

**Question for written answer E-005903/2016  
to the Commission**  
Rule 130  
**Renaud Muselier (PPE)**

Subject: Rail freight (follow-up to written question P-002205/2016)

In response to written question P-002205/2016 on competition in the French freight sector, Commissioner Bulc announced that the market share of 'other operators that the dominant undertaking' in the French rail freight sector had increased from 10% in 2008 to 37% in 2014.

However, the French rail regulator puts the market share of undertakings not linked to the incumbent operator at only 26 % in 2014.

Moreover, among the undertakings not linked to the incumbent operator, several are linked to incumbents from other Member States such as ECR (Germany) or SNCB Logistics (Belgium).

The market share of genuinely new private operators has therefore to be put into perspective.

Despite the significant improvement in performance of the competition authority or inspection body in France, private transport undertakings do not always have the administrative capacity to bring actions before these independent administrative authorities, or to see such proceedings through to their conclusion.

Does the Commission intend to devote more resources to the implementation of rail competition in France, the real potential of which has yet to be developed? Similarly, what guarantees have been put in place to ensure that an operator does not engage in price dumping?