

European Rail Infrastructure Managers (EIM)



Innovation in rail regulation

Michael Robson, Secretary General

European Rail Infrastructure Managers

Created in April 2002.

10 full members (Finland, Sweden, Norway, Denmark, the Netherlands, Belgium, the UK, France, Portugal, Spain) and one associate member (HS1)

41% of EU+EFTA lines

49% of EU+EFTA rail passengers

34% of EU+EFTA rail freight

Social dimension: direct and indirect employment of over 250.000.

Total investments of EUR 11.9bn (2008 fig.)



Our Mission

- Improve the development of the rail transport mode
- Act as a lobbying organisation towards the European Institutions and together with the industry
- Provide our expertise to the appropriate bodies including the European Rail Agency (ERA)

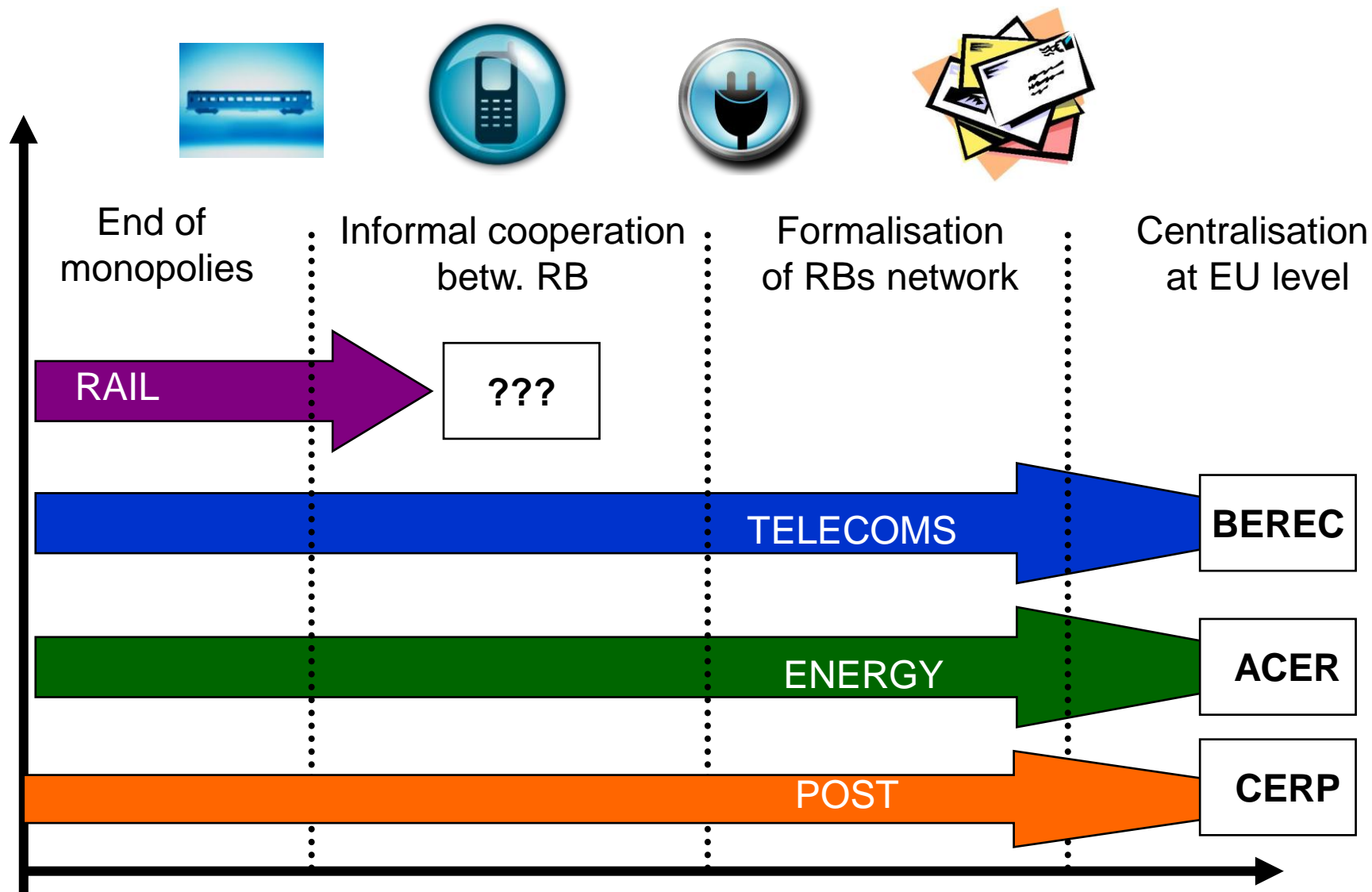


Our Vision

- Create an intra- and intermodal level playing field
- Promote the development of rail traffic
- Provide an efficient cost effective and open rail network
- Allow infrastructure managers to operate in an independent and non-discriminatory manner to facilitate optimisation of overall system cost and performance



Regulation in different sectors



Rail Regulatory Bodies in Europe

- Lack of independence of RBs
- Insufficient powers of RBs
- Different regulatory structures
- Rail RBs cooperation in comparison with other network industries



Different regulatory structures

Economy v/ safety:

- **Economic & safety regulation:**

Eg: NO,SE,UK



Eco + Safety

- **Separation Economic/ Safety :**

Eg: BE, DE, FR (pending), NE,PT,SP

- o Only for rail: DK, ES, FR, PT
- o Covering other sectors: DE, NL



Eco



Safety

Different structure

- Rail separate
- Combined Regulators, road, rail, shipping?



Cooperation between RBs

Current cooperation between rail RBs is based on a corridor approach:

- On a voluntary basis
- Only for cross-border issues in corridors
- Informally supervised by the EC and DERC (Developping European Railways Committee)
- International Group for Improving the Quality of Rail Transport in the North-South Corridor (IQ-C) : NL/DE/CH/IT

Scenarios for future cooperation

1. On a corridor basis (RBWG-)
2. On a regional basis
3. European network of RBs (RBWG+ / BEREC)
4. European Safety and Economic Regulatory agency (ERA +)
5. European Regulatory Agency

EIM position

- We support RBs cooperation as it provides legitimacy/credibility/consistency/transparency of EU regulation
- MS should keep control over regulation (subsidiarity)

Next steps: Issue possibly addressed in Recast 1st RP and Transport White Paper

Thank you for your attention

www.eimrail.org