



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.2/2002/11
8 July 2002

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-sixth session, 16-18 October 2002,
agenda item 4)

**DETERMINATION OF RAILWAY INFRASTRUCTURE CAPACITY INCLUDING
ASPECTS RELATED TO THE FEE FOR THE USE OF THE INFRASTRUCTURE**

Questionnaire on the implementation of the Directive 2001/14 of the European Parliament and of
the Council on the allocation of railway infrastructure capacity and the levying of charges for the
use of railway infrastructure and safety certification

Replies submitted by the Governments of Denmark, Finland,
Germany and the United Kingdom

Note: Following the request by the Working Party at its fifty-fifth session (TRANS/SC.2/196, para. 23), the secretariat has circulated to all European Union member countries a questionnaire on the progress made in the implementation of the Directive 2001/14 of the European Parliament and of the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification.

The replies submitted by member Governments were reproduced as received and circulated in this document for consideration by the Working Party.

* * *

DENMARK

The implementation of the Directive 2001/14 has commenced and the directive is expected to be fully implemented before the deadline of 15 March 2003. The implementation is not expected to cause any major revision of the Danish railway law.

FINLAND

RHK, the Finnish infrastructure manager, follows closely the work done in the UIC project TERFN and its different working groups. Finland is prepared to accept the IM-IM contract in its present form as a base for the cooperation between the infrastructure managers.

GERMANY

A departmental draft is currently being prepared in the Federal Ministry of Transport, Building and Housing concerning the implementation of the Directives Nos. 2001/12, 13, 14/EC. The implementation of the infrastructure package necessitates an extensive revision of the national legal framework, i.e. especially the revision of the Allgemeines Eisenbahngesetz (AEG - General Railways Act) and of the Eisenbahninfrastruktur-Benutzungsverordnung (EIBV – Ordinance on the Use of the Rail Infrastructure).

UNITED KINGDOM

Regarding the Directive 2001/14, discussions are taking place between the Department, the Strategic Rail Authority, the Rail Regulator and the Health and Safety Executive, as a working party. This will produce draft regulations to implement the Directive: the draft is expected to be published in August for consultation with the UK rail industry.
