



**Independent Regulators' Group – Rail**

**IRG–Rail**

**Annexes to the 2nd IRG-Rail Annual Market Monitoring Report**

**27 February 2014**

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# 1. Country sheets market structure

**Regulatory Authority: Schienen-Control GmbH**

**Country: Austria**

Date of legal liberalisation of :	
Freight railway market: 9 January 1998.	
Passenger railway market: 9 January 1998.	
Date of entry of first new entrant into market:	
Freight: 1 April 2001.	
Passenger: 14 December 2003.	
Ownership structure	
	<u>Freight</u> RCA: 100% public Lokomotion: 30% DB Schenker, 70% various institutions with public ownership WLC: 100% public LTE: 100% public (was 50% private, new partner to be announced soon) Logserv: 100% private TXL: 100% public (Trenitalia) GySEV: 93.8% public SLB, STB, GKB, MBS: 100% public RTS: 100% private RPS: 100% private
	<u>Passenger</u> ÖBB PV 100% public WLB, GKB, StLB, MBS, StH, SLB: 100% public CAT: 49.9% ÖBB PV, 50.1% Vienna Airport (public majority) WESTbahn: 74% private, 26% public (SNCF Voyages)

**Regulatory Authority: Rail Market Regulatory Agency**

**Country: Croatia**

Date of legal liberalisation of :	
Freight railway market: 1 January 2005.	
Passenger railway market: 1 January 2005.	
Date of entry of first new entrant into market:	
Freight: no new entrant.	
Passenger: no new entrant.	
Ownership structure	
	<u>Freight</u> 100% public
	<u>Passenger</u> 100% public

**Regulatory Authority: Danish Rail Regulatory Body****Country: Denmark**

Date of legal liberalisation of : Freight railway market: Beginning June 27 <sup>th</sup> 1997. Passenger railway market: January 1 <sup>st</sup> 1999.	
Date of entry of first new entrant into market: Freight: October 16 <sup>th</sup> 1997 (Privat Banen Sønderjylland). <sup>1</sup> Passenger: 2003 (Arriva).	
Ownership structure	
	<u>Freight</u> DB Schenker Rail Scandinavia (owned 51% by DB Schenker Rail Deutschland GmbH and 49% by Green Cargo) Hector Rail (private) TX Logistik Railcare (private) CFL Cargo (owned 66,7% by CFL and 33,3% by ArcelorMittal)
	<u>Passenger</u> DSB (State owned) Arriva Tog A/S (owned by Deutsche Bahn) Metro Service A/S (State/city owned) Lokalbanen A/S (PTA – public/regional owned) Regionstog A/S (PTA – public/regional owned) Nordjyske Jernbaner A/S (PTA – public/regional owned) Midtjyske Jernbaner A/S (PTA – public/regional owned) Nord-Ostsee-Bahn GmbH (owned by Veolia Transport GmbH) Regionalbahn Schleswig-Holstein

**Regulatory Authority: Estonian Competition Authority****Country: Estonia**

Date of legal liberalisation of : Freight railway market: 1 March 2003. Passenger railway market: 1 March 2003.	
Date of entry of first new entrant into market: Freight: 27 December 1999 (AS Maardu Raudtee). Passenger: 26 June 2006 (AS GoRail).	
Ownership structure	
	<u>Freight</u> AS EVR Cargo (100% State) AS E.R.S. (100% private)
	<u>Passenger</u> Edelaraudtee AS (100% private) <sup>2</sup> Elektriraudtee AS (100% State) <sup>3</sup>

<sup>1</sup> In Denmark the market for domestic freight service was open to domestic operators before 1999, when the market for international freight service was liberalised.

<sup>2</sup> Edelaraudtee AS (Edelaraudtee Ltd) is a railway company founded in 1997. Since then it operates diesel passenger trains all over Estonia. There is no train connection to other Baltic states or EU states.

Only international passenger route on railways goes to Moscow, and is operated by GoRail

<sup>3</sup> 1 January 1999 - Electric Railway Ltd. started its own business.

15 November 2000 - Electric Railway Ltd. shares were transferred from Estonian Railways Ltd.'s property over to the Republic of Estonia, the state-owned company's ro-ro-park had 72 vehicles and one manoeuvre wagon

**Regulatory Authority: The Finnish Transport Safety Agency****Country: Finland**

Date of legal liberalisation of :	
Freight railway market: Beginning of 2007.	
Passenger railway market: The domestic passenger market is legally open to competition (there are no legal provisions prohibiting entry). However, due to exclusive rights and direct award of public service contracts to VR Group the passenger railway market is not open to competition. The international passenger market is open since the beginning of 2010.	
Date of entry of first new entrant into market:	
Freight: 15 May 2012 (licence awarded to Ratarahiti Ltd). Access contract signed with Finnish Transport Infrastructure Agency on 21 September 2012. The contract took effect on 3 October 2012. The company started its activities in October 2012.	
Passenger: no new entrant	
Ownership structure	
	<u>Freight</u> VR Ltd is the incumbent railway undertaking in Finland, entirely (100%) owned by government. Duties relating to state ownership steering of VR are handled in the Government Ownership Steering Department in the Prime Minister's Office.
	<u>Passenger</u> VR Ltd is the incumbent railway undertaking in Finland, totally (100%) owned by government.

**Regulatory Authority: Autorité de régulation des activités ferroviaires (ARAF)****Country: France**

Date of legal liberalisation of :	
Freight railway market: 7 March 2003 for international transport, 31 March 2006 for national transport.	
Passenger railway market: 13 December 2009 for international transport.	
Date of entry of first new entrant into market:	
Freight: 13 June 2005 (international).	
Passenger: 11 December 2011 (international).	
Ownership structure	
	<u>Freight</u> Fret SNCF (owned a 100% by SNCF under public law), ECR (owned by DB Schenker Rail) VFLI (owned a 100% by SNCF but under private law)
	<u>Passenger</u> SNCF (100% public) Eurostar (SNCF 55%, SNCB 5% and LCR 40%) Thello (Trenitalia 50%, Veolia Transdev 50%)

**Regulatory Authority: Bundesnetzagentur (I/II)****Country: Germany**

Date of legal liberalisation of : Freight railway market: 1994 (domestic and cross-border). Passenger railway market: 1994 (domestic and cross-border).	
Date of entry of first new entrant into market <sup>4</sup> : Freight: <ul style="list-style-type: none"> <li>- Karsdorfer Eisenbahngesellschaft (insolvent since 2004) – 1995</li> <li>- Rail4chem Eisenbahngesellschaft mbH - 2001</li> </ul> Passenger: long distance passenger services: <ul style="list-style-type: none"> <li>- Georg Verkehrsorganisation (GVG) - 2000</li> <li>- Ostseelandverkehr GmbH (OLA) "Interconnex" - 2002</li> </ul> regional passenger services: <ul style="list-style-type: none"> <li>- Vogtlandbahn GmbH - 1997</li> <li>- Ostmecklenburgische Eisenbahn GmbH (OME) - 1998</li> </ul>	
Ownership structure <sup>5</sup>	
	<u>Freight</u> Incumbent (incl. foreign incumbents) : 84% Public: 5% Privat: 11%  10 major <u>freight train</u> companies (in terms of traffic performance): <ul style="list-style-type: none"> <li>- boxXpress.de GmbH</li> <li>- DB Schenker Rail AG</li> <li>- HSL Logistik GmbH</li> <li>- hvl Havelländische Eisenbahn AG</li> <li>- ITL-Eisenbahngesellschaft mbH</li> <li>- PCT Private Car Train GmbH</li> <li>- Rail4Captrain GmbH</li> <li>- RheinCargo GmbH &amp; Co. KG</li> <li>- SBB Cargo Deutschland GmbH</li> <li>- TX Logistik AG</li> </ul>
	<u>Passenger regional</u> Incumbent (incl. foreign incumbents): 87% Public: 8% Privat: 5%  10 major <u>regional passenger</u> train companies (in terms of traffic performance): <ul style="list-style-type: none"> <li>- DB Regio AG</li> <li>- DB RegioNetz Verkehrs GmbH</li> <li>- DB ZugBus RegionalverkehrAlb-Bodensee GmbH</li> <li>- HLB Hessenbahn GmbH</li> <li>- KEOLIS Deutschland GmbH &amp; Co. KG</li> <li>- metronom Eisenbahngesellschaft mbH</li> <li>- NordWestBahn GmbH</li> <li>- S-Bahn Berlin GmbH</li> <li>- S-Bahn Hamburg GmbH</li> <li>- Vogtlandbahn-GmbH</li> </ul> <u>Passenger long-distance:</u> Incumbent (incl. foreign incumbents): ≈ 99% Public / Private: ≈ 1%  5 major <u>long-distance passenger</u> train companies (in terms of traffic performance): <ul style="list-style-type: none"> <li>- DB Fernverkehr AG</li> <li>- DB AutoZug GmbH</li> <li>- G.V.G. Georg Verkehrsorganisation GmbH</li> <li>- HKX Hamburg-Köln-Express GmbH</li> <li>- OLA Ostseeland Verkehr GmbH</li> </ul>

<sup>4</sup> Already before the first step of the railway reform in Germany non-incumbent railway undertakings offered regional and national traffic services but not in direct competition with public railway services (e.g. routes no longer operated by the incumbent railway services or in cooperation). Therefore it is difficult to define the first entry date in the German railway market under real competitive conditions, in particular for regional passenger and for freight services.

<sup>5</sup> Due to the multiplicity of railway undertakings in the German market the following statements to the ownership structure are limited to the ten major companies in the freight and the regional passenger market as well as to the five major companies in the long-distance passenger market, weighted by the share of traffic performance.

**Regulatory Authority: Office of Rail Regulation****Country: Great Britain**

Date of legal liberalisation of :	
Freight railway market: 1994.	
Passenger railway market: 1994. The majority of passenger routes are operated under Public Service Contracts (franchises), which are awarded through open competitive tendering to train operators (TOCs). There are also a small number of open access operators.	
Date of entry of first new entrant into market:	
Freight: 1996 (North and South Railways).	
Passenger: 1996 (date of introduction of first franchise – Great Western Train).	
Ownership structure	
	<u>Freight</u> 100% private
	<u>Passenger</u> 100% private

**Regulatory Authority: Greek Regulatory Authority for Railways (“RAS”)****Country: Greece**

Date of legal liberalisation of :	
Freight railway market: 1 January 2007	
Passenger railway market: 1 January 2010 for international	
Date of entry of first new entrant into market:	
Freight: no new entrant	
Passenger: no new entrant	
3. Ownership structure	
	3.1 Freight TRAINOSE SA (100% public)
	3.2 Passenger TRAINOSE SA (100% public) Urban Rail Transport SA (STASY SA) (100% public)

**Regulatory Authority: National Transport Authority****Country: Hungary**

Date of legal liberalisation of : Freight railway market: 1 January 2006. Passenger railway market: partly liberalised. Passenger operators that are registered in Hungary have been entitled to open access since 1 January, 2006. Passenger operators providing international services with a licence issued in the EEA have been entitled to open access since 21 June 2009.	
Date of entry of first new entrant into market: Freight: 27 March 2007 (the first new entrant entered the market in June 2004 before it was fully liberalised; the first licence for a railway undertaking after the full liberalisation of the market was granted on 27 March 2007). Passenger: 6 August 2007.	
Ownership structure	
	<u>Freight</u> Please note that in the figures below, public ownership means state share. MÁV Zrt. and GYSEV Zrt., which are (at least partly) state-owned companies are considered private owners in the case of the indicated RUs Rail Cargo Hungaria Zrt. 100% private GYSEV Cargo Zrt.: 100% private (subsidiary of IM GYSEV Zrt.) MMV Zrt.: 100% private Floyd Zrt.: 100% private CER Hungary Zrt.: 100% private Train Hungary Kft.: 100% private AWT Rail HU Zrt.: 100% private
	<u>Passenger</u> MÁV-Start Zrt.: 100% private (subsidiary of IM MÁV Zrt.) GYSEV Zrt.: 93.8% public (Hungarian State – 65.6%, Austrian State -28.2%) MÁV Nosztalgia Kft.: 100% private (partly owned by MÁV Zrt.)

**Regulatory Authorities: Regulatory authority (responsible for market monitoring)-State Railway administration (SRA) and the Public Utilities Commission (further in text - PUC).****Country: Latvia**

Date of legal liberalisation of : Freight railway market: 1 April 1998. Passenger railway market: 1 April 1998.	
Date of entry of first new entrant into market: Freight: 3 February 2003. Passenger: 1 January 2001.	
Ownership structure	
	<u>Freight</u> LDZ Cargo-100%public BTS-100%private BE-100%private
	<u>Passenger</u> PV-100%public LDZ Cargo-100%public GAB-15%public and 85%private



**Regulatory Authority: Autoriteit Consument en Markt (ACM)****Country: Netherlands**

Date of legal liberalisation of : Freight railway market: 1995. Passenger railway market: - 1995 (private passenger transport and international passenger transport under cooperation) - 1998 (experiments with tenders) - 1 January 2005 (liberalisation of regional passenger transport)	
Date of entry of first new entrant into market: Freight: 1998 (ACTS). Passenger: 1998.	
Ownership structure	
	<u>Freight</u> DBS 100% public Captrain 100% public (daughter of SNCF Geodis)
	<u>Passenger</u> NS 100%: public Arriva: 100% public Syntus: 70% public 30% private. Syntus is a holding of Keolis. Keolis is held by 70% SNCF and 30% Caisse de depot et de placement du Québec. Veolia – Transdev: 60% public (CDC), 40% private (Veolia Environment). Connexxion : 60% public (CDC) 40% private (Veolia Environment). Connexxion is a holding of Veolia-Transdev.

**Regulatory Authority: The Norwegian Railway Authority****Country: Norway**

Date of legal liberalisation of : Freight railway market: 1 January 2007. Passenger railway market: 1 January 2010 for international services. The market for national passenger traffic is not yet liberalised, NSB AS has exclusive rights to perform such transport, with the exception of the airport express train (FLYTOGET) and the Gjøvik-Oslo line, which was tendered (and is operated by NSB Gjøvikbanen).	
Date of entry of first new entrant into market: Freight: 2007 Passenger: 11 June 2006, NSB Gjøvikbanen entered as a result of winning a tender for Oslo–Gjøvik.	
Ownership structure	
	<u>Freight</u> CargoNet AS (incumbent, 55 % market share 2011): 100 % owned by NSB, which is 100 % owned by the state Cargolink AS (9% market share 2011): 100 % owned by the private company Autolink Malmtrafik (17 % market share 2011): 100 % owned by LKAB AB, which is 100 % owned by the Swedish state Green Cargo AB (5 % market share 2011): 100 % owned by Swedish state Hector Rail AB (6 % market share 2011): Privately owned Tågakeriet i Bergslagen AB: Private owned TX Logistik: Owned by TX Logistik AG, which is owned by TrenItalia, which is owned by the Italian state
	<u>Passenger</u> NSB AS (incumbent, 89 % market share 2011): 100 % State owned NSB Gjøvikbanen AS (2 % market share 2011): 100 % owned by NSB AS Flytoget AS (Airport express, 9 % market share 2011): 100 % owned by the state (but managed by a different ministry than NSB AS) SJ AB (Swedish incumbent): 100 % owned by the Swedish state

**Regulatory Authority:** Urząd Transportu Kolejowego (UTK)**Country:** Poland

Date of legal liberalisation of :	
Freight railway market: 8 August 2000 - date of Act for restructuring of the PKP State company (in 2001 new companies from the PKP group started to operate).	
28 March 2003 - introduction of Railway Transport Act. From then railway undertakings started to be licensed and infrastructure manager had to give an un-discriminatory access to new entrants.	
Passenger railway market - : 8 August 2000 - date of Act for restructuring of the PKP State company (in 2001 new companies from the PKP group started to operate).	
28 March 2003 - introduction of Railway Transport Act. From then railway undertakings started to be licensed and infrastructure manager had to give an un-discriminatory access to new entrants.	
Date of entry of first new entrant into market:	
Freight : 29 August 2003 – award of first license to a freight railway undertaking	
Passenger: 27 February 2004 – award of first license to passenger railway undertaking	
Ownership structure	
	<u>Freight</u> PKP Cargo (State owned for 50% plus 1 share, the remainder is privately owned) and PKP LHS (100% public) – 68.9% market share (tn/km) Others (private) – 31.1% market share (tn/km)
	<u>Passenger</u> PKP Intercity (100% public) – 50.49% market share (pas//km) PKP SKM (PKP Fast Urban Rail in Tricity) (100% public) Others (private and owned by local authorities) – 49.51% market share (pas/km)

**Regulatory Authority:** Transport Authority (ÚRŽD)**Country:** Slovak Republic

Date of legal liberalisation of :	
Freight railway market: January 2006.	
Passenger railway market: January 2010.	
Date of entry of first new entrant into market:	
Freight: October 2006.	
Passenger: March 2012.	
Ownership structure (in 2012)	
	<u>Freight</u> ZSSK CARGO (100% public) – 85% market share Others (private companies) – 15% market share
	<u>Passenger</u> ZSSK (100% public) – 97% market share RegioJet (private company) – 3% market share

**Regulatory Authority:** APEK-Post and Electronic Communications Agency of the Republic of Slovenia**Country:** Slovenia

Date of legal liberalisation of :	
Freight railway market: 7 March 2007	
Passenger railway market: 1 January 2010	
Date of entry of first new entrant into market:	
Freight: 1 March 2009 (RCA)	
Passenger: no new entrants	
Ownership structure	
	<u>Freight</u> Slovenske železnice-Freight Transport (public), Rail Cargo Austria (public), Adria Transport / private (50% Luka Koper : 50% GKB)
	<u>Passenger</u> Slovenske železnice-Passenger Transport (public).

**Regulatory Authority: Transportstyrelsen (The Swedish Transport Agency)****Country: Sweden**

Date of legal liberalisation of :	
Freight railway market: 1996.	
Passenger railway market: gradual introduction, legally in 2010, practically in December 2011.	
Date of entry of first new entrant into market:	
Freight: 1 January 1997 (BSM Järnväg AB). There were some private railway undertakings before that date but performing traffic as subcontractor to the incumbent SJ which at that time performed both passenger and freight traffic. Today 15 companies operate in the freight sector on the national infrastructure.	
Passenger: Since tendering of passenger traffic started back in 1998 there have been a number of entrants as well as exits due to that procedure. When the market was fully liberalised on 10 December 2011 a number of operators were ready for full competition. Today 15 railway undertakings operate in the passenger sector on the national infrastructure.	
Ownership structure	
	<u>Freight</u> Green Cargo AB (owned by Swedish State) Cargonet A/S (owned by Norwegian State) DBS Scandinavia (owned by German State)
	<u>Passenger</u> Arriva Tåg AB (Is owned at 100 % by Arriva Denmark A/S which in turn is owned by Deutsche Bahn AG.) A-Train AB (owned at 100 % by MEIF Stockholm AB, which in turn is owned by MEIF Luxembourg Holdings SA, Luxemburg) Botniatåg AB (owned by 60% by Arriva Östgötapendeln AB the former DB Regio Sverige AB (which is a part of the Deutsche Bahn-group) and 40% by SJ AB. DSBFirst Sverige AB (owned at 100 % by DSB First Holding Aps, Denmark) DSB Sverige AB (owned by Danish State - The company is a part of the DSB-group (Danske Statbaner).) Inlandståget AB (owned at 100 % by Inlandsbanan AB, which in turn is owned by the municipalities along the Inlandsbanan line.) SJ AB (owned by Swedish State) Skandinaviska Jernbanor AB (Private limited liability company) Stockholmståg KB (owned by SJ AB (68 %) and by SJ Invest AB (32%). Svenska Tågkompaniet AB (Is owned by Norges Statsbaner (NSB A/S), Norwegian State) Tågakeriet i Bergslagen AB (Private limited liability company) Veolia Transport Sverige AB (owned by 100 % by Veolia Transport Northern Europe AB which in turn is owned by 100 % by Veolia Transport S.A, France.

## 2. Common list of definitions and indicators

### Definitions

The following definitions are used:

- a. **Network Statement:** as defined by Article 3(26) of Directive 2012/34/EU.
- b. **Net ton:** is the weight of the load (including for example the container weight) where ton is 1000 kilograms.
- c. **Gross ton:** is the weight of the train, including the weight of the load, the weight of the locomotive and the tare weight of the wagons.
- d. **Revenue collected by the infrastructure manager:** refers to revenue for all track access charges for the minimum access package as specified in Article 13(1) of Directive 2012/34/EU excluding electricity.
- e. **Incumbent:** is the (former) state-controlled railway company, including all related companies.
- f. **Other companies:** are all companies not acting as an RU or IM.
- g. **Training facilities:** are all facilities where commonly rail-related education is conducted.
- h. **Passenger stations:** are facilities where passengers can embark and disembark a passenger train;
- i. **Freight terminals:** facilities in rail freight transport which are used for the loading and unloading (including loading ramps and roads) of freight trains.
- j. **Marshalling yards and train formation facilities:** facilities for the formation, sorting, rearranging, solving and treatment of trains.
- k. **Storage sidings:** railroad tracks that serve only to accommodate rail rolling stock.
- l. **Maintenance facilities:** are facilities where rolling stock is maintained. Maintenance is the set of activities designed to keep rolling stock in operation.
- m. **Refueling facilities:** station for refueling for locomotives and multiple units.
- n. **Train pre-heating facilities:** facilities for pre-heating and / or air-conditioning of passenger trains.
- o. **Supply of electricity:** facilities and infrastructure to supply trains in operation with traction current.
- p. **Supply of shunting services:** Service provider for the process of sorting items of rolling stock into complete train sets, or the reverse. This includes the provision of locomotives and / or shunting staff.
- q. **Technical Inspection of rolling stock:** Activities aimed at checking the actual condition of the rolling stock.
- r. **Ticket sales at stations and other distribution channels:** Distribution channels for train tickets like counter-sale, onboard-sale, online-sale, sale via travel agency etc.
- s. **International passenger traffic:** passenger traffic where the train crosses at least one border and where the principal purpose of the traffic is to carry passengers between stations located in different Member States. This definition reflects the definition of 'international passenger service' as specified in Article 3(5) of Directive 2012/34/EU.
- t. **International freight traffic:** traffic where the train crosses at least on border. This definition reflects the definition of 'international freight service' as specified in Article 3(4) of Directive 2012/34/EU.

## Indicators

The national market monitor includes the following quantitative indicators:

### a. (Electrified) route length

Route length refers to the route length of all routes available for freight and passenger traffic on the network of the infrastructure manager, as specified by the infrastructure manager in the Network Statement, as opposed to track length. The monitor differentiates between the incumbent infrastructure manager and other infrastructure managers. In addition, the monitor differentiates between electrified and non-electrified route length. The unit of measurement for route length is kilometre.

### b. Rail traffic movements

Rail traffic movements refer to the actual train kilometres for freight and passenger trains per year. Additionally, the monitor differentiates between national and international passenger and freight train movements on their own territory.

### c. Rail traffic usage

The monitor includes annual gross and/or net ton kilometres for freight trains and passenger kilometres for passenger trains. Additionally, the monitor differentiates between national and international passenger and freight volumes. The monitor will only report on passenger/freight usage on their own territory.

### d. User charge

The average revenue collected per year in Euros, per:

- I. train kilometre for passenger trains;
- II. passenger kilometre for passenger trains. Optionally, the monitor differentiates between regional and long distance passenger trains;
- III. train kilometre for freight trains, and
- IV. gross and/or net ton kilometre for freight trains.

With regard to revenue, the monitor may differentiate between revenue collected from track and station charges. If the national currency is not the Euro, the exchange rate for the reported year has to be specified in the report.

### e. Number of active railway undertakings

The number of active railway undertakings means any public or private undertakings which provide services for the transport of goods and/or passengers by rail network(s), as these networks are defined in Directive 2012/34/EU. The number differentiates between passenger and freight railway undertakings.

Excluded from the scope are railway undertakings:

- I. whose only business is to provide services for the transport of passengers by metro, tram and/or light rail,
- II. which operate entirely or mainly within industrial and similar installations, including harbors,
- III. which mainly provide local tourist services such as preserved historical steam railways.

The definition 'active railway undertakings' used by the working group reflects the definition of railway undertakings of Eurostat (Regulation 91/2003) whilst adding the requirement of being active on the network(s).

**f. Companies without any alliance to an incumbent**

The monitor specifies the number of active railway undertakings operating in one country and having no ownership relation with an incumbent in other countries.

**g. Market shares**

The monitor specifies the market share of freight and passenger railway undertakings in total train-kilometres. It is recommended that the monitor specifies market share based on:

- I. gross and/or net ton kilometre and passenger kilometres; and/or
- II. share of infrastructure managers' revenue collected through track access charges; and/or
- III. share of operators' revenues for freight and passenger markets. Revenues from passenger operations should include potential compensation payments.
- IV. In addition, the monitor must specify between incumbent and non-incumbent railway undertakings. Optionally, the monitor lists those companies with a market share larger than 1%, as in the EU rail market monitoring survey (RMMS).

**h. Revenues of railway undertakings**

The monitor optionally specifies aggregated revenues of train operations in Euros. The monitor could specify aggregated revenues for freight and passenger operators. Further the monitor could split revenues of passenger operators into the following categories:

- I. revenues from fares and from public compensation payments; and/or
- II. long distance and regional passenger operators.

Revenues should be limited to the specific country under consideration and exclude revenues of foreign operations.

**i. Rail related services**

The monitor reports on main services (training facilities, passenger station, freight terminals, marshalling yards, storage sidings, maintenance facilities), furthermore on secondary and additional services (train preheating services, supply of electricity) as well as on ancillary services (technical inspection of rolling stock, ticket sales at stations and other distribution channels).

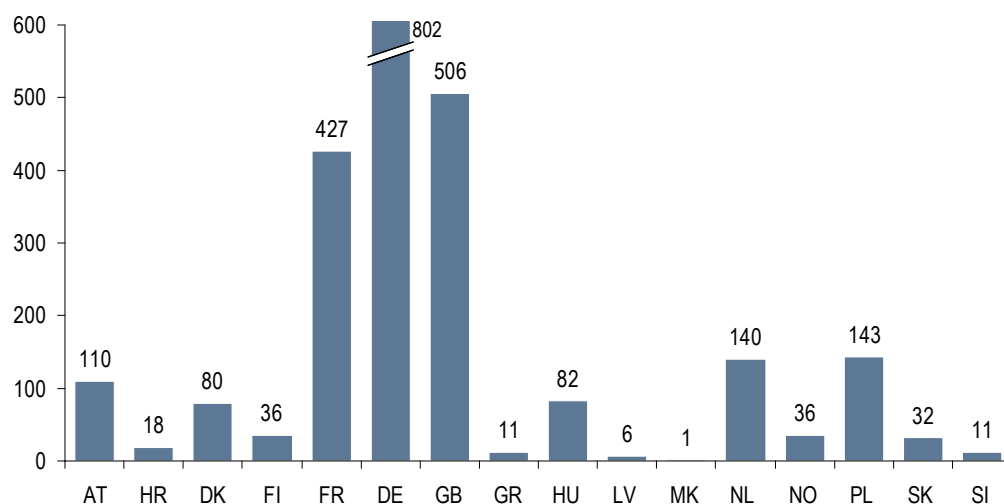
The monitor specifies the following information:

- I. Main services: a short description of the main operator, the number of operators and the number of facilities, specified to either incumbent, other RU, IM or other company. Further the monitor provides a short description of the developments as well as problems encountered for this service.
- II. Secondary/ additional services and ancillary services: a short description of the market and market developments as well as of problems encountered for this service. This information should be primarily used to gain more detailed knowledge of the different conditions in national markets for these services in order to create a basis for the development of suitable, defining common questions and indicators could be a next step.

### 3. Graphs not used in the report

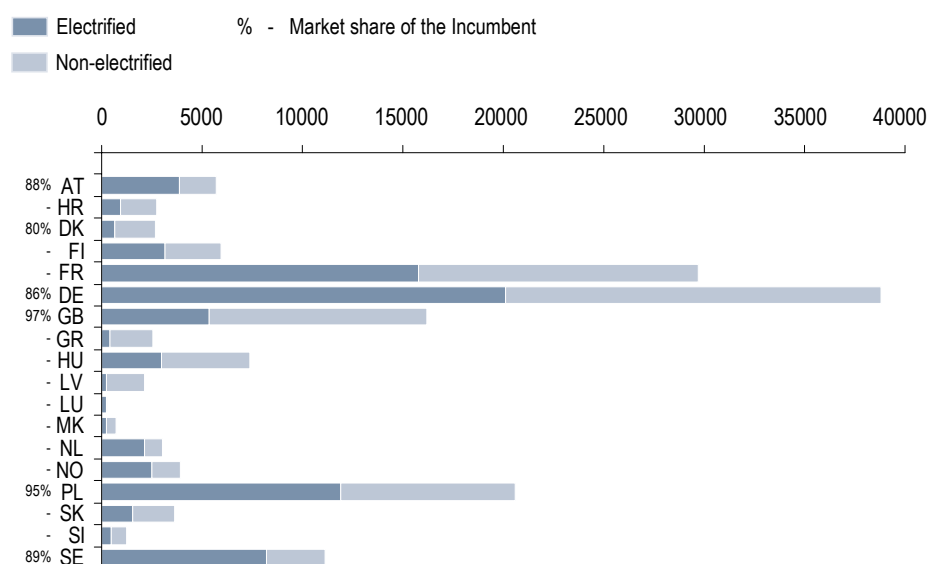
#### Passenger train kilometer

Million train kilometers in 2012



#### Route length and market share of the incumbent

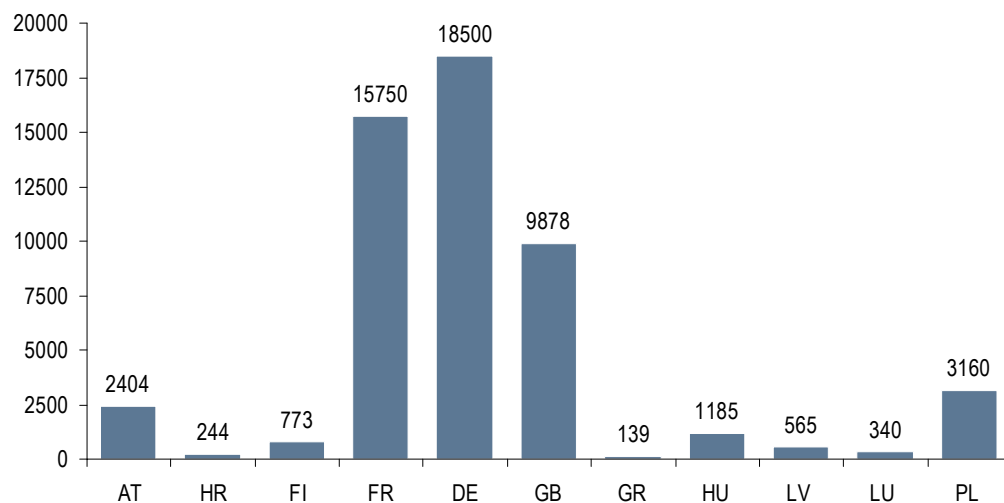
Route kilometers in 2012





## Revenues of railway undertakings

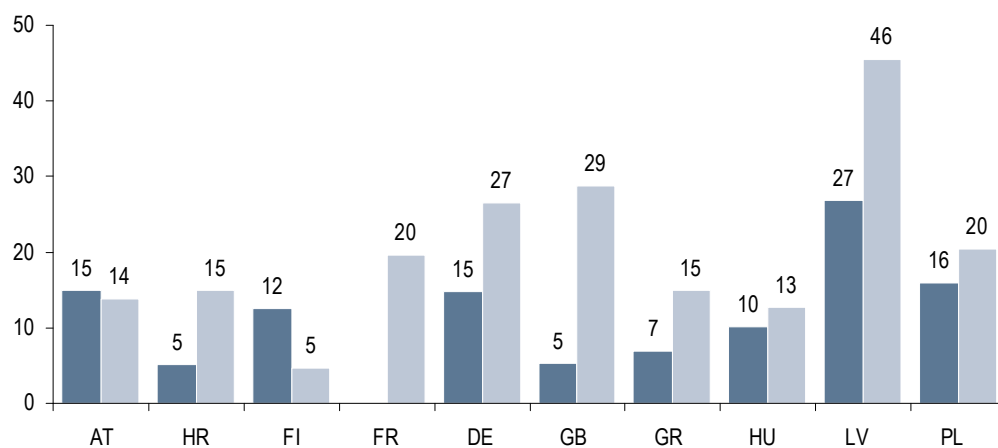
Mio. EUR in 2012



## Share of track access charges from the RUs segment revenue

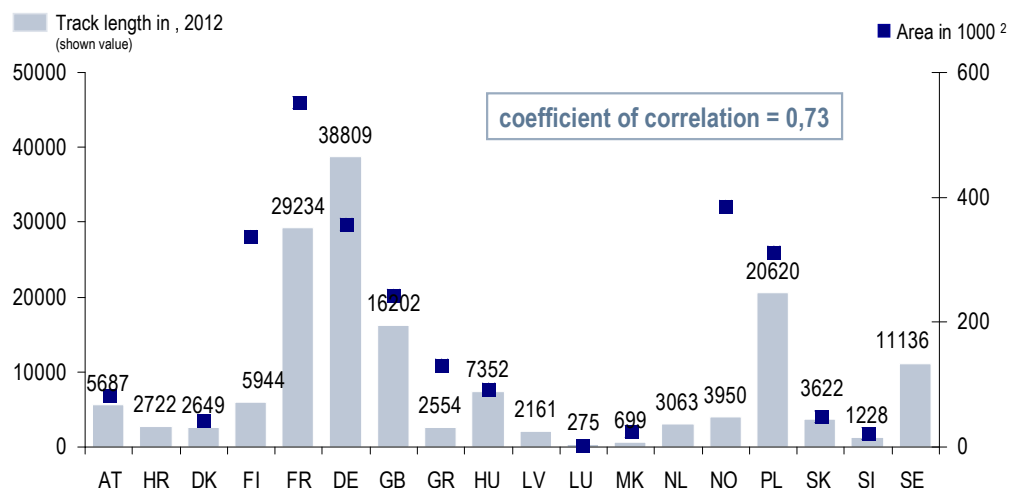
Percentage, 2012

passenger transport  
freight transport

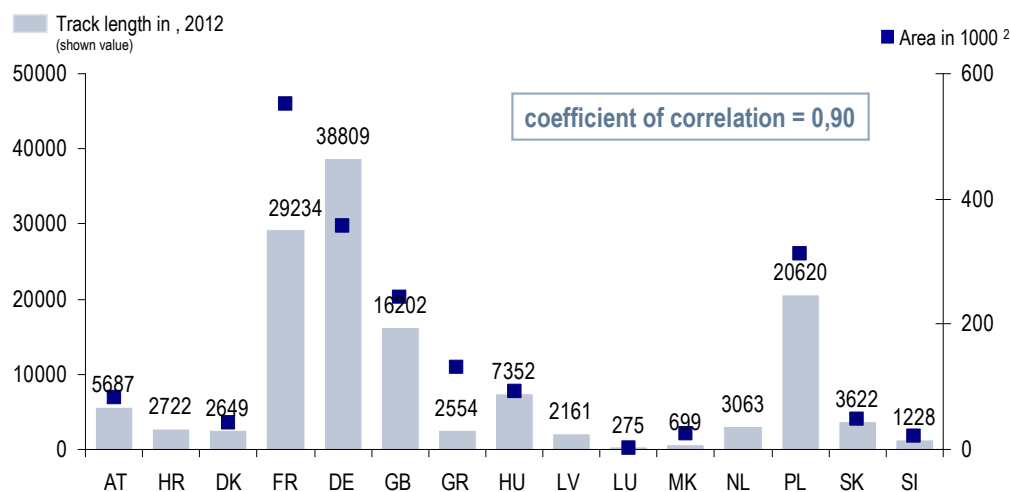




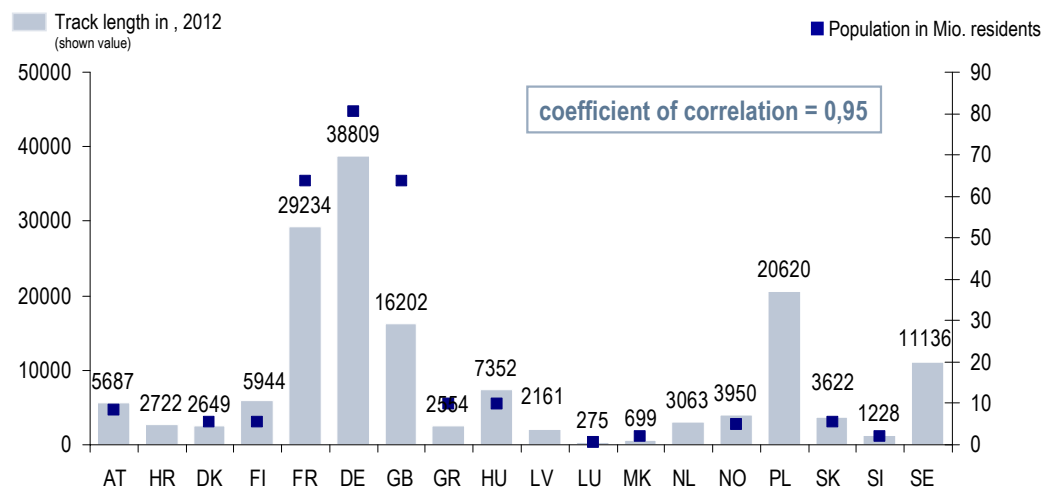
## Correlation between track length and country size



## Correlation between track length and country size (w/o Norway; Sweden and Finland)

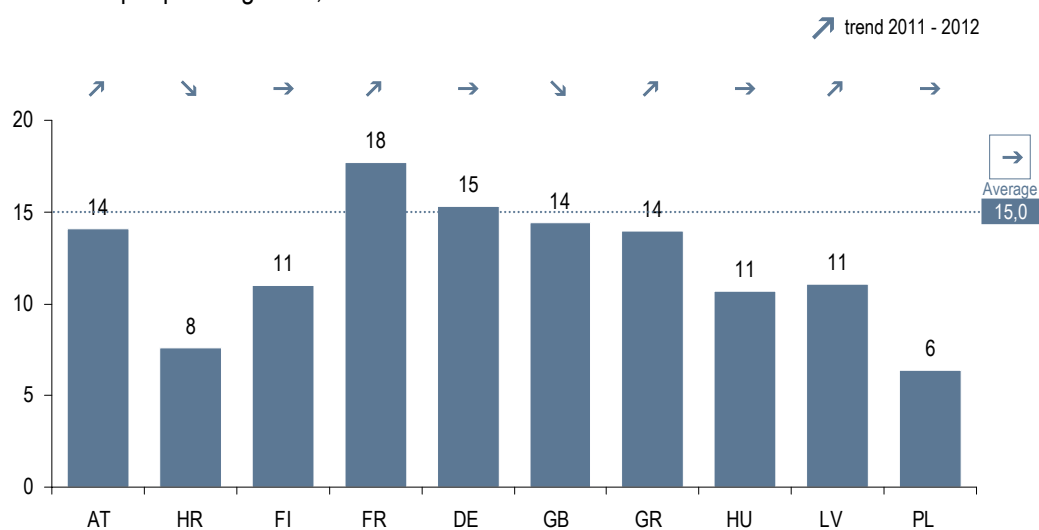


## Correlation between track length and population

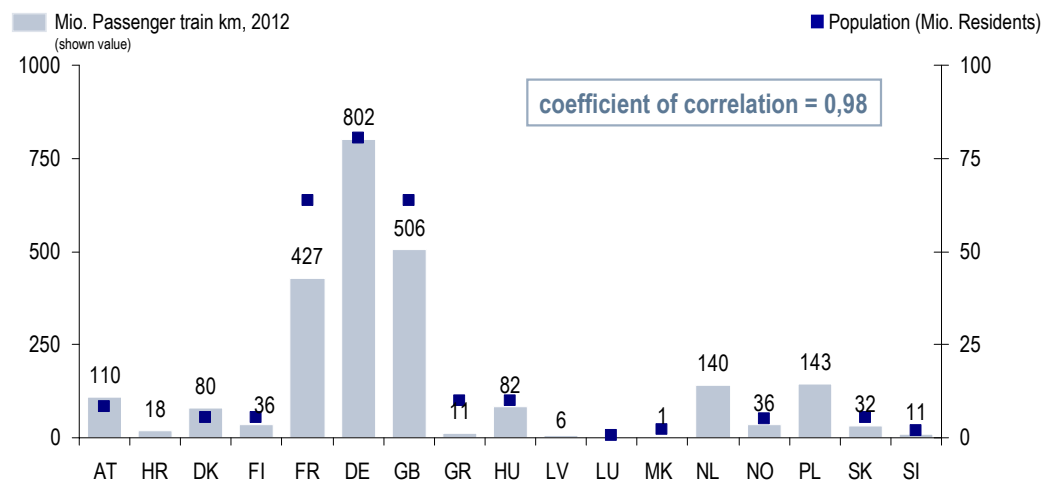


## Revenue of passenger railway undertakings

EUR-Cent per passenger km, 2012



## Correlation between passenger train km and population



## Correlation between passenger km and population

