





**Cooperation of Regulator, competition authority and licensing authority**  
**Recent measures at EU level**


**Frank Jost**  
 European Commission  
 DG Mobility and Transport –  
 Single European Railway Area






- Cooperation of authorities acc.to Directive 2012/34 Art. 56 (3)


regulatory body – safety authority – licensing authority  
 joint framework for information-sharing and cooperation to prevent adverse effects on safety or competition  
 RB adopts recommendations to the SA and SA adopts recommendations to the RB  
 examine recommendation before adopting decisions  
 decision of RB or SA must state reasons if it deviates from a recommendation






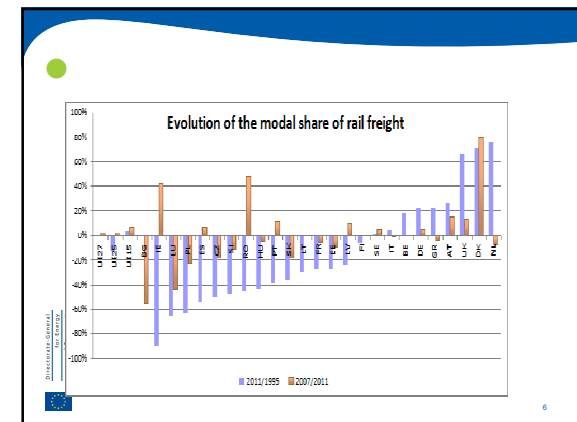
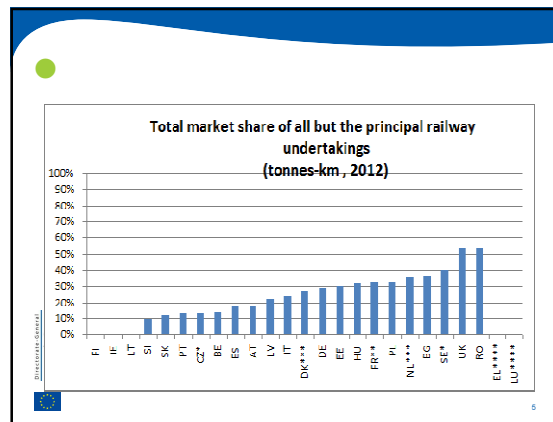
**The Connecting Europe Facility:**  
 an increased budget for the TEN-T 2014-2020

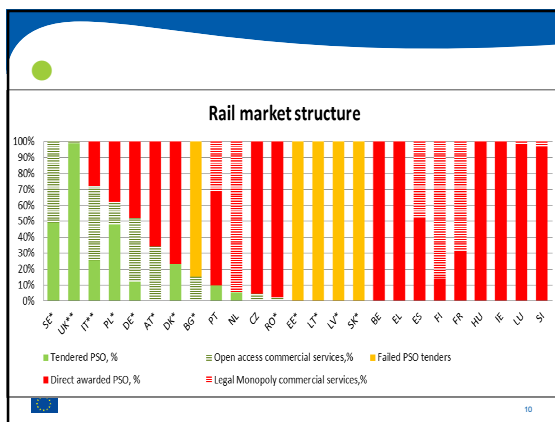
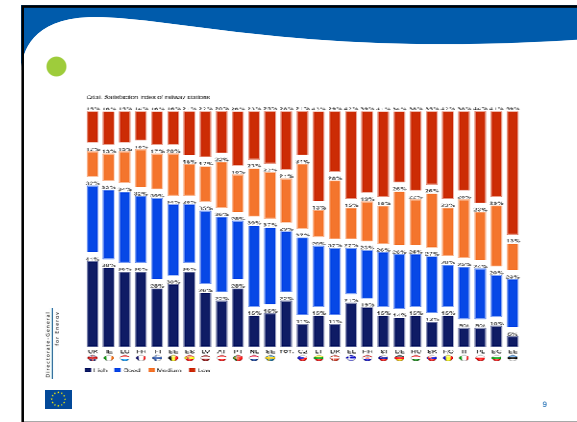
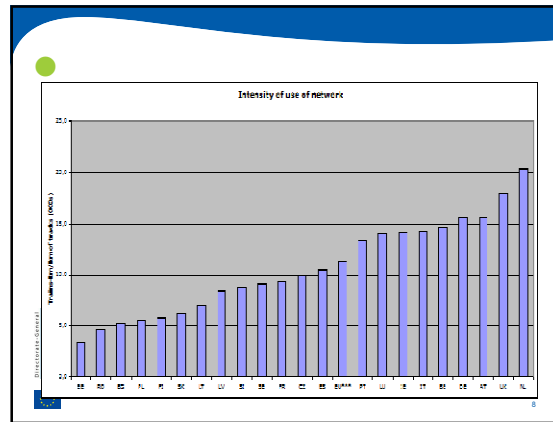
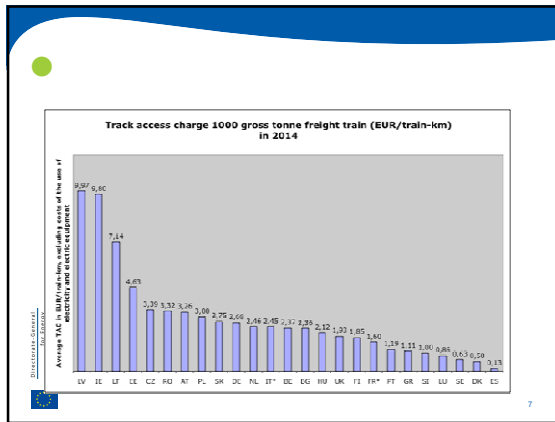
- €26.250 bn for TEN-T Project (Vs €8bn in 2007-2013!)
- €11.3 bn for Member States eligible to the Cohesion Fund, with specific rules
- €14.950 bn for all 28 EU MS
- 10% available for innovative financial instruments
- Stronger concentration of financial support on EU added-value projects
- Complementarity (not duplication) with the €24bn for TEN-T in Cohesion Fund
- Higher co-funding rates for cross-border projects in rail and IWW, for IWW bottlenecks, for Motorways of the Sea




**CEF Co-funding rates for grants**

Types of Projects	All Member States	Member States eligible for Cohesion Fund
<b>(a) Studies (all modes)</b>	50%	85%
<b>(b) Works on</b>		
<b>Rail</b>		
Cross border	40%	85%
Bottleneck	30%	85%
Other projects of common interest	20%	85%
<b>Inland waterways</b>		
Cross border	40%	85%
Bottleneck	40%	85%
Other projects of common interest	20%	85%
<b>Inland transport connections to ports and airports (rail and road)</b>	20%	85%
<b>Development of ports</b>	20%	85%
<b>Development of multi-modal platforms</b>	20%	85%
<b>Reduce rail freight noise by retrofitting of existing rolling stock</b>	20%	20%
<b>Freight transport services</b>	20%	20%
<b>Secure parkings on road core network</b>	20%	20%
<b>Motorways of the sea</b>		
SESAR, RIS, VTMS (ground/onboard)	30%	85%
<b>Traffic management systems</b>		
ERTMS	50%	85%
ITS for road	20%	85%
<b>Cross border road sections</b>	10%	85%
<b>New technologies and innovation for all modes of transport</b>	20%	85%





- Recent developments at EU level
- Decisions of EU court of justice on independence of the infrastructure manager, direct costs, financial equilibrium of the infrastructure manager, performance scheme
- Infringement procedures: RO
- Commission Decisions on rail border crossing agreements acc to Art 14 of EU Directive

- Legislation – implementing acts under Directive 2012/34/EU
- EE & PP– economic equilibrium and primary purpose
- Direct costs of infrastructure use
- applicants for infrastructure capacity
- licensing of railway undertakings
- framework contracts for infrastructure capacity allocation

● Objectives of implementing act on direct costs

- levelling out charges between IMs
- interesting offers to low profit services
- direct costs include only marginal costs of an additional service (general economic principle)
- compatibility with cost accounting of all EU IMs
- enforcibility of methodology and values by RB

every train pays the costs the IM incurs from it (financial condition of IM is not damaged)

mark-ups for full cost recovery only pursuant to market segmentation – stop excluding segments

option of maximising revenues up to full cost if the States allows this

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**Thank you for your attention**

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