Question for written answer P-003539/2015
to the Commission
Rule 130
Richard Sulík (ECR)

Subject: Discrimination of rail carriers - reimbursement of fare concessions to a single rail carrier

In Slovakia, there are three railway companies (two with foreign capital and one with a purely Slovak asset base) operating rail-carrier services on the same route (Bratislava – Košice). The State reimburses fare concessions, along with the necessary costs of adding to capacity to cope properly with the projected increase in traffic flow, to only one of those companies (the one under 100 % Slovak ownership) on the grounds that it operates services on this route as a public service obligation.

Would it be fair to say that services which are operated as a public service obligation but which compete, on the same route, with services exposed to commercial risk can no longer be regarded as services qualifying as a public service obligation under Article 2(e) of Regulation No 1370/2007?

How should the method used in the calculation of the amount to be reimbursed for fare concessions be determined in order for the requirements under the annex to Regulation No 1370/2007 to be met?

Could the introduction of 100 % fare concessions shortly before new carriers enter the relevant market constitute an action distorting competition on that market and impeding the operations of new competitors?