

LIBERALISATION OF NATIONAL PASSENGER MARKETS

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FLORENCE
12 DECEMBER 2014



SNCF IS IN FAVOUR OF OPENING UP MARKETS

- Competition can be an opportunity for developing the company.
- Competition can provide the stimulus for beneficial reforms of companies in the sector.
- SNCF doesn't call for extending the deadline of the opening up of markets.
- SNCF has long been in head-on competition with air and road. French freight rail market has been fully opened to competition (since 2006) as well as international passenger traffic (2009) and urban transport.



SNCF IS DEMANDING ON THE CONDITIONS FOR THE OPENING OF MARKETS

- A legal framework based on common standards (safety, work organisation) is a condition of success.
- Measures must be taken to relieve incumbents from the burdens of historic charges of the system, such as historic debt, pension's schemes, or additional costs linked to the legal status of employees.



A level playing field is necessary.

A BALANCE TO BE KEPT BETWEEN COMPETITIVE LINES AND PSO

- Commercial competition by « open access » operators is the best way to reduce taxpayer subsidies and to deliver innovative passenger services. It should be favoured through low track access charges and high subsidies to the Infrastructure Manager
- PSO makes sense where market cannot provide a satisfactory level of service. No exclusive right should be granted to PSO traffic
- Direct award for PSO should be limited to clearly defined exemptions.



COMPETITION WON'T SOLVE BY ITSELF THE ISSUE OF INCREASING THE MODAL SHARE OF THE RAILWAYS

- The issue of rail financial equation : financing of infrastructure, part of it covered by tolls and user charges, intermodal fiscal equalization.
- The issue of harmonising technical conditions in Europe (interoperability of rolling stock, strengthened competencies of ERA,...).



Adopting the technical pillar is a top priority.

THANK YOU FOR YOUR ATTENTION



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