

**Priority question for written answer P-006339/2020
to the Commission**

Rule 138

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Subject: Track charges/Implementing Regulation (EU) 2015/909

Track charges in Finland are expected to rise in 2021 and 2022, with the increases mainly applying to electric train services. In 2021, electric train services would be 12% more expensive in Finland and in 2022 still 10% dearer than diesel trains. In 2021, the increase in the track charge would be 7.2% for electric services and 1.7% for diesel. In 2022, the increase in the track charge would be 1.3% for electric services and 3.5% for diesel compared to 2021. The decisions are based on Implementation Regulation (EU) 2015/909.

The increases would result in a situation where it would be more cost-effective to operate diesel trains on electrified sections of the track.

My question for the Commission is:

1. Is this a correct interpretation of Implementing Regulation (EU) 2015/909 and in line with the Green Deal, since it may result in higher track charges for electric train services than for diesel trains?
2. Is it possible to interpret Implementing Regulation (EU) 2015/909 in such a way that the outcome does not give preference to diesel in economic terms?