

Independent Regulators' Group – Rail

Annual Report 2023

April 2024

Introductory Remarks

IRG-Rail is a network of independent rail regulatory bodies from 31 European countries. The overall aim of IRG-Rail is to facilitate the creation of a single, competitive, efficient and sustainable internal railway market in Europe. IRG-Rail acts as a platform for cooperation, sharing of best practices on regulatory issues and the promotion of a consistent application of the European regulatory framework.

The annual report gives an overview on the activities of IRG-Rail in 2023.

Table of Contents

IRG-Rail 2023 Chairpersons' Letter	3
1. Introduction.....	4
2. IRG-Rail Structure	4
2.1 Chairperson	4
2.4 Working Groups.....	5
3. Organisational Issues.....	6
3.1 Meetings and Communication	6
3.2 Information on Elections	7
4. Overview of the Activities under the 2023 Work Programme.....	7
4.1 Working Group Emerging Legislative Proposal	7
4.2 Working Group Access.....	9
4.3 Subgroup Access to Service Facilities	10
4.4 Working Group Charges	11
4.5 Subgroup Charges for Service Facilities.....	11
4.6 Working Group Market Monitoring	12
4.7 Taskforce Multimodality in Transport.....	13
ANNEX	14
A1. Working Groups and Subgroups/Taskforce	14
A2. List of Published Documents in 2023	14
A3. Members of IRG-Rail in 2023.....	15

IRG-Rail 2023 Chairpersons' Letter

Demand for rail transport is strong in Europe. In 2023, transport figures have generally recovered from the dip caused by the pandemic. As much as we welcome this, considerable change is necessary to prepare the European railways for future demand.

We therefore welcome the European Commission's recent push towards an efficient and sustainable European rail space: Solid financing for the development of important railway infrastructure and service facilities, harmonized technical conditions for unbarred European train operation and a regulatory framework for the efficient use of infrastructure. From a regulatory bodies' point of view, improving capacity and traffic management to get the most out of existing railway infrastructure and service facilities throughout Europe is an important step in the right direction supplementing efficient investment in new infrastructure. IRG-Rail will continue to gather and share the regulatory expertise gained in years of working with the market in order to advocate for the necessary adjustments to the draft regulation that it needs to be effective.

In 2023, IRG-Rail met with representatives of the European Institutions and various stakeholders to share the experience and knowledge from regulatory practice and give opinions on different topics. This exchange is taking place not only at the executive level but also between experts.

IRG-Rail published the 11th Market Monitoring Report in April 2023, with positive feedback received from relevant stakeholders, including the European Commission. IRG Rail contributed its market experience in a Working Group together with the European Rail Agency (ERA) on rail data quality. IRG-Rail as well gave detailed opinions, information and overviews on other topics from charges to access in different position papers.

Following the move towards virtual meetings necessitated by pandemic rules, in 2023 we continued the return to more meetings in person. However, the lessons learned during the pandemic have not been forgotten. We have embraced a mix of virtual and actual meetings to leverage the benefits of virtual meeting's flexibility with the real world's better communication without lag, and with a face-to-face conversation to facilitate our exchange.

Ours was the first chairpersonship of IRG-Rail that was shared between two persons. It gave us the opportunity to combine forces and expertise from within Bundesnetzagentur for the best of IRG-Rail. Jonas Bjelfvenstam and Carl von Utfall Danielsson will continue this model. We thank them and their team from Transportstyrelsen for supporting us as Vice Chairs in 2023 and wish them all the best and every success for their Chairmanship in 2024. We would also like to express our gratitude to Nikola Popović and his team for chairing IRG-Rail in 2022, paving the way for our Chairmanship.

IRG-Rail Co-Chairs 2023, Head of International Department and Head of Rail Department, Bundesnetzagentur.

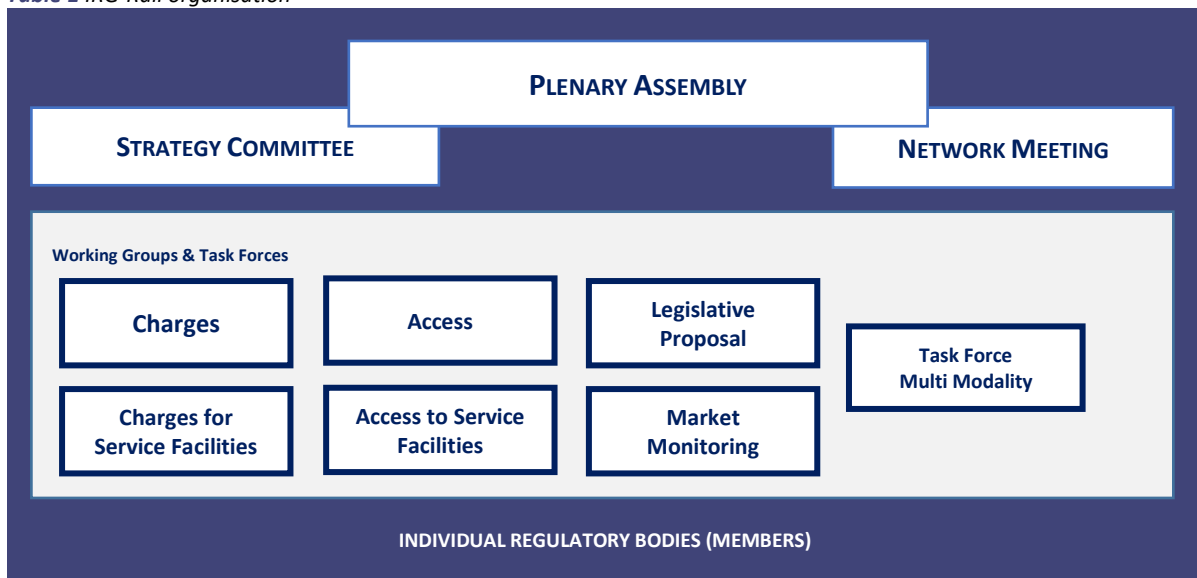
Dr. Annegret Groebel

Prof. Karsten Otte

1. Introduction

The “Independent Regulators’ Group-Rail”, IRG-Rail, was established on 9 June 2011 by the regulators of 15 European countries with the aim of enhancing and promoting cooperation among national independent rail regulatory bodies. The group has grown in number and currently consists of regulatory bodies from 31 European countries (*Table 1*). The overall purpose of IRG-Rail is to facilitate the creation of a single, competitive, efficient and sustainable internal railway market in Europe, by acting as a platform for cooperation, sharing of best practice on regulatory issues and promotion of a consistent application of the European regulatory framework.

Table 1 IRG-Rail organisation



Over the years, key stakeholders, including European institutions and sector organizations recognized IRG-Rail as a valuable contributor. Through the publication of position papers, input to legislative proposals and harmonised regulatory principles and practices, IRG-Rail continuously shares its competences. It is composed of regulatory professionals from all around Europe. Based on an open and transparent dialogue with all relevant parties, notably the European Commission, the European Parliament and the main stakeholders of the railway market, IRG-Rail strives to contribute its views, experience and efforts to the sustainable development of a single competitive European rail market.

2. IRG-Rail Structure

2.1 Chairperson

A Chair and a Vice-Chair represent IRG-Rail; both are appointed for a term of one year. Each year, the Plenary Assembly elects a representative amongst its Members’ heads to serve as IRG- Rail’s Vice-Chair during the following year and as the Chair the year after. IRG-Rail changed its rules in 2023 to allow a two people from the same or from different regulatory bodies to join forces and knowledge to Co-Chair IRG-Rail. First practical experiences were made within Bundesnetzagentur in 2023. Apart from representing

IRG-Rail, the Chairperson or the Vice-Chairperson convenes regular and extraordinary meetings of the Plenary Assembly and submits the draft multi-annual Strategy Document and the draft annual Work Programme to the Plenary Assembly for approval. The IRG-Rail Chair also prepares the Annual report.

2.4 Working Groups

The Working Groups are the forum for developing, debating and encouraging Members' positions and IRG-Rail position based on Members' experiences and views on regulatory issues (*Table 2*). They report to the Plenary Assembly and submit to it any documents they prepare for approval, e.g. position papers or internal discussion papers, reports, guidelines etc.

Table 2 Summary of the scope of activities of IRG-Rail Working Groups/Subgroups/Task Forces.

Working Groups	Scope
Working Group Access	Focuses on all aspects of access to railway infrastructure with respect to market barriers, access restrictions, promotion of competition, needs of passengers and freight customers and improved performance of the railways.
Subgroup Access to Service Facilities	Addresses all issues regarding access to service facilities including additional and ancillary services performed and offered in these facilities. Seeks to develop a common understanding of service facilities and non-discriminatory conditions of access.
Working Group Charges	Seeks to develop a common understanding of charging principles across the European rail sector and looks into recommendations based on European legislation, taking into account practices in individual countries.
Subgroup Charges for Service Facilities	Compares charging practices in Europe in order to get an overview of general European charging practices for service facilities. Seeks to develop a common understanding of notions related to service facilities' charging.
Working Group Emerging Legislative Proposals	Promotes a single European rail market, the Working Group discusses regulatory issues with the European Commission on a regular basis, contributing to the development of primary and secondary legislative proposals. The Working Group either conducts these discussions directly or prepares IRG-Rail and its respective Chairperson for the interaction with third parties.
Working Group Market Monitoring	Collects and analyses data on the transport and rail sectors and drafts an annual Market Monitoring Report, an important resource and instrument for giving direction to the activities of the regulatory bodies and for stimulating market participants to improve their activities.

<p>Taskforce Multimodality</p>	<p>In addition to the six Working Groups, the Taskforce explores issues related to multimodality in transport by studying intermodal competition, interoperability of infrastructure and services, and related regulatory issues. It is organised on an opt-in basis for Members and focuses on the collection of case studies.</p>
------------------------------------	---

3. Organisational Issues

3.1 Meetings and Communication

In 2023, Bundesnetzagentur hosted two Plenary Meetings in Germany. One took place in Bonn and the other in Berlin. IRG-Rail's Chairs and Vice-Chairs engaged in exchanges with some of the sector's main stakeholders, as well as with representatives of the European Commission and the European Parliament.

In a first visit to European Commission, DG Move, at the beginning of 2023 they discussed the topics for the upcoming year, mainly the ongoing reform of the rules for capacity management for the use of railway infrastructure in Europe. Another meeting concerned the work-fields of the Single European Rail Area Forum (SERAF) and the role of the European Network of Rail Regulatory Bodies (ENRRB). In a meeting with the director of the Community of the European Railway and Infrastructure Companies (CER), the chairs explained IRG-Rail's view on the European Commission's impact assessments on measures to better manage and coordinate international rail traffic (Impact Assessment) and discussed the necessity of a sound legal basis for the reform of the capacity management rules. In meetings with MEPs, Tilly Metz and Marian Marinescu of the TRAN-Committee, IRG-Rail chairs and vice chairs expressed IRG-Rail's general considerations on the European Commission's legislative proposal on the use of railway infrastructure capacity in the single European railway area of 11 July 2023 (COM(2023)443, hereafter referred to as "Draft Capacity Regulation") and gave input on possible improvement. In meetings with Forum Train Europe (FTE) and European Rail Freight Association (ERFA) the chairs discussed the Draft Capacity Regulation, especially with regard to the necessary involvement of stakeholders and regulatory bodies in the establishment of frameworks by the European Network of Infrastructure Manager (ENIM) and the capacity management procedure as well as an efficient regulatory supervision on the European level. IRG Rail commented that in particular with regard to the proposed supervision on the European level IRG-Rail sees room for improvement (see below).

Co-Chairs of the Working Groups Access, Emerging Legislative Proposal and the Subgroup Access to Service Facilities took part as observers for IRG-Rail in the TTR Advisory Board and the Governance Boards of the Rail Facility Ports held by Rail Net Europe (RNE) during 2023, as in the years before. Besides that, members of the Working Groups Charges and Access met with Forum Train Europe to exchange views on special topics like commercial condition, technical barriers and socioeconomic benefits. Members of the Working Group Access took part in different meetings concerning the management and monitoring of the Rail Freight Corridors.

3.2 Information on Elections

According to its Memorandum of Understanding, Chair and a Vice-Chair, both appointed for a term of one year, represent IRG-Rail. Each year, the Plenary Assembly elects a representative amongst its Members to be Vice-Chair during the following year and Chair the year after. In 2023, Dr. Annegret Groebel, Director of International Relations/Postal Regulation and Prof. Karsten Otte, Head of the Rail Regulation Department of Bundesnetzagentur, the German Regulatory Body, chaired the group. Carl von Utfall Danielsson Jonas Bjelfvenstam from Transportstyrelsen, Sweden, acted as Vice Chair 2023 and took over the Chairmanship in 2024. They work closely with Cani Fernández Vicién from CNMC, Spain, whom the Plenary elected as Vice Chair for 2024 at the Plenary in November 2023.

Other elections and changes concerned different Working Groups. Dragica Flam (HAKOM, Croatia) was elected Co-Chair of the Subgroup Access to Service Facilities by the Plenary in May 2023. Gustav Sjöblom (Transportstyrelsen, Sweden) resigned from his Co-Chair position with the Access Working Group. Roberto Piazza (ART, IT) will continue chairing this Working Group.

4. Overview of the Activities under the 2023 Work Programme

In 2023, IRG-Rail continued to follow closely the activities of the European Commission on implementing and delegating Acts. The Network also maintained the dialogue on an institutional basis with infrastructure managers, railway undertakings and other relevant stakeholders on topics of common interest. Working Groups and Taskforces have dealt with numerous topics and discussions amongst members, with the European Commission and/or stakeholders. On this, they gave written or oral report to the Plenary Assembly. Amongst the papers published there are key topics like the *“General Remarks on EC proposal for a Regulation on the use of railway infrastructure capacity in the Single European railway area”*. As well, recurring topics like the *“Market Monitoring Report”* or considerations on very specific topics, like the summary of *“Findings to identify the scope of railway market regulation in freight terminals”*. All documents IRG-Rail published throughout the year were approved by the IRG-Rail Plenary Assembly and are available on IRG-Rail’s website¹.

4.1 Working Group Emerging Legislative Proposal

The Working Group Emerging Legislative Proposal continued monitoring the implementation and application of the European rail transport legislation. In 2023, the focus stayed on the European Commission’s initiative regarding the Impact Assessment, started in 2022, and based on this, the Draft Capacity Regulation. In particular, the group engaged with the European Commission, the European Parliament, and Stakeholders to discuss the Capacity Reform.

The Co-Chairs of the Working Group continued to coordinate the cross-working Taskforce on the Capacity Reform. This Taskforce is an ad-hoc group composed to join knowledge and work force from members of all Working Groups to tackle all issues of the Capacity Reform discussed by the European

¹ [IRG-Rail Position Papers 2023](#)

Commission. The Taskforce worked on considerations on the European Commission's Impact Assessment, seamlessly followed by evaluating the Draft Capacity Regulation, amending Directive 2012/34/EU for establishing a single European railway area (the Directive) and repealing Regulation (EU) 913/2010 concerning a European rail network for competitive freight (Regulation (EU) 913/2010)².

In May 2023, IRG-Rail published its *"Views on the European Commission initiative to better manage and coordinate European rail capacity and traffic management"*. This position paper added to the remarks already given in 2022 during public consultation. It gives IRG-Rail's view on the policy options the European Commission, DG Move, formulated during the Impact Assessment. After observing that the corridor-based approach has failed to establish a true 'one-stop shop' process facilitating cross-border traffic, and that the existing fragmentation of rules and procedures for capacity and traffic management hampers seamless management of cross-border rail traffic, DG Move considered different options for improvement. In this paper, IRG-Rail gives its considerations on the possible scope of the reform, taking into account the largely mixed-use railway networks, which are open to domestic and international railway services. IRG-Rail states its view on capacity allocation, traffic management, capacity restrictions, socio economic benefits, and integration of service facility in the envisaged capacity management process. As well, IRG-Rail elaborates on the necessary cooperation between stakeholders and a balanced supervision by the regulatory bodies.

After the publication of the Draft Capacity Regulation in July 2023, IRG-Rail published its *"General Remarks on the EC proposal for a Regulation on the use of railway infrastructure capacity in the Single European railway area"* early November 2023 providing more specific comments on the concrete proposed provisions. IRG-Rail states in this position paper that it generally supports the Draft Capacity Regulation, which would bring about a much-needed modernisation and supplementation of the Directive's rules on capacity allocation and traffic management on the railway network. However, IRG-Rail pointed out, the draft distinctly lacks checks and balances to ensure equitable, non-discriminatory and transparent access to railway networks an independent supervision of the European Network of Infrastructure Manager's (ENIM) activities is necessary. This position paper shows IRG-Rail's considerations on the importance of regulatory bodies and the European Network of Rail Regulatory Bodies (ENRRB) as independent and efficient supervisors to ensure non-discriminatory access both on the national and the European level.

At the End of september the Working Group Emerging Legislative Proposal organised a Workshop held in Warsaw where actual topics in rail regulation were discussed. Next to the discussion on the Draft Capacity Regulation, some IRG-Rail members presented the structure and organisation of their regulatory bodies, including the process of decision-making. As well, the decision of the European Court of Justice C 12/20 from 24 June 2021, dealing with who is empowered to determine the procedure for path requests and on the necessity to consult other regulatory bodies when taking decisions based on Art. 20 of the Regulation (EU) 913/2010 or Art. 57 of the Directive was presented and discussed.

² [EUR-Lex - 52023PC0443 - EN - EUR-Lex \(europa.eu\)](#)

4.2 Working Group Access

The Working Group Access continued its longstanding work involving the revision of Regulation (EU) 913/2010 and the development and implementation of a new model for capacity management and allocation. Foremost the Working Group provided input for the IRG-Rail Taskforce led by the Working Group Emerging Legislative Proposal on the European Commission's Impact Assessment and their Draft Capacity Regulation. The focus laid on the capacity management and traffic process as well as temporary capacity restrictions. Oral reports on the work were given to the Plenary Assemblies. As well, they exchanged with key stakeholders like Forum Train Europe and Rail Net Europe on the "Timetable Redesign for Smart Capacity Management (TTR) – Project".

The Working Group Access also supported the work of the Working Group Charges with a summary of findings of recent reports and studies on barriers to international freight traffic.

Notwithstanding the comprehensive impact the Draft Capacity Regulation on the reform of capacity management rules will have on the current Rail Freight Corridors according to the Regulation (EU) 913/2010, the Working Group Access continued and improved monitoring activities on the Rail Freight Corridors, in the meantime. An important issue is the monitoring of Key Performance Indicator (KPI) to determine the success and efficiency of capacity traffic management. Members of the Working Group worked with the Network of Executive Boards (NExBo) of the Rail Freight Corridors to develop uniform KPIs. A Meeting with members of the Working Group Access and NExBo took place in Copenhagen in June 2023. The results could be relevant for further considerations on performance monitoring as planned in the Draft Capacity Regulation. An oral report on the ongoing discussion and on current performances in the Corridors was given to the Plenary in November.

The Working Group Access followed the revision of the Regulation on union guidelines for the development of the Trans-European Transport Network (TEN-T), amending Regulation (EU) 2021/1153 and Regulation (EU) 913/2010 and repealing Regulation (EU) 2013/1315. The outcome of the current revision of the TEN-T guidelines will have important impact on several aspects of the access to the railway network, including the organisation of European Transport Corridors and the availability of cross-border infrastructure. The Working Group Access analysed potential implications for regulatory bodies in the ongoing reform of the Regulation.

In 2023, the Working Group Access started a comprehensive assessment of "*potential barriers to entry related to European Rail Traffic Management System (ERTMS) on-board safety systems*" and their impact on non-discriminatory access to the railway infrastructure. The different pace in which Infrastructure Manager install ERTMS across Europe leaves legacy signalling and safety systems on different parts of the railway network. This may cause interoperability problems and hinders cross-border services. The Working Group Access investigated on the difficulties faced by new entrants across Europe as well as on the measures implemented by Member States to mitigate market issues. It also explored the possibilities for regulatory bodies to facilitate the deployment of ERTMS or the implementation of mitigation measures. Concerning economic and financial aspects of ERTMS the Working Group Charges supported with expertise. The work will continue in 2024.

4.3 Subgroup Access to Service Facilities

The Group Access to Service Facilities focused its attention on three topics concerning the transparent information on and non-discriminatory and equitable access to service facilities.

An ongoing discussion with the market and the European Commission on the role of digital platforms, like the Rail Facilities Portal (RFP) and its function for railway market regulation rose different questions in the last years. European Commission launched the RFP in 2017 to give service facility operators a digital platform to publish information on their facilities and offered services. Rail Net Europe (RNE) and International Union for Road-Rail Combined Transport (UIRR) operate this platform since 2020. According to Art. 4 of the Implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services operators of service facilities are obliged to give certain information on their service facility(ies) and the offered services, especially on technical installations, equipment, services and charges. One possibility to publish those service facility descriptions is to publish them on the RFP. In addition to taking part in the governance board of the RFP and offering expert information, discussions and considerations, IRG-Rail published "*Guidelines on the content of service facility descriptions*" according to regulatory provisions. They intend to help potential applicants to understand, what they can expect from service facility descriptions. This document identifies necessary and helpful information and provides some examples. It points out domestic approaches, especially for those countries where legislation includes special procedures for adopting service facility descriptions.

IRG-Rail also published a summary of findings to identify the "*Scope of railway market regulation in freight terminals*" in November 2023. Discussions with the market and the European Commission over the last years showed that not all parts of a freight terminal or all services offered within might be railway related. The core function of a freight terminal is to transship freight between at least two modes of transport or two different rail systems. In addition to trains entering, being loaded and/or unloaded and leaving the freight terminal, during the process of transshipment many other steps are taken, involving different kinds of installations and services. This paper shows common ground in national approaches to identify rail related services as well as differences due to the complexity and variety of terminals along with the increasing number of operators with bespoke commercial arrangements.

Finally, yet importantly, the group gave input on the integration of service facilities to the Taskforce on the Capacity Reform and contributed considerations to the papers published (see above). Integrating "the last mile" in the capacity reform is important for securing efficient and competitive railway markets. However, to prevent unnecessary burden from unjustified planning and coordination procedures, identifying the relevant operators of service facilities to be in the scope of the Draft Capacity Regulation is key. The group identified that the Draft Capacity Regulation wording leaves room for improvement. In IRG-Rail's view, the Proposal should clearly articulate the active involvement, competence, and obligations for relevant service facility operators, starting with the establishment of frameworks and integrating them in the entire capacity management process as well as traffic management procedures.

4.4 Working Group Charges

Regulatory bodies ensure non-discriminatory charges on the railway market and, in particular, check whether charging principles and pricing schemes are properly applied as well as if separation of accounts is fully respected. In 2023, the Working Group Charges continued to develop an understanding of charging principles across the European rail sector by gathering and exchanging information, discuss regulatory approaches to examination of cost components and composition of infrastructure charges, as well as to the assessment of costs affecting certain transport service operators.

Working Group Charges held a joint meeting with the Working Group Access to discuss with FTE and RNE aspects of socioeconomic models and commercial conditions in the TTR-Project with a view to the Draft Capacity Regulation. As well, they discussed technical and economical obstacles for rail freight services.

Following up on an overview paper on the international passenger services, published by IRG-Rail in 2020, the Working Group Charges started investigating on a similar *“Overview for the international rail freight services”* in 2023. For this comprehensive topic, Working Group Charges looked into definition of freight traffic, segmentation, market shares, charging systems, and state subsidies. In cooperation with the Working Group Access, they looked into non-charging issues that related to cross-border traffic, which might influence the business cases in rail freight services.

Due to an urgent, important topic raised by the European Commission in May 2023, the Working Group Charges gave priority to European Commission's ideas on *Track Access Charges guidelines* for the railway market. IRG-Rail provided some *“Preliminary considerations”* on the ideas DG Move presented to the group in June 2023. IRG-Rail supports this initiative, which aims at improving the common understanding of charging conditions for access to the European railway network. IRG-Rail especially gave consideration on necessary flexibility for national and/or segmental particularities and the benefit of mark-ups to facilities cross-border traffic. The offer to continue sharing their experiences was taken notice of by the European Commission, DG Move.

Both topics, the paper on international freight services and the accompanying work of the Commission's Track Access Charges guidelines, will continue in 2024.

4.5 Subgroup Charges for Service Facilities

The Subgroup Charges for Service Facilities aims to get a better understanding of the Directive on setting charges for service facilities. The group seeks to develop a common understanding of the implementation of EU charging principles for service facilities and develop a common position particularly on the methods for calculating costs for access to service facilities and for providing services.

In 2023, the group updated the *“Report on the charging principle of Article 31 (7) of Directive 2012/34/EU”*, first published by IRG-Rail in 2019. It elaborates on the types of costs and cost models, approach to reasonable profit and other topics related to the calculation of charges for use of service facilities and services. The update of the report focuses on experiences and ways of setting charges by IRG member RBs. The report gives a deeper analysis for example of cost categories, ownership of

assets, no capital employed, reasonable profit, on the calculation of charges, and dealing with service facility operators operating different service facilities, and more.

As well, the group continued the discussions on charges for traction current by further exploring the implementation of power meters (EMS devices) on trains and Technical Specifications for Interoperability (TSI), paying special attention to the effect on cross-border traffic, its connection with the possibility of choosing between different energy suppliers and the possible incentives to foster its implementation. This was done by holding a workshop on this topic in October 2023. A comprehensive oral report on the outcome of this workshop was given to the Plenary Assembly in November 2023. Further investigation, collection of data together with the Market Monitoring Group and a second paper on traction current are planned for 2024.

4.6 Working Group Market Monitoring

The monitoring reports produced by the Working Group Market Monitoring provide an annual overview of the economic conditions and market developments in the European railway sector. They also show market developments over five years and the evolution of competitors' market shares in freight and passenger rail services.

IRG-Rail published the "*11th Market Monitoring Report*" in April 2023. In the continuum of its last publications in 2021 and 2022, it depicts and analyses the impacts of the Covid-19 pandemic on European rail market as well as the market recovery in 2021. For its 12th Report, the Working Group started collecting data in 2023. The upcoming Report will include a focus chapter on the heterogeneity of railway network usage across countries and its potential determinants. The report as the others before was presented and discussed with stakeholders.

Additionally, the group collaborated with the Subgroup Charges for Service Facilities to identify relevant KPIs that could support the WG's activities in analysing the situation of traction current throughout Europe.

Considerations on the revision of the Commission's Implementing Regulation (EU) 2015/1100 of July 7th, 2015 on the reporting obligations of the Member States in the framework of rail market monitoring (including its questionnaire for the data collection) were postponed, since the envisaged draft has not yet been available for public consultation.

Moreover, the Market Monitoring Group has been nominated by the IRG-Rail Chair to participate in an ERA Taskforce on rail data quality. Four representatives of the Working Group attended meetings and gave feedback about the progress of the Taskforce. The output is useful to establish a harmonized data collection between national and European statistical institutions by limiting the different definitions of KPIs across the market. As one of the consequences, the Working Group is currently reworking its "Guidelines" to synchronise definitions with other statistical institutions, such as Eurostat or Prime.

Finally, coordination talks between the Working Groups are underway to better utilize the results of the Market Monitoring for other purposes and investigations within IRG-Rail.

4.7 Taskforce Multimodality in Transport

With the increasing relevance of multimodal transport, the Taskforce was established in 2018 with the aim of addressing regulatory issues of interest for rail regulators. It has produced papers and case studies, most recently a document on *Mobility as a service* (2022).

Envisaged considerations on digital mobility services (MDMS) in the EU with a focus on issues of interest for rail regulatory bodies were postponed since the envisaged act was not released.

The state of developments of MDMS was presented at the IRG-Rail workshop in September.

As developments in this key topic have been postponed, the Taskforce decided to temporarily shift its focus to an analysis of zero- and fixed-rate tickets in its member countries. It is aiming to prepare a presentation to the plenary and, possibly, a paper. Should the Commission submit a proposal on MDMS, work on this topic will be resumed and prioritised.

ANNEX

A1. Working Groups and Subgroups/Taskforce

Name	(Co-)Chaired by	Contact person(s)
Working Group Access	ART-IT	Roberto Piazza
	Transportstyrelsen	Gustav Sjöblom
Subgroup Access to Service Facilities	Bundesnetzagentur	Ulrike Weyers
	Hakom	Dragica Flam
Working Group Emerging Legislative Proposals	ORR	Agnès Bonnet
	Bundesnetzagentur	Christian Wolf
Working Group Charges	Régul	Rodolphe Duterme
	Bundesnetzagentur	Christiane Trampisch
Subgroup Charges for Service Facilities	CNMC	Alberto Oeo Pizarro
	Schienen-Control	Andreas Himmel
Working Group Market Monitoring	ART-FR	Anh Lai
	AMT	Isabel Oliveira
Taskforce on Multimodality	AMT	Sofia Pessoa e Costa
	ART-IT	Luisa Perrotti

A2. List of Published Documents in 2023

- [IRG-Rail 2023 \(10\) Scope of regulation terminals \(pdf, 702.51 KB\)](#)
- [IRG-Rail 2023 \(11\) Second report on the charging principle of Article 31 \(7\) \(pdf, 1.25 MB\)](#)
- [IRG-Rail 2023 \(5\) Paper EC initiative capacity reform \(pdf, 609.12 KB\)](#)
- [IRG-Rail 2023 \(6\) Guidelines SFD \(pdf, 277.9 KB\)](#)
- [IRG-Rail 2023 \(7\) Update on timelimits answering requests \(pdf, 586.15 KB\)](#)
- [IRG-Rail 2023 \(8\) Preliminary opinion EC Charging Guidelines \(pdf, 180.39 KB\)](#)
- [IRG-Rail 2023 \(9\) General Remarks on Capacity Proposal COM \(2023\) 443 \(pdf, 140.01 KB\)](#)

A3. Members of IRG-Rail in 2023

Austria	Schiene-Control GmbH
Belgium	Regulatory Body for Railway Transport and for Brussels Airport Operations
Bulgaria	Railway Administration Executive Agency
Croatia	HAKOM
Czech Republic	UPDI
Denmark	Jernbanenaevnet
Estonia	Estonian Competition Authority
Finland	Finnish Rail Regulatory Body
France	Autorité de régulation des transports
Germany	Bundesnetzagentur
Greece	Regulatory Authority for Railways
Hungary	National Transport Authority
Ireland	Commission for Railway Regulation
Italy	Autorità di Regolazione dei Trasporti
Kosovo	Railway Regulatory Authority
Latvia	State Railway Administration of the Republic of Latvia
Lithuania	Communications Regulatory Authority of the Republic of Lithuania
Luxembourg	Institut Luxembourgeois de Régulation
Netherlands	Autoriteit Consument & Markt
Norway	Statens jernbanetilsyn
Poland	Urząd Transportu Kolejowego
Portugal	AMT - Autoridade da Mobilidade e dos Transportes
North Macedonia	Macedonian Railway Regulatory Agency
Romania	Consiliul de supraveghere din domeniul feroviar
Serbia	Directorate for Railways
Slovakia	Dopravný úrad / Transport authority
Slovenia	AKOS
Spain	Comisión Nacional de los Mercados y la Competencia
Sweden	Transportstyrelsen
Switzerland	RailCom
United Kingdom	Office of Rail and Road

The current list with links to Homepages of IRG-Members can be found here:

<https://irg-rail.eu/irg/about-irg-rail/members/5,Members-of-the-IRG-Rail.html>