

IRG-Rail (13) 2a

Independent Regulators' Group – Rail
IRG–Rail
Annexes to the Annual Market Monitoring
Report

February 2013

Annex 1: General Market Structure	2
Annex 2: Common list of indicators - quantitative indicators.....	14
Annex 3: Common list of indicators - qualitative survey	16
Annex 4: Overview answers survey questions	17

Annex 1: General Market Structure

This annex shows some general features of railway market in the countries monitored. The information displayed in this Annex is based on the situation in 2012.

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	
	<p><u>Freight</u></p> <p>RCA: 100% public</p> <p>Lokomotion: 30% DB Schenker, 70% various institutions with public ownership</p> <p>WLC: 100% public</p> <p>LTE: 100% public (was 50% private, new partner to be announced soon)</p> <p>Logserv: 100% private</p> <p>TXL: 100% public (Trenitalia)</p> <p>Gysev: 93.8% public</p> <p>SLB, STB, GKB, MBS: 100% public</p> <p>RTS: 100% private</p> <p>RPS: 100% private</p>
	<p><u>Passenger</u></p> <p>ÖBB PV 100% public</p> <p>WLB, GKB, StLB, MBS, StH, SLB: 100% public</p> <p>CAT: 49.9% ÖBB PV, 50.1% Vienna Airport (public majority)</p> <p>WESTbahn: 74% private, 26% public (SNCF Voyages)</p>

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: 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) ¹ Elektriraudtee AS (100% State) ²

¹ 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

² 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	
	<p><u>Freight</u></p> <p>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.</p>
	<p><u>Passenger</u></p> <p>VR Ltd is the incumbent railway undertaking in Finland, totally (100%) owned by government.</p>

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	
	<p><u>Freight</u></p> <p>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)</p>
	<p><u>Passenger</u></p> <p>SNCF (100% public) Eurostar (SNCF 55%, SNCB 5% and LCR 40%) Thello (Trenitalia 50%, Veolia Transdev 50%)</p>

Regulatory Authority: Bundesnetzagentur

Country: Germany

<p>Date of legal liberalisation of : Freight railway market: 1994 (domestic and cross-border). Passenger railway market: 1994 (domestic and cross-border).</p>	
<p>Date of entry of first new entrant into market³: Freight: - Karsdorfer Eisenbahngesellschaft (insolvent since 2004) – 1995 - Rail4chem Eisenbahngesellschaft mbH - 2001 Passenger: long distance passenger services: - Georg Verkehrsorganisation (GVG) - 2000 - Ostseelandverkehr GmbH (OLA) "Interconnex" - 2002 regional passenger services: - Vogtlandbahn GmbH - 1997 - Ostmecklenburgische Eisenbahn GmbH (OME) - 1998</p>	
<p>Ownership structure⁴</p>	
<p><u>Freight</u></p>	<ul style="list-style-type: none"> • Incumbent (incl. foreign incumbents) : 91% • Public: 4% • Privat: 5% <p>10 major <u>freight train</u> companies (in terms of traffic performance):</p> <ul style="list-style-type: none"> - boxXpress.de GmbH - DB Schenker Rail Deutschland AG - Häfen und Güterverkehr Köln AG - HSL Logistik GmbH - ITL- Cargo GmbH - ITL-Eisenbahngesellschaft mbH - PCT Private Car Train GmbH - Rail4Captrain GmbH - SBB Cargo Deutschland GmbH - TX Logistik AG

³ 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 not 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.

⁴ 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.

	<p><u>Passenger regional</u></p> <ul style="list-style-type: none"> • Incumbent (incl. foreign incumbents): 96% • Public: 2% • Privat: 2% <p>10 major <u>regional passenger</u> train companies (in terms of traffic performance):</p> <ul style="list-style-type: none"> - DB Regio AG - DB Regio NRW GmbH - DB RegioNetz Verkehrs GmbH - DB ZugBus Regionalverkehr, Alb-Bodensee GmbH - Keolis Deutschland GmbH & Co. KG - metronom Eisenbahngesellschaft mbH - NordWestBahn GmbH - S-Bahn Berlin GmbH - S-Bahn Hamburg GmbH - Vogtlandbahn-GmbH <p><u>Passenger long-distance:</u></p> <ul style="list-style-type: none"> • Incumbent (incl. foreign incumbents): ≈ 99% • Public / Private: ≈ 1% <p>5 major <u>long-distance passenger</u> train companies (in terms of traffic performance):</p> <ul style="list-style-type: none"> - DB Fernverkehr AG - DB AutoZug GmbH - G.V.G. Georg Verkehrsorganisation GmbH - OLA Ostseeland Verkehr GmbH - SVG Schienenverkehrs.gesellschaft mbH
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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 2012 for international services.	
Date of entry of first new entrant into market:	
Freight: no new entrant.	
Passenger: no new entrant.	
Ownership structure	
	<u>Freight</u> TRAI NOSE SA (100% public)
	<u>Passenger</u> TRAI NOSE SA (100% public)

Regulatory Authority: National Transport Authority

Country: Hungary

<p>Date of legal liberalisation of :</p> <p>Freight railway market: 1 January 2006.</p> <p>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.</p>	
<p>Date of entry of first new entrant into market:</p> <p>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).</p> <p>Passenger: 6 August 2007.</p>	
<p>Ownership structure</p>	
	<p><u>Freight</u></p> <p>Please note that in the figures below, public ownership means state share. MÁV Zrt. and GYSEV Zrt., that are (at least partly) state-owned companies, are considered private owners in the case of the indicated RUs</p> <p>Rail Cargo Hungaria Zrt. 100% private</p> <p>GYSEV Cargo Zrt.: 100% private (subsidiary of incumbent IM GYSEV Zrt.)</p> <p>CER Hungary Zrt.: 100% private</p> <p>MMV Zrt.: 100% private</p> <p>Floyd Zrt.: 100% private</p> <p>Train Hungary Kft.: 100% private</p> <p>AWT Rail HU Zrt.: 100% private</p>
	<p><u>Passenger</u></p> <p>MÁV-Start Zrt.: 100% private (subsidiary of incumbent IM MÁV Zrt.)</p> <p>GYSEV Zrt.: 93.8% public (Hungarian State – 65.6%, Austrian State -28.2%)</p> <p>MÁV Nosztalgia Kft.: 100% private (partly owned by MÁV Zrt.)</p>

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: Nederlandse Mededingingsautoriteit (NMa)

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 an 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). Connexion : 60% public (CDC) 40% private (Veolia Environment). Connexion is an holding of Veolia-Transdev.

Regulatory Authority: The Norwegian Railway Authority

Country: Norway

<p>Date of legal liberalisation of :</p> <p>Freight railway market: 1 January 2007.</p> <p>Passenger railway market: 1 January 2010 for international services.</p> <p>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).</p>	
<p>Date of entry of first new entrant into market:</p> <p>Freight: 2007</p> <p>Passenger: 11 June 2006, NSB Gjøvikbanen entered as a result of winning a tender for Oslo–Gjøvik.</p>	
<p>Ownership structure</p>	
	<p><u>Freight</u></p> <p>CargoNet AS (incumbent, 55 % market share 2011): 100 % owned by NSB, which is 100 % owned by the state</p> <p>Cargolink AS (9% market share 2011): 100 % owned by the private company Autolink</p> <p>Malmtrafik (17 % market share 2011): 100 % owned by LKAB AB, which is 100 % owned by the Swedish state</p> <p>Green Cargo AB (5 % market share 2011): 100 % owned by Swedish state</p> <p>Hector Rail AB (6 % market share 2011): Privately owned</p> <p>Tågakeriet I Bergslagen AB: Private owned</p> <p>TX Logistik: Owned by TX Logistik AG, which is owned by TrenItalia, which is owned by the Italian state</p>
	<p><u>Passenger</u></p> <p>NSB AS (incumbent, 89 % market share 2011): 100 % State owned</p> <p>NSB Gjøvikbanen AS (2 % market share 2011): 100 % owned by NSB AS</p> <p>Flytoget AS (Airport express, 9 % market share 2011): 100 % owned by the state (but managed by a different ministry than NSB AS)</p> <p>SJ AB (Swedish incumbent): 100 % owned by the Swedish state</p>

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 licence to a freight railway undertaking	
Passenger: 27 February 2004 – award of first licence to passenger railway undertaking	
Ownership structure	
	<u>Freight</u> PKP Cargo (100% public)]– 68.9% market share (tn/km) PKP LHS – (100% public)] Others (private) – 31.1% market share (tn/km)
	<u>Passenger</u> PKP Intercity (100% public)]–50.49.9% market share (pax//km) PKP HKM (100% public)] Others (private) – 49.51% market share (pas/km)

Regulatory Authority: Railway Regulatory 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	
	<u>Freight</u> ZSSK CARGO (100% public) – 90% market share
	<u>Passenger</u> ZSSK (100% public) – 100% market share in 2011

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 zeleznice-Freight Transport (public), Rail Cargo Austria (public), Adria Transport / private (50% Luka Koper : 50% GKB)
	<u>Passenger</u> Slovenske zeleznice-Passenger Transport (public).

Regulatory Authority: Transportstyrelsen (The Swedish Transport Agency)

Country: Sweden

<p>Date of legal liberalisation of : Freight railway market: 1996. Passenger railway market: gradual introduction, legally in 2010, practically in December 2011.</p>	
<p>Date of entry of first new entrant into market: Freight: 1 January 2007 (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.</p>	
<p>Ownership structure</p>	
	<p><u>Freight</u> Green Cargo AB (owned by Swedish State) Cargonet A/S (owned by Norwegian State) DBS Scandinavia (owned by German State)</p>
	<p><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 i 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) Tågåkeriet 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.</p>

Annex 2: Common list of indicators - quantitative indicators

This annex shows the template for collecting quantitative indicators.

A - Quantitative indicators	Year		
	Total	Incumbent	Non-incumbent
(Electrified) route length			
Total			
- Electrified			
- Non electrified			
Rail traffic movements	Total	National	International (own territory)
Total			
- Freight			
- Passenger - <i>and/or</i>			
-- Passenger (regional trains)			
-- Passenger (long distance trains)			
Rail traffic usage (transport performance)	Total	National	International (own territory)
Freight (gross) - <i>and/or</i>			
Freight (net)			
Passenger - <i>and/or</i>			
- Passenger (regional trains)			
- Passenger (long distance trains)			
User charge (average revenue collected)			
Total			
per train km			
Freight			
Total			
per train km			
per gross tonne km - <i>and/or</i>			
per net tonne km			
Passenger			
Track charges include station usage	<input checked="" type="radio"/>		
Track charges only include usage of tracks in the stations	<input type="radio"/>		
Station usage is charged separately	<input type="radio"/>		

	Total	Regional trains	Long distance trains
Total			
per train km			
per passenger km			
Station charges - total			
- per stop			
- number of stops			
Number of active railway undertakings			
Railway undertakings according to Eurostat (Regulation 91/2003)			
Market shares (attachment)			
	Incumbent	Non-incumbent	
Freight			
train km			
gross tonne km - <i>and/or</i>			
net tonne km - <i>and/or</i>			
share of revenue collected through track access charges - <i>and/or</i>			
share of operators revenues for freight markets			
Passenger			
train km			
passenger km - <i>and/or</i>			
share of revenue collected through track access charges - <i>and/or</i>			
share of operators revenues for passenger markets			
Revenues of railway undertakings (optionally)			
Freight			
	Total	Regional trains	Long distance trains
Passenger			
- revenues from fares			
- revenues from public compensation payments			

Annex 3: Common list of indicators - qualitative survey

This annex shows the template for collecting responses to the qualitative survey.

B - Results of qualitative survey	Year				
Question: How do the following factors influence your business? Scale: 1 to 5 (1 = large negative impact, 2 = negative impact, 3 = neutral or no impact, 4 = positive impact, 5 = large positive impact)					
	1	2	3	4	5
Access to rail infrastructure - line infrastructure / train path allocation	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access to rail infrastructure - service facilities	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Pricing structure of infrastructure access charges	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Level of infrastructure access charges – freight	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Level of infrastructure access charges – passenger	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Certification of rolling stock	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Licensing of railway undertaking	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Safety certification of railway undertaking	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Quality of existing rail infrastructure	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other.... (please specify)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Annex 4: Overview answers survey questions

This annex shows the results of the responses to the qualitative survey.

Overview		<u>Question: How do the following factors influence your business?</u>					Average
							: 3,03
Scale: 1 to 5 (1 = large negative impact, 2 = negative impact, 3 = neutral or no impact, 4 = positive impact, 5 = large positive impact)							
Manually to fill in: Number of points which were answered ->							
		8	9	10	10	9	
		27-8-2012	25-10-2012	16-8-2012	19-10-2012	19-10-2012	
		AT	DE	HU	NO	SI	
		3,3		2,		2,8	
The higher the average score, the more positive is the influence to rail business within the respective country.		Score:	2	3,29	73	2,95	3
		Compared to Average:	↑	↑	↓	→	↓
		Year:	2011	2011	2011	2011	2011
Access to rail infrastructure - line infrastructure / train path allocation							
	1	1	2	0	1	0	
	2	0	7	2	3	0	
	3	0	26	12	3	1	
	4	9	50	12	2	1	
	5	14	31	1	2	0	
	Score	4,46	3,87	3,44	3,09	3,50	
Access to rail infrastructure - service facilities							
	1		0	1	1	0	
	2		13	4	0	1	
	3		31	9	6	1	
	4		47	13	4	0	
	5		18	0	0	0	
	Score		3,64	3,26	3,18	2,50	
Pricing structure of infrastructure access charges							
	1	1	4	1	1	0	
	2	1	35	10	2	0	
	3	7	35	13	6	1	
	4	8	25	3	2	1	
	5	4	11	0	0	0	
	Score	3,62	3,04	2,67	2,82	3,50	

Level of infrastructure access charges – freight	1	1	4	4	2	0
	2	4	27	7	1	0
	3	4	20	14	3	0
	4	8	22	1	1	2
	5	2	11	0	2	0
	Score	3,32	3,11	2,46	3,00	4,00
Level of infrastructure access charges – passenger	1	2	7	0	1	
	2	3	17	3	0	
	3	8	30	1	1	
	4	1	3	0	2	
	5	2	5	0	0	
	Score	2,88	2,71	2,25	3,00	
Certification of rolling stock	1	5	13	2	1	0
	2	4	18	5	4	0
	3	3	37	12	2	1
	4	2	22	7	3	1
	5	1	17	1	1	0
	Score	2,33	3,11	3,00	2,91	3,50
Licensing of railway undertaking	1	2	6	0	0	0
	2	1	13	4	1	0
	3	7	39	16	7	1
	4	10	27	5	1	0
	5	3	24	0	1	0
	Score	3,48	3,46	3,04	3,20	3,00
Safety certification of railway undertaking	1	2	11	0	0	0
	2	1	21	5	3	0
	3	10	25	17	3	1
	4	5	26	5	3	0
	5	2	30	0	2	0
	Score	3,20	3,38	3,00	3,36	3,00
Quality of existing rail infrastructure	1	0	5	2	1	1
	2	2	27	18	6	1
	3	15	33	6	2	0
	4	4	30	1	0	0
	5	2	21	0	2	0
	Score	3,26	3,30	2,22	2,64	1,50

Other.... (please specify)	1			0	1	1
	2			2	0	0
	3			0	2	0
	4			0	0	0
	5			0	0	0
	Score			2,00	2,33	1,00