

WRITTEN QUESTION E-3444/09
by Maria Eleni Koppa (PSE)
to the Commission

Subject: Separation of railway enterprises

The Commission is pushing ahead with the total ('physical') separation of railway operating enterprises from railway infrastructure and, in defiance of a large body of expert opinion, is refusing to accept the coexistence of railway enterprises and infrastructure operators within a holding company. In the case of Greece, we have been notified that the Commission has sent a letter to the Greek Government pressing for the full separation of the railway enterprise TRAINOSE and the OSE Group (Greek Railway Board).

In view of the above, will the Commission say:

1. Should its interpretation of existing legislation, leading to the complete separation of railway enterprises from railway infrastructure, be viewed in the context of efforts to promote competition or to ensure the viability of the enterprises concerned?
2. Will it notify me forthwith of the letter it sent to the Greek government in June 2008 on this matter, pressing for the full separation of TRAINOSE from the OSE Group?
3. Will it explain how it is able to exert pressure selectively on Greece for the full - physical - separation of the railway company TRAINOSE from the OSE Group, while failing to address the basic issue of railway restructuring, the starting point of which is the need to separate infrastructure and operating accounts?
4. Is it aware that TRAINOSE is using OSE's rolling stock?
5. Is it aware that TRAINOSE has no railway business operating licence or safety certificates, since it does not fulfil any of the preconditions set out in the relevant Community legislation?
6. Is it aware that the Corinth/Argos/Nafplion/Tripoli line - a project funded by the Regional Operational Programme for the Peloponnese, and hence cofunded by the Community - was fully completed a year ago and that the necessary rolling stock is available, having been handed over by the contractor, but still remains unused? How does it judge this choice made by the Greek Ministry of Transport? Does it consider that this it is compatible with the Commission's priorities as regards the development of European railway networks?