

Programme of the
4th European Rail Transport Regulation Forum
***20 years of rail liberalisation in Europe:
key lessons and future prospects***

Organized by
the Florence School of Regulation (FSR), RSCAS, EUI
and
the Chair of Management of Network Industries (MIR), EPFL
San Domenico di Fiesole (Florence, Italy), Monday, 19 March 2012

The European Commission has challenging objectives of sustainable development and economic prosperity in the new Transport White Paper of 28 March 2011. Rail as the most sustainable and environmentally friendly mode of transport will have to play a key role. The White Paper lays down a strategy to revitalise the Community's railways by creating a sound financial basis, ensuring freedom of access to all transport and public services and promoting the integration of national systems and social aspects.

While the Recast of the first railway package is still being discussed, the European Commission is already working on a Fourth Railway Package, especially aimed at defining a lasting organisation model for railway undertakings and liberalising the entire passenger transport.

In the past 20 years the European Commission has thus been very active in restructuring the European rail transport sector, mainly focusing on opening it to competition, improving the interoperability and safety of national networks and developing rail transport infrastructures.

However, the results of these efforts so far may appear disappointing:

- All but few railway operators remain publicly owned. Though competition exists, it mostly occurs between former state railway companies and their subsidiaries.
- Against the background of growing pressure on public finances, the public investments into the railway system in general and into the infrastructure in particular which would be needed appear to be at risk.
- Companies have more and more difficulties to finance their activities: most of them have reduced the scope of their activities in freight or even sold them. They are reluctant to take part in tenders for public service contracts and cancel orders for new rolling stock, thus compromising the future of the railway industry.

In light of this review, one may thus ask whether the logic followed by the European Commission fits the sector and whether it can be pursued unchanged or needs reconsidering.

The Forum will give the opportunity to executive managers representing the relevant stakeholders to tackle this issue by discussing inter alia the following questions:

- What degree of competition has emerged and can realistically be expected in the railway sector?
- Which are the competitors that will realistically exist in Europe in the years to come?
- What are the likely evolutions of the historical operators? What will be their likely roles given the broad public policy constraints?
- Which market structures are likely to emerge in the future?

We hope that these questions will trigger an interesting discussion and look forward to seeing you.

The organisers,

Prof Matthias Finger, FSR Transport Area and Chair MIR, EPFL
Dr Andrea Rosa, FSR Transport Area

4th European Rail Transport Regulation Forum

20 years of rail liberalisation in Europe: key lessons and future prospects

19 March 2012, 8.30-17.10

Programme (may be subject to minor changes)

Morning session 8.30 – 12.30

Each speaker's slot includes 15 minutes reserved for the presentation followed by time for discussion

Until 8.30	<i>Welcome coffee</i>
8.30-8.50	Introduction to the forum: 20 years of rail liberalisation in Europe: key lessons and future prospects <ul style="list-style-type: none"> • Matthias Finger, Professor, Director of FSR-T and of the Chair of Management of Network Industries, EPFL
8.50-9.20	A view from the Cabinet of the Transport Commissioner <ul style="list-style-type: none"> • Keir Fitch, Deputy Head of Cabinet of the Transport Commissioner Siim Kallas, EC
9.20-9.45	Views from the operators <ul style="list-style-type: none"> • Pierre Messulam, Director, Railway Strategy and Railway Regulation, SNCF
9.45-10.10	Views from the operators <ul style="list-style-type: none"> • Ralph Körfigen, Director, Corporate Development, Deutsche Bahn AG (tbc)
10.10-10.35	Views from the operators <ul style="list-style-type: none"> • Clemens Först, Head, Strategy and Business Development, ÖBB Holding AG
10.35-11.00	<i>Coffee break</i>
11.00-11.25	Views from the operators <ul style="list-style-type: none"> • Reto Bleisch, Director, Regulatory and International Affairs, SBB CFF FFS
11.25-11.50	Views from the operators <ul style="list-style-type: none"> • Barbara Morgante, Director, Strategies and Planning, FS Italiane
11.50-12.15	Views from the operators <ul style="list-style-type: none"> • Libor Lochman, Executive Director, CER
12.15-12.30	Morning round up <ul style="list-style-type: none"> • Matthias Finger, FSR-T and EPFL
12.30-13.40	<i>Lunch break</i>

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Afternoon session 13:40 – 17:10

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13.40-14.05	Views from the operators <ul style="list-style-type: none"> • Axel Sondermann, General Manager, Veolia Verkehr Regio
14.05-14.30	Views from the operators <ul style="list-style-type: none"> • Renée Elzinga, Head of Regulatory Affairs and Compliance, NS
14.30-14.55	Views from the operators <ul style="list-style-type: none"> • Jan Möllman, Secretary General, EPTO
14.55-15.20	Views from the regulators <ul style="list-style-type: none"> • Michael Beswick, Director, Railway Policy, Office of Rail Regulation
15.20-15.40	<i>Coffee break</i>
15.40-16.05	Views from the regulators <ul style="list-style-type: none"> • Justus Haucap, Professor, Chairman, Monopolkommission, and Director, Institute of Competition Economics (DICE) at the Heinrich-Heine University Düsseldorf
16.05-16.30	20 years of experience with rail liberalisation: a balance sheet <ul style="list-style-type: none"> • Chris Nash, Research Professor, Institute for Transport Studies, University of Leeds
16.30-17.10	Closing debate and closing comments <ul style="list-style-type: none"> • Matthias Finger, FSR-T and EPFL