Results of the 2010 RMMS survey

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RMMS
Vienna, 19 Nov 2010
Content

- RMMS questionnaires: legal background
- RMMS questionnaires: methodological aspects
- RMMS annual survey: first results
Legal background

• It imposed the Commission to report on rail services to the European Parliament and to the Council
• This duty will be reinforced by the recast of the first railway package
Methodological aspects

- For the first time, all Member States sent their questionnaires to the European Commission.
- Nevertheless, some answers came late.
- Some questionnaires were incomplete (infrastructure expenditure, track access charges…).
The results of the 2010 survey: evolution of the traffic (1)

Evolution of rail freight performance in 2009 (tkm), compared to 2008
The results of the 2010 survey: evolution of the traffic (2)

Evolution of rail passenger transport performance in 2009 (in pkm), compared to 2008
The results of the 2010 survey: market share of non-incumbent companies (2)

Total market share of non-incumbent railway undertakins in total rail freight performance (in%) at the end of 2009
The results of the 2010 survey: market share of non-incumbent companies

Bar chart showing the total market share of non-incumbent railway undertakings in total rail passenger performance (in%) at the end of 2009 for various countries.
The results of the RMMS 2010 survey: licences (1)

Number of active railway licences in freight transport in 2009 and evolution compared to 2008

- FI (+12)
- LT (+12)
- SK (+2)
- UK (-3)
- NL (+1)
- RO (+4)
- HU (+7)
- IT (+1)
- CZ (+1)
- PL (+1)
- DE 328 (+12)
The results of the RMMS 2010 survey: licences (2)

Number of active railway licences in passenger transport in 2009 and evolution compared to 2008

[Diagram showing the number of active railway licences by country, with some countries showing increases and others showing decreases.]
The results of the RMMS 2010 survey: PSO

Share of the rail passenger transport performance under PSO (in %)
The results of the RMMS 2010 survey: multi-annual contracts

Share of the conventional rail network covered by multi-annual contracts (in %)
The results of the RMMS 2010 survey: track access charges

Track access charges in 2009, 1000 gross-tonne freight train
(€ / train km, excl. cost of electricity)

Maximum price
The results of the RMMS 2010 survey: conclusions

- Evolution of both freight and passenger traffic was negative in most Member States in 2009
- The market share of non-incumbents companies rose significantly
- The number of railway licencies was rather stable
- Significant disparities between Member States remain regarding track access charges
Thank you for your attention!