

IRG-Rail (15) 1



**Independent Regulators' Group – Rail**

**IRG-Rail**

**Annual Report 2014**

February 2015

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## **Foreword of the Chair**

The annual report for 2014 covers the activities performed by the Independent Regulators' Group-Rail (IRG-Rail). Since the creation of the group in 2011, a lot has been achieved.

Rail freight and passenger transport have an important role to play in the European economy and need to be integrated into a global transport concept in Europe. The European economy must develop a multimodal transport strategy. The continuous legislative developments proposed by the European Commission will promote the creation of a true single market for rail services.

On the legislative side, the year 2014 was marked by fewer new proposals from the European Commission since it was the year when the European citizens elected a new Parliament. A new team under the presidency of Mr. Jean-Claude Juncker took over the executive task of running European policy. We are looking forward to working together with the new Transport Commissioner Mrs. Violeta Bulc.

IRG-Rail's main aim is to actively contribute to the creation of a single, competitive, efficient and sustainable internal rail market in Europe. As a unique platform for exchange of information, experience and best practice between national European railway regulators, IRG-Rail focuses on cooperation with a view to existing and upcoming regulatory challenges in European railways, and endorses a consistent application of the European regulatory framework.

The organisational structure of IRG-Rail is based on four different working groups. Each group focuses on the main regulatory topics concerning access, charges, market monitoring and legislative developments. Two sub-groups have been established to work on the charging and access regimes for service facilities.

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Over the years, the organisation has evolved and I have adopted the same approach as my predecessors (Mr. Matthias Kurth, Mrs. Iris Henseler-Unger and Mrs. Anna Walker).

As Chair, I was pleased to welcome the Italian Transport Regulation Authority ART as a new member of our group in March 2014.

IRG-Rail has become a voice highly respected by the European Commission, the European Parliament and rail stakeholders in Europe. It is an organisation which tackles key issues without wasting its scarce resources. It remains highly efficient, and is capable of rapidly producing position papers that are targeted, relevant and current.

The representatives of the various regulators in the working groups have all done work distinguished by its high quality, and this is why I would like to thank them all for their effort and invaluable contributions. Our organisation is about a common effort, realised by people with different backgrounds and cultures, who manage to get along, work together and agree on a common goal in favour of an efficient railway market.

I would also like to thank my successor, Mr. Henk Don of the Dutch Regulatory Body ACM, and his team, for their support as vice-president, as well as everyone who provided their expertise to the group since its creation.

I express my best wishes to my successor for his presidency and I hope that at the end of the year, he will be as satisfied as I am today when considering what has been achieved so far since 2011.

Jacques Prost - Chair, Institut Luxembourgeois de Régulation

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### **A. Introduction**

#### **I. Goals of IRG-Rail**

1. IRG-Rail is the Independent Rail Regulators' Group, an association representing the independent rail regulatory bodies of 25 European countries. It was created on June 9, 2011 by 15 European countries<sup>1</sup>, with the aim of enhancing and promoting cooperation between national independent rail regulatory bodies. Since its foundation, the independent rail regulatory bodies from Finland, Greece, Slovakia, Slovenia, Spain, Poland, Bulgaria, Belgium, Kosovo and Italy also have become members.
2. The group's objectives are to:
  - enable effective and sustainable competition in the provision of passenger and freight rail transport;
  - proactively contribute to the development and application of the European regulatory framework for railways;
  - express the common position of Europe's rail regulatory bodies regarding the most important emerging issues in the European rail market.
3. On the basis of an open and transparent dialogue with all relevant parties, notably with the European Commission, the European Parliament and the main rail stakeholders, IRG-Rail, composed of regulatory professionals from all around Europe, strives to contribute its views, experience and efforts to the sustainable development of a single competitive European rail market.

#### **II. Work Programme and Working Groups**

4. As in previous years, in 2014 IRG-Rail continued to focus on the two key areas (highlighted in the Work Programme 2014<sup>2</sup>), namely the harmonisation and improvement

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<sup>1</sup> Austria, Croatia, Denmark, Estonia, France, the Former Yugoslav Republic of Macedonia, Germany, Hungary, Latvia, Luxembourg, the Netherlands, Norway, Sweden, Switzerland and the United Kingdom.

<sup>2</sup> The Work Programme 2014 has been approved by the IRG-Rail Plenary as of October 2013.

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of the cooperation between regulatory bodies, as well as dealing with new challenges resulting from changes in the institutional environment.

5. During the on-going liberalisation process of the European railway market, IRG-Rail has sought to contribute to the shaping of tomorrow's railway market. In order to promote fair, sustainable and transparent competition on the market, IRG-Rail proactively shares its regulatory knowledge and experience with the main stakeholders of the European rail market, thus seeking to influence the upcoming challenges and initiatives at European level.
6. In order to foster a common regulatory voice, IRG-Rail strives to deepen the cooperation among regulatory bodies and improve the harmonisation of regulatory practice in its member countries. The group also seeks to anticipate and address challenges emerging from the evolution of the institutional environment in Europe.
7. The working groups listed below aim to tackle their respective topics by publishing IRG-Rail's view in documents such as position papers or discussion papers, reports or guidelines.

Working Group	Scope
Access Working Group	Covering access issues in particular with regard to freight corridors and access to service facilities
Charges Working Group	Dealing with charging matters in relation with railway infrastructure and rail-related services
Legislative Developments Working Group	Dealing with issues stemming from new legislative instruments or initiatives proposed by the European Commission
Market Monitoring Working Group	Working on general market monitoring topics
Advisory Steering Committee <sup>3</sup>	Responsible for general coordination, monitoring and strategic orientation

<sup>3</sup> The Advisory Steering Committee consists of representatives of regulatory bodies of the current, previous and next chair of IRG-Rail. Members of other regulatory bodies are also invited to participate.

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8. In 2014, the Access Working Group focused on the development of European freight corridors, in relation to Directive n° 913/2010. It published a position paper on the monitoring task of the regulatory bodies with regards to the activities of the Corridor One-Stop-Shop. Furthermore, it issued a position paper on framework agreements, containing comments on a discussion paper from the European Commission. During the year, a Sub-Working Group Access, working on issues relating to service facilities, was established. It produced an initial position paper covering transparency and non-discriminatory access to service facilities. A further paper, currently under preparation, is dealing with the forthcoming implementing act on service facilities.
  
9. The Charges Working Group continued to establish the basis for harmonisation of charging principles and consistent regulatory practices. Charges are a key driver in ensuring efficient usage of infrastructure. Indeed, charging practices differ across Europe – with member states and infrastructure managers using different models for the funding of infrastructure and the design of charges. IRG-Rail does not seek absolute uniformity of charging regimes, but wants to ensure that charging methodologies are transparent, proportionate, non-discriminatory and consistent with charging principles laid down in Directive 2012/34/EU. In 2014, the working group produced two position papers: one on the forthcoming implementing act on the modalities for the calculation of the cost that is directly incurred, and another on an initial approach to charging for capacity constraints. A sub-group was established to work on charging issues related to service facilities, and in particular stations and freight terminals.
  
10. The Legislative Developments Working Group mainly continued to focus on the Fourth Railway Package. A position paper on the European Parliament's first reading explained IRG-Rail's concerns regarding several amendments put forward by the European Parliament on the market pillar of the Package. IRG-Rail also presented its views in bilateral meetings with MEPs and the European Commission. In addition, the working group conducted an initial review of the state of play of the first Package Recast identifying areas of common regulatory interest.

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11. The Market Monitoring Working Group has been working towards the harmonisation of monitoring practices amongst IRG-Rail members. The second IRG-Rail market monitoring report was published in February 2014 and this year the Market Monitoring Working Group worked on quantitative and qualitative analyses of rail service facilities. It produced a position paper on the definitions used in the Rail Market Monitoring questionnaire of the European Commission with a view to the preparation of secondary legislation by the European Commission on reporting obligations.
  
12. The 2014 activities of all these working groups are described in detail in part B of this Annual Report.

## **B. Overview of the Activities according to the Work Programme 2014**

13. During the year, IRG-Rail continued to advance harmonisation of the European regulators' activities and approaches, as well as tackling the questions and discussions arising from new institutional changes and legislative proposals from the European institutions. With these objectives in mind, the tasks set out in the Work Programme 2014 were all achieved successfully. In order to inform all potential interested parties and for reasons of transparency, the corresponding position and discussion papers, as well as other relevant documents, have been published on IRG-Rail's website.

### **1. Activities of the Access Working Group**

14. One main focus of the work of the Access Working Group is the development of freight corridors in accordance with the regulation concerning a European rail network for competitive freight ((EU) No 913/2010). The Regulation sets out rules on, for example, the selection, organisation and management of the freight corridors. Return of experience has now been gained, as six of these corridors have been operating since November 2013, and a further three corridors will start from November 2015.

15. The monitoring of freight corridors is a key task regulatory bodies<sup>4</sup>. In this sense, IRG-Rail has been involved in creating common approaches to corridor regulatory issues. After the 2013 publication of some preliminary guidelines on the monitoring of rail freight corridors, IRG-Rail published some guidelines<sup>5</sup> in 2014 focused on the monitoring task of regulatory bodies with regard to the activities of the Corridor One-Stop-Shop ("C-OSS"). In order to facilitate harmonisation of monitoring across corridors and help regulatory bodies in their monitoring task of the C-OSS IRG-Rail developed a checklist that is recommended for use by regulatory bodies.

16. In this paper, IRG-Rail commented that regulatory bodies should monitor the activities of the C-OSS, even if there are no complaints. Besides such *ex-officio* procedures,

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<sup>4</sup> Art. 13(5), 14(8) and 20 of the Regulation EU 913/2010.

<sup>5</sup> <http://www.irg-rail.eu/public-documents/2014/> - IRG-Rail (14) 9 - Guidelines on the Monitoring of Corridor One-Stop-Shops

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regulatory bodies of the corridor should handle this monitoring task in continuous cooperation with the C-OSS, through regular meetings. The Annex to the position paper contained some examples of questions and topics that regulatory bodies could address in the course of their monitoring activities.

17. In 2014, the Access Working Group also played an active part in on-going negotiations and preparations of the implementing act on framework agreements<sup>6</sup> which have been identified as a very important instrument for the railway market, and produced a position paper<sup>7</sup>. This paper provided IRG-Rail's comments and initial input on the European Commission's proposals detailed in a discussion paper circulated in March 2014. In 2015, IRG-Rail will continue to follow the development of this implementing act, as well as all other access issues.
18. With regard to freight corridors, a challenging topic for 2015 will be the handling of multi-corridor issues. Where corridors are connected or railway undertakings use different corridors on their way to their destination, rules of cooperation and coordination between stakeholders have to be established in a harmonized and non-discriminatory way. Capacity should be available for all railway undertakings according to their needs.
19. Finally, in 2015 IRG-Rail intends to examine the market for international rail passenger transport, which has been opened since 2010. Railway undertakings were given the right to operate on an international level, including the possibility to carry passengers on national sub-routes ("cabotage") as from 1 January 2010. Nevertheless, such services still have a small market share.

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<sup>6</sup> Article 42 (8) of Directive 2012/34/EU

<sup>7</sup> <http://www.irk-rail.eu/public-documents/2014/> - IRG-Rail (14) 6 - Position paper Framework Agreements

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### Activities of the Sub-Working Group Access to Service Facilities

20. Non-discriminatory access to service facilities is an integral part of a single rail transport market. In 2014, IRG-Rail established a Sub-Working Group Access to Service Facilities, principally to address the forthcoming implementing act on access to service facilities (based on Article 13 (9) of Directive 2012/34/EU), which the European Commission has scheduled for 2015.
21. The group published its first position paper on 11 September 2014<sup>8</sup>. In this paper, the group identified a number of key issues relevant for non-discriminatory access to service facilities, such as transparency requirements concerning services and charges, the capacity allocation procedure (including the procedure for conflicting requests and viable alternatives), and the role of the regulatory body.
22. A second position paper is under preparation since the end of 2014. In this paper, IRG-Rail will explore further topics relevant to the implementing act, mainly focusing on independence requirements for operators of service facilities, procedures concerning the “use it or lease/rent it” rules, and further clarification of IRG-Rail’s position regarding the concept of viable alternatives. IRG-Rail welcomes the on-going co-operation with the European Commission concerning these topics. A discussion and information exchange during the European Network of Rail Regulatory Bodies (ENRRB) subgroup meeting “access to services”, based on a discussion paper that the European Commission had prepared for these purposes, has been very useful for the further development of IRG-Rail’s input. IRG-Rail intends to publish this paper in the second quarter of 2015. In the context of the European Commission’s first draft of the implementing act, follow-up work on those issues and close collaboration with the European institutions will be required in 2015.

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<sup>8</sup> <http://www.irg-rail.eu/public-documents/2014/> - IRG-Rail (14) 10 - Position paper on considerations for an implementing act on procedures and criteria for access to service facilities

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### 2. Activities of the Charges Working Group

23. The main task of the IRG-Rail Charges Working Group is to develop a common understanding of charging principles across the European rail sector, to define good practices with respect to charging principles, to exchange information on general charging issues, and to provide input to the development of legislation on charging.

24. In 2014, the Charges Working Group focused its activity on two main topics: the forthcoming implementing act on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service (article 31 (3) of Directive 2012/34/EU) and the design of charging practices with respect to capacity constraint.

25. According to article 31 (3) of Directive 2012/34/EU, the European Commission must “adopt measures setting out the modalities for the calculation of the cost that is directly incurred as a result of operating the train”. On 10 July 2014, the European Commission (“the Commission”) introduced a discussion paper on the ‘modalities’ for the calculation of the cost that is directly incurred as a result of operating a train service. In October 2014, the Commission introduced a revised version of the discussion paper for the SERAC subgroup of 29 October 2014. As a consequence, the working group presented a position paper<sup>9</sup> at the seventh IRG-Rail Plenary Assembly. The position paper outlined that some of the changes that were introduced in the revised version of the discussion paper were strongly welcomed (e.g. the possibility to use econometric methods to compute direct costs), as they were consistent with the position papers already adopted by IRG-Rail on direct cost calculation. The paper also provided:

- General comments and requests (e.g. the need to introduce the possibility of using bottom-up engineering methods);
- Specific remarks on sections of the Commission’s proposals that could have a serious impact on charges (e.g. problems with thresholds, and the exclusion of direct costs on a network-wide basis).

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<sup>9</sup> <http://www.irg-rail.eu/public-documents/2014/> - IRG-Rail (14) 17 - Position Paper on Direct Costs

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26. The paper was accompanied by extensive drafting comments on the Commission's discussion paper on direct costs (version SERAC subgroup of 29 October 2014).

27. The group also prepared a second position paper<sup>10</sup> with IRG-Rail's initial approach on charges for capacity constraints. The paper pointed out to the importance of implementing appropriate and transparent charging practices with respect to capacity constraints. It addressed charging for scarcity of capacity when the network has been declared congested (in accordance with Article 47.1 of Directive 2012/34/EU) and the infrastructure manager intends to levy a charge under Article 31.4 of the Directive. This provision gives the possibility to raise scarcity charges, but does not explain their design. The position paper stated that:

- "Congested infrastructure is considered to comprise the rejection of train paths, either outright (where the requested path is not available) or where the available infrastructure capacity is such that any further capacity supply would lead to the deterioration of operational quality to a non-appropriate level;
- The calculation of a charge for scarcity of capacity takes into consideration the opportunity costs due to the declared congestion."

28. In accordance with the Work Programme 2014, the working group continued to review the charging practices in IRG-Rail member countries and started exploring the issues associated with market segmentation.

29. In 2015, the working group intends to continue exploring the issues associated with market segmentation and the assessment of mark-ups. It will also continue working on charging for capacity constraints and on the modalities for the costs directly incurred, following the upcoming implementing act. Also, a key objective of the group is to develop the review of charging practices. The group will provide an updated version of the 2013 review of current charging applications for the use of infrastructure (including results of the charging questionnaire on the roles and powers of regulatory bodies).

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<sup>10</sup> <http://www.irk-rail.eu/public-documents/2014/> - IRG-Rail (14) 16 - Position paper Capacity Charging

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### **Activities of the Sub-Working Group Charges for Service Facilities**

30. The Sub-Working Group on Charges for Service Facilities was created during the Plenary meeting in November 2014. The group started to work on the provisions in the Directive 2012/34/EU regarding the principles for service facility charges. The group also initiated a series of presentations on charging for passenger stations, with a view to developing an overview of European charging practices for such facilities.
31. In 2015, the Sub-Working Group Charges for Service Facilities will work on an overview of charging principles for passenger stations.

### **3. Activities of the Legislative Developments Working Group**

32. In 2014, IRG-Rail's Legislative Developments Working Group focused on current and upcoming European legislative proposals and implementing acts. The on-going negotiations and initiatives concerning the development of the Single European Rail Market on the basis of the European Commission's Fourth Railway Package (published on 30 January 2013) were the main focus of the group's work.
33. Following the draft report of Mr. Said El Khadraoui, the rapporteur on the proposal for an amendment of Directive 2012/34/EU, and the draft report of Mr. Mathieu Grosch, the rapporteur on the proposal for an amendment of Regulation (EC) 1370/2007, the European Parliament adopted its first reading on the Commission's proposals on 26 February 2014. IRG-Rail's Legislative Developments Working Group engaged actively in the discussions through bilateral meetings with key European stakeholders, including members of the European Parliament and provided views with a strong focus on regulatory issues relating to liberalisation and improvement of the market structure in the European rail market.
34. In May 2014, IRG-Rail published a position paper on the proposals introduced by the European Parliament.<sup>11</sup> The paper highlighted IRG-Rail concerns about a number of

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<sup>11</sup> <http://www.irg-rail.eu/public-documents/2014/> - IRG-Rail (14) 5 - Position Paper 4RP EP First Reading 2014

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amendments. In particular, the paper criticized the proposed additional exemptions to mandatory competitive tendering of service contracts and the lighter controls on vertically integrated companies. Further position papers addressing these key issues are under preparation.

35. During the year, the group also exchanged best practice on some current topics such as the European Parliament proposal for direct award of public service contracts based on efficiency criteria. The group also initiated a review of the state of play on the implementation of the First Package Recast with the aim of identifying and discussing regulatory issues of common interest.

36. In 2015, the group will continue its work on the Fourth Package proposal and publish position papers on emerging views of the Presidency and European Parliament. It also intends to develop some initial approach on new rules for competitive tendering of public service contracts, taking into account the ongoing negotiations of the European Council working group under the Latvian presidency. Furthermore, the group will address access conditions with a focus on rolling stock, a topic that has been identified by the European Commission as a key issue in the current negotiations. It will also examine the role of the regulatory body foreseen under the package. The exchange of best practice on regulatory issues and the review of the progress of implementation of European legislation in the national rail market will continue to remain an important point on the agenda of the Legislative Developments Working Group.

## **4. Activities of the Market Monitoring Group**

37. The IRG-Rail Market Monitoring Working Group aims at increasing the comparability of national rail monitoring, enhancing national monitoring through shared experience, and increased knowledge of the European rail market through discussion of the implications of new market data.

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38. The working group published the second IRG-Rail Annual Market Monitoring Report<sup>12</sup> in February 2014. In contrast to the first report, the second report included a new chapter on rail service facilities, including quantitative and qualitative analyses in the areas of passenger stations, freight terminals, marshalling yards, maintenance facilities and refuelling facilities. The group also started work on the preparation of the third annual report which will be published in early 2015. This involved analysis of a large amount of data collected by the members of IRG-Rail. For the third report, the working group intends to gather more country-specific information in order to enrich the quantitative analysis.

39. The working group also produced a position paper on the definitions used in the Rail Market Monitoring questionnaire of the European Commission, which is likely to inform the secondary legislation developed by the European Commission on reporting obligations<sup>13</sup>.

The paper highlighted that the lack of clearly defined indicators made it difficult to compare data between countries. This could result in a distorted image of railway markets in the European Union. The recommendations of IRG-Rail were based on its own experience with market monitoring and, more specifically, with the use of definitions like regional/ long distance transport, freight terminals, punctuality, maintenance, renewals and enhancements.

The concerns were also raised by members of the working group during the SERAC RMMS subgroups of 23 July and 30 October 2014.

40. IRG-Rail welcomed the clarification of many of these indicators following discussions on this topic with the European Commission. IRG-Rail appreciates the step-by-step approach taken by the Commission, and its approach of focussing first on the main elementary indicators.

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<sup>12</sup> <http://www.irg-rail.eu/public-documents/2014/> - IRG-Rail (14) 2 - Annual Market Monitoring Report  
<http://www.irg-rail.eu/public-documents/2014/> - IRG-Rail (14) 2a - Annual Market Monitoring Report - Annexes

<sup>13</sup> <http://www.irg-rail.eu/public-documents/2014/> - IRG-Rail (14) 8 - Position Paper RMMS Definitions

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**C. Organisational Issues**

**I. Representation and Communication**

41. As IRG-Rail places an emphasis on its visibility and its willingness to approach non-members with the aim of supporting their participation in the group's meetings and work, and eventually joining the group, the Chair was very pleased to welcome Italy's Transport Regulation Authority, ART, with responsibilities in different transport sectors (rail, road, airports, maritime, taxi, local and regional transport), as a new member in March 2014. The rail regulators from 25 countries are now communicating and exchanging information on rail regulatory topics, which makes the group's existence ever more important for each of them and for the development of a single European railway market.
42. As in previous years, the Chair and Vice-Chair had very fruitful exchanges with the main rail stakeholders, such as EIM, CER, UNIFE, RNE, ERFA and EPTO, which allowed them to spread IRG-Rail's viewpoint on the most relevant current topics in the European rail market. There were workshops, bilateral meetings as well as conferences, which brought all those players with different interests closer and allowed them to better understand each other's point of view on crucial issues. As a result of this contact, the cooperation between legislators, infrastructure managers, regulators, rail operators, etc. was deepened, and thus fostering the overall contribution to the development of tomorrow's railway sector in Europe.
43. Over the years, IRG-Rail has developed close relations with the European Commission, as through bilateral meetings and in meetings such as those of the ENRRB ("European Network of Rail Regulatory Bodies") chaired by the Commission, during which it presents the group's past and future activities, the topics on which it will take a position, and the related deliverables.
44. IRG-Rail also exchanges its positions on a regular basis with Members of the European Parliament, notably with regards to the proposed amendments to the Fourth Railway Package.

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All the documents published by IRG-Rail in 2014 can be found on its website<sup>14</sup>.

## **II. Information about Elections and Plenary Meetings**

### **1. Elections**

45. According to the IRG-Rail Memorandum of Understanding the group is represented by a Chair and a Vice-Chair, both being in place for a term of one year. Each year, the plenary assembly elects a person of a member regulatory body being IRG-Rail's Vice-Chair during the following year and its Chair the year after.

46. From January to December 2014, Mr. Jacques Prost, of the Luxembourg Rail Regulator Institut Luxembourgeois de Régulation, was the Chair of IRG-Rail. During that year, Mr. Henk Don, from ACM, the Dutch Rail Regulator, served as IRG-Rail Vice-Chair. The latter will be the IRG-Rail Chair from January 2015 on. During the November 2014 plenary meeting in Luxembourg, Mr. Krzysztof Dyl, the President of UTK, the Polish Rail Regulatory Body, was elected Vice-Chair for 2015.

### **2. Plenary Meetings**

47. The Plenary Assembly is composed of the heads of the regulatory bodies composing IRG-Rail and/or any senior executive designated by the relevant head.

The main missions of the Plenary Assembly are to:

- take the necessary decisions in order to comply with IRG-Rail's objectives;
- approve relevant documents;
- admit new members and/or exclude members;
- approve any amendments to the Memorandum of Understanding;
- adopt and/or amend its own rules of procedure and/or working arrangements;
- appoint its Chair and Vice-Chair.

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<sup>14</sup> <http://www.irk-rail.eu/public-documents/2014/>

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48. In 2014, two plenary meetings took place:

- on 7 May 2014 in Luxembourg, hosted by Institut Luxembourgeois de Régulation;
- on 19-20 November 2014 in Luxembourg, hosted by Institut Luxembourgeois de Régulation.

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**Annex I – Published Documents<sup>15</sup>**

**2014:**

IRG-Rail (14) 1 - Annual Report 2013

IRG-Rail (14) 2 - [2<sup>nd</sup>] Annual Market Monitoring Report

IRG-Rail (14) 2a - [2<sup>nd</sup>] Annual Market Monitoring Report - Annexes

IRG-Rail (14) 5 - Position paper 4RP EP First Reading 2014

IRG-Rail (14) 6 - Position paper Framework Agreements

IRG-Rail (14) 7 - 2<sup>nd</sup> Position paper on Costs Directly Incurred

IRG-Rail (14) 8 - Position paper RMMS Definitions

IRG-Rail (14) 9 - Revised Market Monitoring Guidelines

IRG-Rail (14) 10 - Position paper on considerations for an implementing act on procedures  
and criteria for access to service facilities

IRG-Rail (14) 13 - Guidelines on Monitoring of C-OSS

IRG-Rail (14) 16 - Position paper Capacity Charging

IRG-Rail (14) 17 - Position paper on Direct Costs

IRG-Rail (14) 18 - Work Programme 2015

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<sup>15</sup> <http://www.irg-rail.eu/public-documents/2014/>

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**Annex II – Members of IRG-Rail**

***Austria***

Schiene-Control GmbH

***Belgium***

Service de Régulation du Transport ferroviaire et de l'Exploitation de l'Aéroport de Bruxelles-National

***Bulgaria***

Изпълнителна агенция "Железопътна администрация"  
(Executive Agency - Railway Administration)

***Croatia***

HAKOM – Hrvatska regulatorna agencija za mrežne djelatnosti  
(Croatian Regulatory Authority for Network Industries)

***Denmark***

Jernbanenævnet (Danish Railway Regulatory Body)

***Estonia***

Konkurentsiamet (Estonian Competition Authority)

***Finland***

Liikenteen turvallisuusvirasto Trafi (Finnish Transport Safety Agency)

***Former Yugoslav Republic of Macedonia***

ARTZU - Agencija Za Regulaciju Tržišta Željezničkih Usluga (Rail Market Regulatory Agency)

***France***

ARAF - Autorité de Régulation des Activités Ferroviaires

***Germany***

BNetzA - Bundesnetzagentur

***Greece***

RAS - Ρυθμιστική Αρχή Σιδηροδρόμων (Regulatory Authority for Railways)

***Hungary***

NKH - Nemzeti Közlekedési Hatóság (National Transport Authority)

***Italy***

ART - Autorità di Regolazione dei Trasporti

***Kosovo***

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ARH - Autoriteti Rregullativ i Hekurudhave (Railway Regulatory Authority)

### **Latvia**

State Railway Administration of Latvian Republic &

PUC - Sabiedrisko pakalpojumu regulēšanas komisija (Public Utilities Commission)

### **Luxembourg**

ILR - Institut Luxembourgeois de Régulation

### **Netherlands**

ACM - Autoriteit Consument & Markt (Authority for Consumers and Markets)

### **Norway**

SJT - Statens Jernbanetilsyn (Norwegian Railway Authority)

### **Poland**

UTK - Urząd Transportu Kolejowego (Office of Rail Transport)

### **Slovakia**

DU - Dopravný úrad (Transport Authority)

### **Slovenia**

AKOS - Agencija za komunikacijska omrežja in storitve Republike Slovenije

(Agency for Communications Networks and Services of the Republic of Slovenia)

### **Spain**

CNMC - Comisión Nacional de los Mercados y la Competencia

### **Sweden**

Transportstyrelsen (Swedish Transport Agency)

### **Switzerland**

SKE - Schiedskommission im Eisenbahnverkehr

### **United Kingdom**

ORR - Office of Rail Regulation