

The purpose of the Qr is to accurately ascertain the status of railways reform, to provide comparative information and to enable an informed decision regarding the extent of regional harmonisation.

Q1 Implementation of EU Directives by Governments of the SEE in coordinated way is supported by signatories to the MoU. The importance for railways is well understood to maintain and enhance the integrity of an interoperable network. The Working Group agreed to monitor implementation of related EU directives including:

1. Council Directive 91/440/EEC on the development of the Community's railways,
2. Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system
3. Directive 2001/12/EC of the European Parliament and of the Council of 26 February 2001 amending Council Directive 91/440/EEC on the development of the Community's railways,
4. Directive 2001/13/EC of the European Parliament and of the Council of 26 February 2001 on the licensing of railway undertakings
5. 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, applicable from 1<sup>st</sup> of January 2006;
6. Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system.

Describe in a systematic way progress made on implementing each of the above directives according to the stage of development and implementation. Attach the law or regulation in its latest form plus amendments. (*describe progress against each directive..*)

- 1 91/440/EEC
- 2 96/48/EC
- 3 2001/12/EC
- 4 2001/13/EC
- 5 2001/14/EC
- 6 2001/16/EC

Q2 Present a time table (actual or indicative where not existing) to enact and implement the laws, *Insert timetable*

Q3 Restructuring the railways may occur with or without the expediency of EU Directives. Please indicate the progress that has been made. (*describe progress against each point..*)

1. Describe the restructured organisation that is planned, actual, or expected.
2. Have the accounts of track and operations been separated?
3. If yes, are accounts publicly available?
4. If not yet separated when is it separation planned?
5. List the functions that the private sector is expected to carry out some of the functions arising from the restructured railways.
6. List each of the train operators IUs that has or will be set up.

Q4 The SC aims to implement as far as possible a harmonised regime for access and use of the core transport network. It is vital that it is understood what progress has been made. (*describe progress against each point..*)

1. Bearing in mind the process of re-sizing, has the network to be incorporated into the network statement, been identified?
2. Does it include all of the core rail network?
3. Have the licensing requirements been determined

4. Have the infrastructure access procedures and conditions been defined
  5. Has the range of services to be provided been defined
  6. Other steps taken describe
  7. What steps have been taken to establish an independent regulatory body?
- Q5 The SC requires that access charges are harmonised for core network. There is a need for the wg to establish a common basis for formulating the charges. (*describe progress against each point..*)
1. Outline progress in fixing user charges
  2. Is it expected that charges will be based on marginal cost plus?
  3. Is it considered that the historic accounts provide a good basis for estimating the user charges?
  4. Upon what factors will the 'plus' part of the charge be based
- Q6 The ultimate objective for the wg is to harmonise access conditions, regulations, management, user charging across the core network and also with neighbouring countries along the corridors. How far is your government prepared to go? (*make a short statement after each point..*)
1. To adopt the same model regulatory documents
  2. To have one common network statement and access agreement for the core network
  3. To have one regulatory body overseeing the allocation of train paths for the corridors/ core network
  4. To have one body managing access transactions for the corridors / core network
  5. To provide the same IM services – inclusive to the charge
  6. To have the same tariffs for non included services
  7. To adopt the same user charge for each service type

Return the responses to Mr D Rabash, [office@seetoint.org](mailto:office@seetoint.org), before September 8<sup>th</sup> 2006