

**IRG-Rail (14) 1**



**Independent Regulators' Group – Rail**

***IRG–Rail***

**Annual Report 2013**

January 2014

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## **Foreword of the Chair**

This Annual Report covers the activities pursued by the Independent Regulators' Group Rail (IRG-Rail) in 2013. Looking back, I am struck by the amount that we have achieved.

It has been a busy year for rail in Europe. From freight corridors to the Fourth Railway Package, the legal and institutional framework of our sector is shifting rapidly. This reform is often driven by the European Commission's ambitious goal (one which we support): a genuine single market for rail.

National rail sectors are diverse for reasons of geography and history, with different funding models and service requirements chosen by their governments. We cannot force all countries into a tightly-prescribed, single template.

There are, however, common objectives. We all want railways that provide excellent service and value to customers and funders. There are also general principles that we know are important to achieve these objectives: transparency in funding, or fair access to track and facilities, to name just two.

It is the task of Regulatory Bodies to help develop and articulate these general principles, and then to apply them in the national context. We come together as IRG-Rail to help create a single, competitive, efficient and sustainable rail market throughout Europe. We do this by sharing best practice, harmonising regulatory principles and processes, and speaking with a single voice at the European level.

Four working groups are responsible for carrying the IRG-Rail programme forward. I am very grateful to the participants and leaders of these teams for the time and effort that they put in – reflected in the high standard of the positions that we adopt in plenary. In 2013, we produced over 10 common position papers covering important topics for the rail sector, as well as our first annual market monitoring report. This shows that we have been successful in speaking with a single voice on several topical European railway issues.

IRG-Rail was founded in 2011 by regulatory bodies from 15 European countries. Since then, we have grown to 24 members. My predecessors, Dr Kurth and Dr Henseler-Unger led the way with distinction, and I have tried to follow their example.

We have travelled a long way for such a young organisation. Stakeholders respect us and come to us for input. But there is scope to develop further. Other regulatory bodies will join, contributing their experience and sharing in the benefits of working together. During my tenure I have been delighted to welcome colleagues from the Bulgarian, Belgian and Kosovar regulatory bodies.

We will also continue to mature. We have already proven that we are capable of responding to policy proposals. As we continue to grow in number, experience and stature, we can proactively help to set the policy agenda – identifying areas for improvement in rail markets, raising them with stakeholders, defining good regulatory practices and putting forward possible solutions.

I must thank Jacques Prost for his invaluable support as vice-Chair during 2013, and I wish him all the best for his Chairmanship next year. 2014 will be busy year with the Fourth Package negotiations, the Recast implementation, freight corridors, new monitoring duties..... there will be plenty to keep us occupied.

However, I believe we will be able to tackle these challenges. The reason that IRG-Rail exists is because there are some things that we can do better together than as individual organisations. It is this common purpose that has brought us this far, and that will continue to serve us well.

Anna Walker - Chair, Office of Rail Regulation

## **A. Introduction**

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

On 9 June 2011 representatives of independent rail Regulatory Bodies from 15 European countries<sup>1</sup>, met to establish the 'Independent Regulators' Group – Rail' as a new group for cooperation between national independent rail Regulatory Bodies. Its main goals include:

- 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.

Since then, representatives of the independent regulatory bodies from Finland, Greece, Slovakia, Slovenia, Spain, Poland, Bulgaria, Belgium and Kosovo have joined the founding members.

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 ensure that its views and activities are presented in a transparent manner.

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

In 2013, IRG-Rail has continued to focus on two priority areas identified in its Work Programme 2013<sup>2</sup>:

- Promoting and improving harmonisation;
- Addressing emerging challenges

IRG-Rail aims to be an easily accessible, credible, professional and proportionate organisation in the eyes of its key stakeholders, the wider industry, the media and general

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<sup>1</sup> including Austria, Croatia, Denmark, Estonia, France, the Former Yugoslav Republic of Macedonia, Germany, Hungary, Latvia (2), Luxembourg, the Netherlands, Norway, Sweden, Switzerland and the United Kingdom.

<sup>2</sup> Approved by IRG Plenary in October 2012

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.

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:

Working Group	Scope
Access working group	Covering access issues in particular with regard to freight corridors and access to services
Charges	Dealing with charging matters
Legislative proposals 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
Informal Advisory Steering Committee <sup>3</sup>	Responsible for general coordination, monitoring and strategic orientation

The Access Working Group focused this year on creating a regulatory framework for the new European freight corridors. Operators, infrastructure managers, customers and investors all want a system that encourages freight to travel by rail. IRG-Rail is therefore working to establish principles and practices of cooperative regulation, that are transparent, straightforward, and that work for the end-user.

The Charges Working Group continued to establish the basis for the harmonisation of charging principles. Charges are a key factor in ensuring efficient usage of infrastructure, and a level playing-field for market entrants. They also differ widely across Europe – with

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<sup>3</sup> This 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.

Member States and infrastructure managers using different models for the funding of infrastructure. IRG-Rail does not seek absolute uniformity of charging regimes, but wants to ensure that charging methodologies are transparent, proportionate, and non-discriminatory.

The Legislative Proposals Working Group concentrated on the Fourth Railway Package. IRG-Rail published a position paper on the Commission's original proposal in April, and a response to the draft amendments of the European Parliament rapporteurs in October. Throughout the year IRG-Rail has been active, and met with MEPs and the Commission several times to help ensure that its views were understood. IRG-Rail also started engaging and working on the development of implementing acts foreseen under the Recast.

The Market Monitoring Working Group was established to reflect one of the key statutory duties of Regulatory Bodies, and has been working towards the harmonisation of monitoring practices amongst IRG-Rail members. The first IRG-Rail market monitoring report published in February this year included a quantitative and qualitative insight into European rail markets. This Working Group also produced a position paper with initial views on the secondary legislation developed by the European Commission on reporting obligations.

The 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 2013**

In 2013, through its Working Groups, IRG-Rail continued to focus its attention on its two main goals; improving harmonisation and addressing emerging challenges. All workstreams identified in 2013 under the work programme<sup>4</sup> were delivered successfully and relevant positions papers and documents were produced and published on the IRG-Rail website.

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

In 2013 the work of the Access Working Group focused on the implementation of freight corridors, in accordance with the regulation concerning a European rail network for competitive freight ((EC) No. 913/2010).

As European rail freight corridors start operating, the monitoring of those corridors will be a key task for regulatory bodies. IRG-Rail therefore put forward a paper on monitoring duties, outlining IRG-Rail's initial thoughts and recommendations. IRG rail proposes to prioritise the monitoring of Corridor Information Documents, One Stop Shops, corridor traffic management in case of disturbances, and the coordination of maintenance. Other areas where monitoring should take place were also outlined in this paper, which was adopted by members of IRG-Rail in October 2013, and published on IRG-Rail's web page<sup>5</sup>.

Another area of focus was the evaluation of capacity allocation processes, and the use of network statements. These reviews included a short initial overview on capacity allocation processes and on the importance of network statements in several Member States, compiled from a questionnaire completed by IRG-Rail members. Subsequently, the Access Working Group carried out an initial benchmarking of the procedures for capacity allocation

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<sup>4</sup> [http://www.irg-rail.eu/app/download/5797891175/IRG-Rail+%2812%29+9\\_rev1+-+Work+Programme+2013.pdf](http://www.irg-rail.eu/app/download/5797891175/IRG-Rail+%2812%29+9_rev1+-+Work+Programme+2013.pdf)

<sup>5</sup> <http://www.irg-rail.eu/app/download/5800660388/IRG-Rail+%2813%29+12+-+Freight+Corridor+Monitoring+Position+Paper.pdf>



in member countries. The Access Working Group intends to continue its analysis and will update this paper accordingly.

Discussions with various parties also took place in order to exchange views on several topics. The Working Group had meetings with the European Commission and other stakeholders to debate questions concerning rail freight corridors. Furthermore the Working Group continued its close cooperation with RailNet Europe (RNE). Interested members of the group participated in a RNE training session to get detailed knowledge about the Path Coordination System. This tool, developed by RNE, will be the only tool to request pre-constructed paths.

In 2014 the Access Working Group will continue the preparations for regulation of freight corridors, monitoring the different tasks of regulatory bodies, and attempting to establish rules for cooperation between them. Furthermore the Group will work on access-related secondary legislation from the Recast of the First Railway Package. This will include the measures regulating service facilities and the concept of a 'viable alternative', and pre-allocated paths for passenger services. We will also contribute to the Commission's proposals for implementing acts on framework agreements and applicants.

## **2. Activities of the Charges Working Group**

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

In 2013, the Charges Working Group focused its activity on informing and developing initial views on the European Commission's proposal on modalities for the calculation of direct costs. According to article 31 (3) of Directive 2012/34/EU, the European Commission shall "adopt measures setting out the modalities for the calculation of the cost that is directly incurred as a result of operating the train" and lay them down in an implementing act. In preparation for the said implementing act, the European Commission entered into a dialogue with the rail regulatory bodies both bilaterally and within the European Network of

Rail Regulatory Bodies (ENRRB). Regulatory bodies were also invited to reply to a “Questionnaire on modalities for direct costs” and several IRG-Rail members contributed to a response. In October the Working Group presented and adopted two documents at the fourth IRG-Rail Plenary Assembly:

- a position paper addressing the methodology outlined by the European Commission in its questionnaire and providing input to the discussions preparing the upcoming implementing act. The position paper discussed, in particular, the so-called “generalisation method” outlined by the Commission and expressed IRG-Rail’s specific concerns on:
  - the elimination of cost categories that do not vary with additional trains;
  - the estimation of marginal costs ;
  - the method of maximum values.

This paper can be found on IRG-Rail website<sup>6</sup>.

- In accordance with the 2013 work programme, the Working Group continued to review the charging practices in IRG-Rail member countries and examined the roles of regulatory bodies with respect to charging issues. This review showed the wide divergence in approach and duties of regulatory bodies in monitoring charging arrangements and issues.

In 2014, the Group intends to start exploring the issues associated with market segmentation and criteria for assessment of mark-ups. In addition, the Group will develop another position paper on the forthcoming implementing act on direct costs and will prepare an overview document and a position paper on capacity issues covering scarcity and congestion charges.

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

In 2013, the Legislative Developments Working Group mainly focused on the 4<sup>th</sup> Railway Package, but also contributed to informing the Commission’s initial proposals on secondary legislation (implementing acts) from the Recast.

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<sup>6</sup> [http://www.irg-rail.eu/app/download/5800660366/IRG-Rail+%2813%29+08\\_rev1+-+Cost+Directly+Incurred+Position+Paper.pdf](http://www.irg-rail.eu/app/download/5800660366/IRG-Rail+%2813%29+08_rev1+-+Cost+Directly+Incurred+Position+Paper.pdf)

Following IRG-Rail's initial position in October 2012 which provided an input to the discussion preceding the publication of the Commission's proposal in January 2013, IRG-Rail produced two further papers on the non-technical parts of the 4th Railway Package<sup>7</sup>:

- A response to the Commission's original 4<sup>th</sup> Railway proposal was published in April 2013<sup>8</sup>. In this paper, IRG-Rail endorsed the Commission's intention to create a fully competitive and sustainable European rail market and agreed that the opening of the domestic passenger market would be a major step towards achieving this goal. In particular, IRG-Rail welcomed the clarification of the functions of infrastructure managers and railway undertakings, and supported competitive tendering as the general rule for award of Public Service Contracts. We also welcomed the holistic approach that the Commission has adopted. By tackling different elements together in a whole-industry package, the 4<sup>th</sup> Railway Package increases the likelihood of a genuine 'step-change'. IRG-Rail expressed however some concerns, as some proposals were not optimal for achieving market opening, or might even be counter-productive in this respect. The paper outlined that there was an important balance between clear legislation on the one hand, and the flexibility and discretion appropriate to a heterogeneous industry on the other. Outcome-focused legislation was important, setting clear goals, and emphasising the important principles of transparency, non-discrimination and regulatory oversight. Nevertheless Member States and individual regulatory bodies should have the appropriate discretion on the detail of how to get there.
- In October 2013, IRG-Rail responded in a position paper<sup>9</sup> to the draft amendments put forward by the European Parliament TRAN committee on the revisions of

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<sup>7</sup> IRG-Rail is a forum for economic regulatory bodies. We do not comment on the technical and safety elements of the 4<sup>th</sup> Rail Package.

<sup>8</sup> [http://www.irg-rail.eu/app/download/5799179090/IRG-Rail+%2813%29+5\\_rev2+-+Fourth+Package+position+paper.pdf](http://www.irg-rail.eu/app/download/5799179090/IRG-Rail+%2813%29+5_rev2+-+Fourth+Package+position+paper.pdf)

<sup>9</sup> <http://www.irg-rail.eu/app/download/5800660360/IRG-Rail+%2813%29+07+-+Fourth+package+amendments+position+paper.pdf>

Directive 2012/34/EU and Regulation 1370/2007, welcoming a number of suggestions, but also raising concerns over some areas, in particular:

- The proposed extension of the implementation period and allowing competent authorities to determine routes for open access, as this would seriously impede market liberalisation and delay the benefits of market opening
- The proposed mandatory rules for ticketing. While we agree that further rules on travel information and ticketing would be beneficial, details need to be explored, especially the possible impact on competition. Therefore we favour a flexible, non-mandatory and market-led approach.
- The proposed establishment of a European regulatory body. This could not offer sufficient national flexibility and could hinder the emergence of strong and independent national regulators, their successful international cooperation, and the enhanced coordination foreseen by new instruments of the recast of the First Railway Package.

The Working Group also focused this year on informing the development of secondary legislation from the recast of the First Package and worked on the development of several implementing acts. In particular, the Working Group contributed to the Commission's proposals on the Principal Purpose/Economic Equilibrium tests, designed to assess the compatibility of international services performing cabotage with domestic passenger services that are operated under a Public Service Contract. Several meetings took place during the year with the European Commission on this issue to share regulatory best practice.

In 2014, the Working Group will continue to monitor closely the negotiations of the so-called political pillar of the 4th Railway Package and publish position papers as appropriate and will continue to engage both with MEPs and the Commission on proposals and drafting.

The Group also intends to contribute proactively to the implementing acts emerging from the recast of the First Package and will develop a position paper on criteria for decision-making by regulatory bodies.

#### **4. 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.

The Working Group published the first IRG-Rail annual report on market monitoring in February 2013<sup>10</sup>. It also started working on the preparation of the second annual report which will be published in early 2014. This involved gathering and harmonising a large amount of data through the members of IRG-Rail. To this effect, the list of common indicators used by IRG-Rail was improved and expanded.

This Working Group also contributed initial views on the secondary legislation developed by the European Commission on reporting obligations and a position paper was adopted in October 2013<sup>11</sup> and further discussions took place with the Commission on this topic. The paper highlighted the importance of transparency of data and consistency of definitions, but also expressed some concerns, and in particular the need to focus on key indicators and have a synchronised process for data collection.

The Working Group also produced guidelines<sup>12</sup> updating indicators and definitions that previously appeared in IRG-Rail Common List of Indicators document. The guidelines also clarify the process used by IRG-Rail to produce the monitoring report and give details on the recommended quality check approach to be taken by national regulatory bodies.

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<sup>10</sup> <http://www.irg-rail.eu/app/download/5798750017/IRG-Rail+%2813%29+2+-+Market+Monitoring+Report.pdf> <http://www.irg-rail.eu/app/download/5798750037/IRG-Rail+%2813%29+2a+-+Market+Monitoring+Report+-+Annexes.pdf>

<sup>11</sup> <http://www.irg-rail.eu/app/download/5800660377/IRG-Rail+%2813%29+10+-+Market+Monitoring+RMMS+Position+Paper.pdf>

<sup>12</sup> <http://www.irg-rail.eu/app/download/5800660385/IRG-Rail+%2813%29+11+-+Market+Monitoring+Guidelines.pdf>

The Working Group introduced common definitions and indicators for service facilities.

In 2014, the Group intends to prepare the 2014 market monitoring report, analysing the 2013 market data in several European countries. It will continue to comment as necessary on the development of the Commission's implementing act on monitoring and reporting requirements. The Group also plans to update the market monitoring guidelines. A workshop on market monitoring is also planned to help IRG-Rail exchange experiences on national market monitoring.

## **B. Organisational Issues**

### **I. Representation and Communication**

IRG-Rail continued to support the open participation of other Regulatory Bodies and actively encouraged non-members to join the group. IRG-Rail was very happy to welcome Bulgaria as a new member in April and Belgium and Kosovo in December 2013. IRG-Rail will continue to work openly with non-members on issues of common interest.

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

In 2013<sup>13</sup>, the Chair and Vice Chair devoted a lot of their time to making IRG-Rail visible and ensuring the transparency of IRG-Rail's work. They 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 continued to be welcomed and has resulted in very positive feedback from all involved stakeholders who expressed their interest and willingness to engage and pursue an active and close cooperation.

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<sup>13</sup> 29 January – EIM Conference , 25 March- UNIFE, 9 April, CER-EIM-EC, 1 May – MEP, 8 May – ERFA, 16 May – MEPs, EC, ERFA plenary, 18 September – EC, CER, ERFA, MEPs, 5 November – Fourth Package rapporteurs and other MEPs, 13 November – European Rail Congress, 19 November, UITP European Conference on opening of the European domestic rail passenger market to competition

In particular 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 and outlining and discussing the content of draft position papers ahead of IRG-Rail plenary meetings. 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. A breakfast meeting dedicated to discussing the political pillar of the Fourth Railway Package took place in early November with a number of MEPs.

In 2013, the Chair and Vice Chair conducted regular bilateral meetings with key railway stakeholders like CER, EIM, ERFA, RNE and UITP to exchange views on current European regulatory issues, present IRG-Rail positions on developments such as the Fourth Railway Package, implementing acts on direct costs and monitoring requirements, and to inform them about IRG-Rail activities.

To ensure transparency IRG-Rail published all relevant documents on its website<sup>14</sup> and made them available to all interested parties for information.

Some changes were made to the working arrangements of IRG-Rail. In particular, it was decided to establish a Network Day – ie: a meeting of senior representatives of IRG-Rail members prior to each plenary in order to strengthen coordination of proposals to be considered by the Plenary. The meeting acts as a filter and facilitator between Expert Working Groups and the Plenary Assembly, e.g. by resolving outstanding differences or by ensuring the completeness and the consistency of papers proposed to the Plenary Assembly.

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<sup>14</sup> <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 year<sup>15</sup>. 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.

Since 1 January 2013, Mrs Anna Walker has represented IRG-Rail as Chair. She was 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. Starting from 1 January 2014, Mr Jacques Prost will become IRG-Rail Chair. He will be assisted by Mr. Henk Don (Board member of ACM (Authority for Consumers and Markets - the Dutch Regulatory Body) who was elected Vice Chair for 2014 during the plenary meeting on 14-15 October.

### **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 2 occasions during 2013:

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<sup>15</sup> According to the IRG-Rail Working Arrangements, by way of exception, the first term would cover the period till 31 December 2012.



<b>Date</b>	<b>Location</b>
24 April 2013	London hosted by the Office of Rail Regulation
14/15 October 2013	York Hosted by the Office of Rail Regulation

**Annex I – Published Documents<sup>16</sup>**

**2013:**

IRG-Rail (13) 2 - Annual Market Monitoring Report  
IRG-Rail (13) 2a - Annual Market Monitoring Report - Annexes  
IRG-Rail (13) 3 - Annual Report 2011-2012  
IRG-Rail (13) 5\_rev2 - Fourth Package position paper  
IRG-Rail (13) 07 - Fourth Package Amendments Position Paper  
IRG-Rail (13) 08\_rev1 - Cost Directly Incurred Position Paper  
IRG-Rail (13) 10 - Market Monitoring RMMS Position Paper  
IRG-Rail (13) 11 - Market Monitoring Guidelines  
IRG-Rail (13) 12 - Freight Corridor Monitoring Position Paper  
IRG-Rail (13) 14 - Work Programme 2014  
IRG-Rail (11) 2\_rev2 - IRG-Rail Working arrangements  
IRG-Rail (11) 2\_rev1- IRG-Rail Working arrangements

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<sup>16</sup> <http://www.irg-rail.eu/public-documents>

## Annex II- Members of IRG-Rail

Austria	Schienen-Control GmbH
Belgium	Regulatory Body for Railway Transport and for Brussels Airport Operations
Bulgaria	Executive Agency – Railway Administration
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
Kosovo	Railway Regulatory Authority
Latvia	State Railway Administration of Latvian Republic and Public Utilities Commission (PUC)
Luxembourg	Institut Luxembourgeois de Régulation
The Netherlands	Authority for Consumers and Markets (ACM)
Norway	The Norwegian Railway Authority
Poland	Office of Rail Transportation
Slovakia	Railway Regulatory Authority (URZD)
Slovenia	Post and Electronic Communications Agency of the Republic of Slovenia (APEK)
Spain	Comité de Regulacion Ferroviaria – CRF
Sweden	Transportstyrelsen - Swedish Transport Agency
Switzerland	Schiedskommission im Eisenbahnverkehr SKE
The United Kingdom	Office of Rail Regulation