functions list	•		well as	any deta	usea
				- -I	
Please rank the following options from the one objectives presented in Section D to the one w	•				
objectives				ank impo	
			(1=	most appro	opriate
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 [-	7	
 c) Institutional separation applying only to the body in ch functions 	narge of the	essential	J-	•	
${\it d}$) institutional separation applying to all functions of the	Infrastructua	e Manager	-	_	
e) Other			Tarana in	<u>•</u>	
Please explain your answer and/or indicate alter where possible, specific examples	rnative opt	ions provid	ing,	7	
			-		
				1	

← Yes ← No	No opinion
Please explain your ar	wer
	<u>A</u>
1	

<u>∃</u> steer davies gleave