

IRG-Rail (13) 3



Independent Regulators' Group – Rail

IRG–Rail

Annual Report 2011 / 2012

February 2013

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Foreword of the Chair

This Annual Report covers the activities pursued so far by the Independent Regulators' Group Rail (IRG-Rail) established by several independent rail regulators in mid-2011. The creation of this new group was driven primarily by the increasing importance of international cooperation in railways and the common belief, that closer cooperation between independent national Rail Regulatory Bodies would help implementing the European regulatory framework in a consistent way, thereby contributing to the development of a competitive European market for railways.

We are currently right in the middle of exciting and important developments for the railway market in Europe and its regulatory framework, including the Recast, the Fourth Railway Package and rail freight corridors, to name but a few. In order to be better heard in the ongoing discussions on a European as well as national level, it is essential that the national Rail Regulatory Bodies speak with one voice. IRG-Rail has already proven that it can make significant contributions relying on the collective experience of its members, which the Group will continue to use to the benefit of this both economically and politically important sector.

As an exception this "Annual" Report covers more than 12 months, namely the full period from IRG-Rail's inception on 09 June 2011 until 31 December 2012. The priorities and efforts of IRG-Rail focused on two main areas:

The first aimed at establishing a flexible organisational structure for the new network including the creation of several Working Groups focussed on different priorities and essential railway issues. Five Working Groups were created to develop best practice, common positions or approaches to concrete rail regulation issues, such as regulatory co-operation on rail freight corridors, international passenger access or new legislative railway proposals. Over the period, some 20 documents were produced. This is clearly an extremely gratifying outcome, showing that we have been successful in speaking with a single voice on several topical European railway issues.

The second activity centered on making IRG-Rail a visible and credible stakeholder on the European stage. Since its very beginning, IRG-Rail has strived to conduct an open

dialogue with all relevant parties especially the European Commission and European sector organisations in order to ensure transparency and a frequent exchange of views with the market. This cooperation has been extremely useful during the start-up phase and the initial work of the Group. In line with the principle of an open dialogue IRG-Rail has been steadily kept growing from 15 members at the outset to 21 independent European Regulatory Bodies to date,. New members have brought valuable experience and skills into the Group and we look forward to continuing the open dialogue and close cooperation with all partners and interested parties.

Reviewing the work of this young organisation, I think we can be proud of a very successful year or so both from an organisational and professional perspective. In this context I would like to emphasise my gratitude for the efforts and great dedication of the members of IRG-Rail, along with its national experts contributing to the Working Groups and Plenaries for the purpose of fulfilling the first IRG-Rail Work Programme. The role that IRG-Rail has been able to play to date, for the benefit of the railway market, is the direct result of the collective knowledge and expertise of all those national Rail Regulatory Bodies involved in IRG-Rail.

I conclude by wishing my successor as IRG-Rail Chairperson, Mrs. Anna Walker of ORR, every success in her new position and in further developing the promising potential of IRG-Rail in 2013.

Iris Henseler-Unger
Vice President BNetzA

A. Introduction

I. Foundation and Goals of IRG-Rail

On 9 June 2011 representatives of independent rail Regulatory Bodies from 15 European countries, including Austria, Croatia, Denmark, Estonia, France, the Former Yugoslav Republic of Macedonia, Germany, Hungary, Latvia, Luxembourg, the Netherlands, Norway, Sweden, Switzerland and the United Kingdom met in The Hague to establish the 'Independent Regulators' Group – Rail' as a new group for cooperation between national independent rail Regulatory Bodies. Taking into account that international cooperation in rail is becoming increasingly important the representatives signed a Memorandum of Understanding in which the basic goals of the new Group are laid down:

- Promote the interests of passenger and freight users in Europe;
- Encourage sustainable and effective competition in the provision of passenger and Freight transport;
- Promote a consistent approach to the European regulatory framework for railways;
- Speak with a strong and common voice at community level.

IRG-Rail is committed to conducting an open dialogue with all relevant parties (especially with the European Commission, the European Parliament and the European sector associations) to ensuring that its views and activities are presented in a transparent manner.

The last Plenary Meeting in Luxembourg in October 2012, showed that IRG-Rail has been successful in developing common approaches and speaking with a single voice on topical regulatory issues emerging from European initiatives – such as the Recast, cooperation on corridors, market monitoring and assessment of new international services. Furthermore IRG-Rail has been successful in expanding its pool of expertise by growing to 21 members with the Regulatory Bodies from the member states of Finland, Greece, Slovakia, Slovenia, Spain and Poland joining the 15 founding members.

II. Work Programme and Working Groups

As a new institution IRG-Rail has focused on two priority areas identified in its Work Programme 2011/2012 and Work Programme 2013¹:

- Promoting and improving harmonisation;
- Addressing emerging challenges

The first priority area focuses on the principal aim of IRG-Rail - enhanced cooperation among Regulatory Bodies and further improved harmonisation. The second priority area addresses challenges stemming from changes to the institutional environment. Based on these priority areas, IRG-Rail has established several Working Groups to develop documents such as reports, guidelines or position papers:

Work Programme 2011/2012	Work Programme 2013
Rail Freight Corridor	Access
Economic Equilibrium / Principal Purpose	Emerging Legislative Proposals in the Railway Sector
First Package Recast	
Market Monitoring	Market Monitoring
Charges	Charges
	Informal Advisory Steering Committee

The activities of these Working Groups are described in part B of this Annual Report.

IRG-Rail aims to be regarded as an easily accessible, credible, professional and proportionate organisation in the eyes of its key stakeholders, the wider industry, the media and general public. For this purpose it seeks to identify and discuss forthcoming European issues at an early stage and be proactive in influencing such initiatives by delivering regulatory input.

In order to facilitate timely and efficient communication on key railway issues and to create certain continuity, an Advisory Steering Committee serving as an informal advisory group

¹ Approved by IRG Plenary in October 2012

at senior working level has been created under the 2013 Work Programme. This Group will consist 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. Some of the tasks to be addressed by the Advisory Committee are:

- Proactively encourage membership of IRG-Rail for all independent Regulatory Bodies;
- Proactively follow the European agenda;
- Identify key regulatory railway issues likely to impact on IRG-Rail;
- Act as central contact point for regulatory railway issues and advices;
- Work as a collective up-to-date conscience regarding regulatory issues.

B. Overview of the Activities According to the Work Programme 2011/2012

Since June 2011, IRG-Rail Working Groups have focused their attention on two main goals.

I. Improving Harmonisation

1. Activities of the Rail Freight Corridor Group

The Rail Freight Corridor Working Group was launched to work on a common understanding and develop rules for cooperation with regard to international rail freight traffic. The Regulation (EC) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (the Rail Freight Regulation) sets out the legislative framework for the establishment of international rail freight corridors. Some of the corridors must be established by November 2013.

The Regulation sets out that Regulatory Bodies are responsible for monitoring competition on the freight corridors and for ensuring non-discriminatory access. Therefore the main focus of the Working Group has been to elaborate harmonized and transparent procedures to deal with cross-border complaints concerning allocated train paths. These were put into guidelines that were adopted by the IRG-Rail members in October 2012 and published on the IRG-Rail website. These guidelines set out the methods, criteria and procedures for cooperation between Regulatory Bodies. Regulatory Bodies need to cooperate in such cases where complaints are not related to a single country but involve at least two countries along the freight corridors, hence a decision process involving several Regulatory Bodies and requiring prior co-operation. The paper is meant to give guidance to

stakeholders and railway undertakings as well as for the Regulatory Bodies along the freight corridors.

Several stakeholders of the railway market, with whom the Working Group exchanged views in the course of its work, provided valuable input into the guidance document. One of the major stakeholders was RailNet Europe (RNE), an association set up by a majority of European Rail infrastructure managers and allocation bodies aimed at promoting processes and tools for European rail corridors. In 2012 the Rail Freight Working Group mainly discussed RNE's proposals for the allocation of pre-arranged train paths that have to be applied by the European infrastructure managers on the rail freight corridors (annual timetable and ad-hoc requests).

Further input was given by the railway undertakings with regard to the problems they face on international rail freight corridors and the need for capacity for their traffic. In turn the Working Group informed stakeholders about its plans and particularly about the Regulatory Bodies' responsibilities to ensure competition and non-discriminatory access to rail freight corridors. In this regard the Working Group welcomed the discussion with the manager of Forum Train Europe (FTE²).

IRG-Rail will continue its dialogue with stakeholders as they have just started to establish the rail freight corridors.

2. Activities of the Economic Equilibrium / Principal Purpose Group

One of IRG-Rail's tasks is to promote the consistent application of the regulatory practice across the railway sector in Europe. A Working Group has been created to establish common principles when assessing new international passenger services and when carrying out specific tests foreseen under European legislation.

² FTE is a European association of railway undertakings and service companies that promotes cross-border rail freight and passenger traffic in Europe.

Directive 2007/58/EC³ on the liberalisation of passenger services has opened up the market in international passenger services since 1 January 2010. International operators are entitled to offer new international passenger services in any Member States including picking up passengers at any station located on the international route and set them down at another, including stations located in the same Member State. This is known as “cabotage”. Providers of new international rail passenger services have the right of access to the infrastructure subject to certain restrictions and meeting certain tests and criteria. In the respect the Directive also sets a number of roles for Regulatory Bodies and in particular:

- Determining whether the principal purpose of a rail services is to carry passengers travelling on an international journey;
- Assessing whether the economic equilibrium of public service contracts is compromised by the new services.

In 2011 and 2012, the Working Group addressed these roles and produced recommendations to assist Regulatory Bodies in developing and carrying out these tests.

In November 2011, IRG-Rail published a set of guidelines⁴ on the “economic equilibrium” test setting out the method, criteria and procedures that IRG-Rail members expect to follow. The “economic equilibrium” test is optional and is subject to Member States’ decision whether to implement it or not. It establishes whether the economic equilibrium of existing public service contracts is compromised by any cabotage rights for an international service. In this document, IRG-Rail also sets down common processes to share information, details the type of information required by Regulatory Bodies to carry out tests, and proposes a seven stage process. IRG-Rail intends to update the document and in particular the recommended criteria when necessary to reflect market developments and regulatory experience.

³ Directive 2007/58/EC of the European Parliament and of the Council of 23 October 2007 amending Council Directive 91/440/EEC on the development of the Community's railways and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure. The text of the Directive can be found at <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:315:0044:0050:EN:PDF>

⁴ <http://www.irg-rail.eu/app/download/5779739238/2011-11-29+IRG-Rail+Guidance+Paper+Economic+Equilibrium.pdf>

In October 2012, IRG-Rail published a document on the “principal purpose” test. This test is carried out by Regulatory Bodies who assess and decide the international nature of the service being proposed. The test must be concluded at the formal request of an interested party. The paper produced by the IRG-Rail Working Group offers a summary of current practice, provides a view on how the principal purpose test should be conducted, recommends procedure for cooperation between Regulatory Bodies, and highlights areas where further clarification is needed.

The Group also met with several European stakeholders, and in particular the European Commission, to exchange views on the proposed approach. IRG-Rail intends to continue and monitor the development of legislation in this area and plans to engage with the European Commission in the context of the preparation of relevant implementing acts in 2013.

3. Activities of the Market Monitoring Group

The IRG-Rail Market Monitoring Working Group aims at increasing comparability of national rail monitoring, enhancing national monitoring by sharing experiences and increasing the knowledge of the European rail market by discussing the implications of new data on the market.

In its first years 2010⁵-2011 the Working Group focussed on increasing comparability of national rail monitors. This resulted in the publication of the Common List of Indicators in November 2011. In 2012 the Working Group broadened its attention to other fields, while applying the Common List of Indicators to national monitoring practice and drafting the first IRG-Rail report on market monitoring⁶.

During the year the Working Group started a preparatory exercise using 2009 and 2010 data as a practice for the 2011 data collection and the drafting of the IRG-Rail monitoring report. The group also reviewed the usage of public statistics and statistical analysis in

⁵ The first unofficial meetings of the Working Group started in October 2010.

⁶ Published in February 2013

order to provide additional and relevant results. This data was used to compile the annual report.

In a second stage, the Working Group members applied the Common List of Indicators to their national monitor data request for 2011. Some members also used the qualitative common survey questions for the monitoring of their domestic market. This resulted in the development of a tool to control the data quality of the 18 countries involved in the data collection and contributed to obtaining a comprehensive data set of good quality with comparable statistics.

The Working Group developed the framework for the first IRG-Rail report on market monitoring laying down the aim, methodology and structure of the IRG-Rail annual monitoring report. Over the autumn and winter of 2012, the Working Group worked on the draft of the first IRG-Rail annual report on market monitoring, which was published in February 2013.

In addition, during the year the Working Group started exploring the possibilities of analysing the performance of infrastructure managers to increase the knowledge of the European rail market. The Working Group also discussed broadening the scope of its monitoring activities, in order to cover rail related services in a comparable way.

II. Emerging Challenges

1. Activities of the Recast / Common Working Group on 4th Package

Providing Input to Legislative Proposals

Regulatory Bodies' expert knowledge gives valuable support to legislators in the design of legislative proposals so that they are feasible in practice and achieve the aim of establishing a competitive environment for all market players, safeguarded by independent, strong and credible national Regulatory Bodies. Therefore one of IRG-Rail's intentions is to carefully monitor legislative proposals and to provide regulatory input to the respective discussion and negotiation process.

a. Input to Recast of the First Railway Package

The Recast Working Group was established to elaborate an IRG-Rail position on the legislative proposals for the First Railway Package Recast. A first IRG-Rail position paper was published on 9 June 2011 providing views on the initial European Commission's proposal. With the second position paper, published on 6 September 2011, IRG-Rail gave its input to the discussion concerning a possible establishment of a European rail Regulatory Body. A third position paper was published on 28/29 November 2011 with views on the Council's General Approach and the European Parliament's first reading.

In these position papers IRG-Rail strongly supported the proposals' intention of strengthening and extending the independence, competencies, functions and resources of national Regulatory Bodies as a means of ensuring effective and fair regulation in all Member States – a pre-requisite for competition. At the same time IRG-Rail expressed concern with respect to a potential shifting of powers from the national towards the European level as this would weaken or even undermine the proposed strengthening of the Regulatory Bodies' independence and competencies.

In addition, IRG-Rail stressed that stronger coordination and consistency of cross-border issues could be achieved best by an appropriate legislative framework accompanied by close and effective cooperation between strong and independent Regulatory Bodies. Any potential European Regulatory Body would not offer sufficient flexibility and room for manoeuvre at national level, which are essential for taking specific national conditions into account.

IRG-Rail addressed also specific proposals affecting practical regulatory work. With regard to the effective practical implementation of the directive IRG-Rail expressed specific concerns e.g. with respect to too rigid and inflexible decision deadlines or any potential notification processes for draft national decision.

b. Input to upcoming 4th Railway Package

At the end of March 2011 the European Commission announced its intention to propose a Fourth Railway Package addressing essential subjects such as liberalisation of domestic

passenger market, further separation and a clearer definition of infrastructure managers' functions alongside a reform of the European Rail Agency and a more effective approach to interoperability and cross acceptance. A joint 4th Railway Package Working Group (consisting of the Economic Equilibrium and the Recast Working Groups) worked on a position paper, which was published on the 17/18 October 2012 giving IRG-Rail's input at a very early stage of the discussion.

In this position paper IRG-Rail acknowledged the opening of domestic passenger markets as a major step towards a competitive and sustainable single rail market in Europe supporting several market opening options. The Annex to the position paper provided details on existing arrangements in IRG-Rail countries. IRG-Rail stressed that market opening could only be successful when it was subject to strong oversight by Regulatory Bodies and when some key framework conditions existed. IRG-Rail advocated competitive tendering as the general rule for awarding public service contracts and favoured legislation requiring rolling stock availability not to be a barrier to market entry. IRG-Rail welcomed furthermore provisions with respect to improved access to rail-related services, in particular ticketing and marketing or promotional activities.

IRG-Rail favoured also clearer definition and specification of the essential functions of infrastructure managers and a further separation and independence from railway undertakings' functions. With regard to the essential role of Regulatory Bodies in securing transparency and a level-playing field, IRG-Rail stressed the need for full regulatory supervision of any separation requirements.

Finally, IRG-Rail supported stronger cooperation between national safety authorities, acceleration of cross-acceptance of national legislation and an appropriate harmonisation of safety rules, avoiding over-prescriptive requirements. This was likely to promote further opening of the railway market and an enhanced competitive environment.

IRG-Rail will continue to contribute to the discussion and provide further input to the upcoming Commission's proposal and the forthcoming negotiation process.

2. Activities of the Charges Group

The IRG-Rail Charges Working Group focuses on developing a common understanding of charging principles across the European rail sector and aims to make recommendations based on European legislation taking into account national practices.

The Charges Working Group took up its work at the end of 2011 and agreed to carry out a certain number of tasks with the following objectives:

- Development of a common regulatory approach to assess current incremental or marginal costs;
- Development of criteria to assess current approach on mark-ups and the capability of the market to bear them as provided under article 8.1 of Directive 2001/14/EC;
- Development of a common understanding of the handling of scarcity and congestion charges under article 7.4 of Directive 2001/14/EC.

In 2012, the Group prepared two documents that were adopted at the 3rd IRG-Rail Plenary Assembly on 17 and 18 October:

The first document contains an initial review of charging practices in Europe. Its purpose is to present an overview of the charging approaches implemented in the Member States which are part of the IRG-Rail Charges Working Group. The document provides an overview of application of charges for the minimum access package, other characteristics of charging methodologies and an overview of any additional charges that IRG-Rail members include in calculating charges. The initial review covered twelve countries.

The Group also produced a position paper to clarify the concept of “cost that is directly incurred as a result of operating the train service” as set out in article 7 (3) of Directive 2001/14/EC. As a first step, the paper provides explanatory guidelines on the way this charging principle may be interpreted and implemented. In this regards IRG-members agree on a common interpretation of this cost concept.

In addition the Working Group has produced a questionnaire to map the role of Regulatory Bodies in respect of charging. The information from this questionnaire will be used to expand the initial review of charging practices in Europe. In 2013, the Group intends to

start exploring the issues associated with scarcity and congestion charges (article 7.4 of Directive 2001/14/EC).

C. Organisational Issues

I. Representation and Communication

Over the last two years, since the creation of IRG-Rail, the Chair and Vice Chair have devoted a lot of their time to making IRG-Rail visible and ensuring transparency of IRG-Rail's work. They have represented the organisation at various meetings with stakeholders as well as at conferences, workshops and other events at community level. IRG-Rail's open approach has been welcomed and has resulted in a very positive feedback from all involved stakeholders who expressed their interest in and willingness to engage and pursue an active and close cooperation. From its inception IRG-Rail has been open to participation of other Regulatory Bodies and actively encouraged non members to join the group. These efforts have been rewarded by the constantly growing number of IRG-Rail members. IRG-Rail will continue to work openly with non members on issues of common interest.

From the beginning, IRG-Rail has been committed to openly discuss its views with all relevant railway market players at EU level.

During the whole period, the Chair and Vice Chair maintained close relations with the European institutions, especially with the European Commission by regularly exchanging views and taking part in several high level bilateral meetings. In addition, IRG-Rail reported on its activities on a regular basis at the European Commission Rail Regulatory Bodies Working Group meetings, highlighting main developments. The Chair and Vice Chair also started a dialogue with Members of the European Parliament in order to exchange opinions on current legislative proposals and ensure IRG-Rail's regulatory input into the negotiations.

In 2012, the Chair and Vice Chair conducted regular bilateral meetings with key railway stakeholders like CER, EIM, ERFA, EPTO, RNE, UITP to exchange views on current European regulatory issues and inform them about IRG-Rail activities. They were also invited to participate in several workshops organised on the same day of Plenary Meetings

to discuss IRG-Rail's latest activities and positions. The first workshop was arranged after the June 2011 Plenary in The Hague. Interested stakeholders attended the signing ceremony and were informed about the new organisation's goals and future activities. The 2nd Plenary Meeting in Bonn at the end of November 2011 was followed by a workshop dedicated to the negotiations on the Recast. Several stakeholders, such as European sector organisations and representatives from the European Commission participated actively in this workshop. The 2012 Plenary Meeting in Luxembourg was combined with the Regulatory Bodies Conference 2012 organised by RailNet Europe covering issues like challenges from the Rail Freight Regulation and the latest RNE developments regarding Path Coordination System and Train Information System.

To ensure transparency IRG-Rail has published all relevant documents on its website⁷ and has made them available on request to all interested parties for information. Furthermore throughout the year IRG-Rail provided regular information about significant meetings with stakeholders. Conclusions of each Plenary Meeting were disseminated on the same day of the event through press releases.

In order to increase its visibility and ensure that its work is known not only by railway stakeholders but also by the media and general public, IRG-Rail agreed on a communication strategy with the aim of becoming an easily accessible, efficient and credible expert network of independent Regulatory Bodies. This communication strategy foresees regular and frequent dialogue with stakeholders at all levels, and the creation of a horizontal Advisory Steering Committee composed of representatives of the current Chair and Vice Chair, the outgoing Chair and any other volunteers.. The main tasks of this Advisory Committee are to monitor the EU agenda, identify emerging issues with regard to future IRG-Rail's work and act as a central contact point.

⁷ <http://www.irg-rail.eu/public-documents/> An overview on the approved documents is also given in Annex I.

II. Information about Elections and Plenary Meetings

1. Elections

According to the IRG-Rail Memorandum of Understanding the Group is represented by a Chair and a Vice Chair, with the Chair in place for a term of one year⁸. Before serving his or her term as Chair, he or she first serves one year as Vice Chair. Thus every year the Plenary Assembly elects a person who shall act as Vice Chair in the following year and Chair in the year after that.

On 9 June 2011 the first IRG-Rail Plenary Assembly elected Mr Matthias Kurth (Bundesnetzagentur, Germany) as IRG-Rail Chair and Mrs Anna Walker (Office of Rail Regulation, United Kingdom) as IRG-Rail Vice Chair for 2011/2012. Dr. Iris Henseler-Unger, Vice President of Bundesnetzagentur, was elected IRG-Rail Chair 2012 by means of electronic voting on 18 April 2012 following Mr Kurth's departure.

Starting from 1 January 2013, Mrs Anna Walker has represented IRG-Rail as Chair. She is supported by Mr. Jacques Prost (Institut Luxembourgeois de Régulation, Luxembourg), who was elected IRG-Rail Vice Chair during the Plenary Meeting on 17/18 October 2012.

2. Plenary Meetings

The Plenary Assembly is composed by the Heads of the Regulatory Bodies forming IRG-Rail or any senior executive designated by the relevant Head.

The responsibilities of the Plenary Assembly include:

- Take all decisions with the aim of pursuing IRG-Rail's objectives;
- Approve documents;
- Admit new Members and exclude Members;
- Approve any amendments to the Memorandum of Understanding;
- Adopt and amend its own Rules of Procedure and/or Working Arrangements;
- Appoint its Chair and Vice-Chair;

IRG-Rail met in Plenary session on 3 occasions during 2011/2012:

⁸ According to the IRG-Rail Working Arrangements, by way of exception, the first term would cover the period till 31 December 2012.

Date	Location
9 June 2011	The Hague hosted by Nederlandse Mededingingsautoriteit
28/29 November 2011	Bonn hosted by Bundesnetzagentur
17/18 October 2012	Luxembourg hosted by Institut Luxembourgeois de Régulation

Annex I – Published Documents⁹

2011:

IRG-Rail (11) 1	Memorandum of Understanding
IRG-Rail (11) 1a	Background Paper
IRG-Rail (11) 2	IRG-Rail Working Arrangements
IRG-Rail (11) 3	Work Programme 2011/2012
IRG-Rail (11) 3_rev1	Work Programme 2011/2012 Revision 1
IRG-Rail (11) 4	First Recast Position Paper
IRG-Rail (11) 5	Second Recast Position Paper - European Regulatory Body
IRG-Rail (11) 6	Third Recast Position Paper
IRG-Rail (11) 7	Position Paper Rail Freight Corridors
IRG-Rail (11) 8	Market Monitoring Common List of Indicators
IRG-Rail (11) 9	Guidance Paper Economic Equilibrium

2012:

IRG-Rail (12) 2_rev1	Fourth Package Position Paper
IRG-Rail (12) 2a	Fourth Package Position Paper - Annex
IRG-Rail (12) 3	Guidelines on cooperation according to Art. 20 of Rail Freight Regulation
IRG-Rail (12) 4	Position on cooperation between RBs in order to assess the international nature of a passenger service
IRG-Rail (12) 5_rev1	Initial Review of charging practices in Europe
IRG-Rail (12) 6	Position Paper on the concept of “cost that is directly incurred”
IRG-Rail (12) 9_rev1	Work Programme 2013

⁹ <http://www.irg-rail.eu/public-documents>

Annex II- Members of IRG-Rail

Austria	Schiennen-Control GmbH
Croatia	Rail Market Regulatory Agency
Denmark	Danish Railway Regulatory Body (Jernbanenævnet)
Estonia	Estonian Competition Authority (Konkurentsiamet)
Finland	Finnish Transport Safety Agency
The former Yugoslav Republic of Macedonia	Railway Regulatory Agency (RRA)
France	Autorité de Régulation des Activités Ferroviaires
Germany	Bundesnetzagentur
Greece	Regulatory Authority for Railways (RAS)
Hungary	National Transport Authority
Latvia	State Railway Administration of Latvian Republic <i>and</i> Public Utilities Commission (PUC)
Luxembourg	Institut Luxembourgeois de Régulation
The Netherlands	NMa Nederlandse Mededingingsautoritet
Norway,	The Norwegian Railway Authority
Poland,	Office for Rail Transport
Slovakia,	Railway Regulatory Authority (URZD)
Slovenia,	Post and Electronic Communications Agency of the Republic of Slovenia (APEK)
Spain	Comité de Regulacion Ferroviara – CRF
Sweden	Transportstyrelsen - Swedish Transport Agency
Switzerland	Schiedskommission im Eisenbahnverkehr SKE
The United Kingdom	Office of Rail Regulation