

**ERAIL MONOGRAPH**

**SWEDEN**

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**CONTENTS**

	<u>page</u>
<b>1</b>	<b>ORGANISATIONS INVOLVED IN CARRYING OUT PUBLIC TASKS .. 7</b>
1.1	Current organisations .....8
1.1.1	Banverket .....8
1.1.2	Swedish Rail Agency .....11
1.1.3	SWEDAC .....13
1.1.4	Swedish Competition Authority .....15
1.2	Authorities required by the 2 <sup>nd</sup> Railway Package.....17
<b>2</b>	<b>ORGANISATION OF PUBLIC TASKS ..... 19</b>
2.1	Separation, licensing, charging and safety .....19
2.1.1	Investigation of accidents (2001/12) .....19
2.1.2	Safety certification of rolling stock and railway undertakings (2001/12).....19
2.1.3	Licensing of railway undertakings (2001/13) .....20
2.1.4	Track access (2001/12) .....21
2.1.5	Developing the capacity allocation framework (2001/14) .....22
2.1.6	Publishing of capacity allocation framework (2001/14) .....23
2.1.7	Setting of infrastructure charges (2001/14).....24
2.1.8	Collection of infrastructure charges (2001/14) .....25
2.1.9	Publishing of charging framework (2001/14) .....26
2.1.10	Appeal to decisions related to charging and capacity allocation (2001/14).....26
2.2	Interoperability .....27
2.2.1	Drawing up Technical Specifications for Interoperability (TSIs) (96/48 and 2001/16, art. 5).....27
2.2.2	Appointing of Member State representative in the Advisory Committee (96/48 and 2001/16, art 21).....27
2.2.3	Regulation of interoperability (96/48 and 2001/16, art 8 and 20).....28
2.2.4	Authorisation of (sub)systems (96/48 and 2001/16, art 14).....28
2.2.5	Control on (sub/system) operation and maintenance in accordance with regulations (96/48 and 2001/16, art 14) .....29
2.2.6	Approval of Notified Bodies (96/48 and 2001/16, art. 20) please indicate which are the approved Notified Bodies and their relevant tasks .....29
2.2.7	Assessment/control of Notified Bodies (96/48 and 2001/16, art. 20) .....31
2.2.8	Assessment of conformity and/or suitability of (sub)systems for use (96/48 and 2001/16, art 13).....33
2.3	State aid, competition and public service obligations .....34
2.3.1	Monitoring of competition (1017/68, 2001/12 and 01/2003).....34
2.3.2	Enforcing of competition (01/2003).....34
2.3.3	Complaint handling related to competition (01/2003) .....35
2.3.4	Evaluation of annual PSO claims (1191/69) .....35
2.4	Statistics .....36
2.4.1	Collection of financial data from railway undertakings (1192/69) .....36
2.4.2	Collection of financial data from infrastructure managers (1108/70).....37
2.4.3	National contribution to Community statistics on rail transport to Eurostat (91/2003).....37

<b>3</b>	<b>TRAIN OPERATING COMPANIES.....</b>	<b>39</b>
3.1	List of train operating companies.....	39
3.2	Safety license .....	40
3.3	Market shares/transport volumes .....	41
<b>4</b>	<b>NGO'S .....</b>	<b>43</b>
4.1	Industry associations .....	43
<b>5</b>	<b>FURTHER FACTS AND STATISTICS.....</b>	<b>45</b>
5.1	Complaint statistics and information.....	45
5.2	Railway accident statistics .....	45
<b>6</b>	<b>GRAPHICAL OVERVIEW .....</b>	<b>47</b>

**GLOSSARY**

Abbreviation	Swedish name (if applicable)	English name
<b>ORGANISATIONS</b>		
	Banverket	Swedish National Railway Administration
	Järnvägsstyrelsen	Swedish Rail Agency
RNE		Rail Net Europe
SWEDAC		Swedish Board for Accreditation and Conformity Assessment
SIKA	Statens Institut för Kommunikationsanalys	Swedish Institute for Transport and Communications Analysis
<b>LEGAL FRAMEWORK</b>		
PSO		Public Service Obligation
NGO		Non Governmental Organisation
<b>CONVERSION RATE</b>		
	9.00727 SEK	1 EUR

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## 1 ORGANISATIONS INVOLVED IN CARRYING OUT PUBLIC TASKS

Public tasks are distinguished according to the following clusters of activities:

- Separation, licensing, charging and safety
- Interoperability
- State aid, competition and public service obligations
- Statistics

The following organisations are involved in one or more of these clusters of activities:

- Banverket: the Swedish national Railway Administration (infrastructure manager)
- Swedish Rail Agency (Järnvägsstyrelsen) (since July 1<sup>st</sup>. 2004)
- SWEDAC: Swedish Board for Accreditation and Conformity Assessment
- Swedish Competition Authority
- SIKÅ: the Swedish Institute for Transport and Communications Analysis

Furthermore, the National Public Transport Agency (Rikstrafiken) was established in 1999 to procure rail, air, sea and bus transport services that are socio-economically motivated, but commercially non-profitable, including long-distance public transports on railways reported by SJ (The Swedish State Railways) as being commercially non-profitable. Previously, the government, through the Ministry of Industry, Employment and Communications procured long-distance passenger rail services on lines that SJ had declared to be commercially unprofitable (approximately SEK 800 million per year). These funds were transferred to Rikstrafiken and are no longer earmarked for a specific type of transport service. Instead, Rikstrafiken will make a social and economic assessment of the transport services that will need to be procured and the form of transport that will be chosen. Rikstrafiken employs 12 co-workers including the Director General.

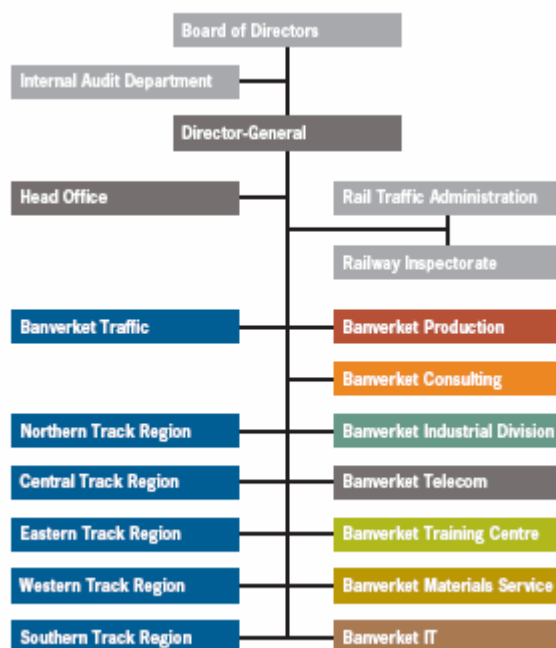
In addition, the responsibility for regional rail services was devolved to county public transport authorities in the 1980s and they have been responsible for contracting regional services since then.

## 1.1 Current organisations

### 1.1.1 Banverket

#### *Organisation chart*

The overall principle in the organisation is to keep administrative functions related to the authority role separated from the parts of Banverket working as business units. The following figure shows the organigram of Banverket as from 2003.



Source: Annual Report Banverket, 2003

Banverket is organised as a central authority consisting of a head office managing an organisation consisting of one administrative branch and one business branch. The administrative branch consists of five regions, responsible for the shape, maintenance and renewal of the state's railways and adherent assets. They buy the work to be carried out from the production units as well as from external contractors and consultants. These production units (Banverket Production, Banverket Consulting, the Industrial Division, Banverket IT, Materials Services and the Railway Training Centre) are managed like commercial profit centres. Since 1 July 2001, the operations of Banverket Production, Banverket Consulting and the Industrial Division have been subject to competition. Banverket Telenät (Banverket Telecom) has both administrative and production operations and, for the purpose of the latter activities, has its own profit responsibility.

The operative side of Rail Traffic Administration's activities has during 2001 become a separate unit, Banverket Traffic. Banverket Traffic consists of 8 rail management centres and just over 100 manned stations. Banverket Traffic is responsible for timetable planning and the daily operations on the network. It was established following a Government decision that operations 'including train scheduling', should be integrated within Banverket.

The Rail Traffic Administration and the Railway Inspectorate have ceased to exist and their functions have been taken over by the Swedish Rail Agency since 1<sup>st</sup> July 2004.

#### *Income and expenses*

Banverket's operations are for the most part financed by Government appropriations, and otherwise by loans, fees and grants as well as balanced surplus from external commission operations during previous years. During 2002, operations were financed to 70 (74) per cent by appropriations. The government does not give any commitment beyond a year, although there is a long-term (up to 15 years) expenditure plan. The appropriation can even be cut during the year (as was the case in 2003).

The income and expenditures over 2002 and 2003 are summarised in the following table. (see glossary for conversion rate)

Income and expenditure account		
SEK thousand	2003	2002
<b>Income</b>		
Appropriations (Note 1)	4 825 180	4 388 694
Fees and other income (Note 2)	2 280 285	2 059 745
Grants	854 001	230 791
Financial income (Note 3)	29 124	43 130
<b>Total (Note 4)</b>	<b>7 988 590</b>	<b>6 722 360</b>
<b>Expenditure</b>		
Staff expenses (Note 31)	3 339 564	3 093 084
Premises (Note 25)	147 782	147 114
Other operating expenses	2 680 930	2 358 502
Financial expenses (Note 3)	475 203	499 492
Depreciation and write-downs (Note 5)	2 463 638	2 386 145
<b>Total</b>	<b>9 107 117</b>	<b>8 484 337</b>
<b>Operating deficit</b>	<b>-1 118 527</b>	<b>-1 761 977</b>
<b>Result of participations in associated companies (Note 14)</b>	<b>-165 145</b>	<b>-187 393</b>
<b>Fees collected</b>		
Fees and other income collected on behalf of the Government (Note 6)	35 279	19 212
Fees collected and forwarded to the Government	-35 279	-19 212
<b>Balance</b>	<b>0</b>	<b>0</b>
<b>Transfers</b>		
Funds from Government budget to finance grants (Note 1)	123 460	88 672
Funds from public authorities to finance grants	0	0
Grants paid	-123 460	-88 672
<b>Balance</b>	<b>0</b>	<b>0</b>
<b>Net change in capital for the year (Note 7)</b>	<b>-1 283 672</b>	<b>-1 949 370</b>

Source: Annual Report 2003, Banverket

See for more detailed information:

[http://www.banverket.se/templates/StandardTtH\\_3561.asp](http://www.banverket.se/templates/StandardTtH_3561.asp)

*Number of employees*

Banverket has approximately 6.600 employees, of which 4.200 are working for the production units. Around 1000 persons are working at the Banverket Traffic Division.

*Legal constitution*

Banverket is a state administration.

*Clients*

The clients of Banverket are the railway operators.

*Contact details for clients*

- Authorities Banverket
- Huvudkontoret
- SE-78185 Borlänge
- Tel: +46-243.44.50.00
- Fax: +46-243.44.50.09
- Email: [banverket@banverket.se](mailto:banverket@banverket.se)
- [www.banverket.se](http://www.banverket.se)

Since 2001, Banverket has participated in Rail Net Europe (RNE). RNE is a form of co-operation between 18 European infrastructure administrations which has been set up with the aim of facilitating cross-border rail traffic.

The following infrastructure administrations are members of RNE (February, 2003):

- Banestyrelsen (Denmark);
- Banverket (Sweden);
- BLS Lötschbergbahn AG (Switzerland);
- DB Netz AG (Germany);
- Győr-Sopron-Ebenfurti Vasút Rt. / Raab-Oedenburg-Ebenfurter Eisenbahn AG (Hungary/Austria);
- Jernbaneverket (Norway);
- Network Rail (former Railtrack PLC: UK);
- Österreichische Bundesbahnen (Austria);
- ProRail (former Railned BV: Netherlands);
- Ratahallintokeskus (Finland);
- Red Nacional de los Ferrocarriles Españoles (Spain);
- Rede Ferroviária Nacional, E.P. (Portugal);
- Réseau Ferré de France & Société Nationale des Chemins de fer Français (France);
- Rete Ferroviaria Italiana SpA (Italy);
- Schweizerische Bundesbahnen / Chemins de Fer Fédéraux suisses / Ferrovie Federali Svizzere (Switzerland);

- Société Nationale des Chemins de fer Belges / Nationale Maatschappij der Belgische Spoorwegen (Belgium);
- Société Nationale des Chemins de fer Luxembourgeois (Luxembourg);
- Železnice Slovenskej republiky (Slovakia).

Within the framework of RNE, the infrastructure administrations have drawn up a common marketing and sales organisation for international train paths called One Stop Shop (OSS). The OSS of each administration together make up a network, to which individual transport operators can turn with questions concerning international rail traffic.

By referring questions to one OSS, at one of the infrastructure administrations, transport operators can receive assistance with co-ordination of the entire international train path process.

As far as Banverket's OSS is concerned, responsibility rests with Banverket Market Division. Information on OSS and RNE can be obtained at [www.banverket.se](http://www.banverket.se). For further information, please contact Banverket on email: [networkstatement@banverket.se](mailto:networkstatement@banverket.se)

#### *Autonomy of organisation*

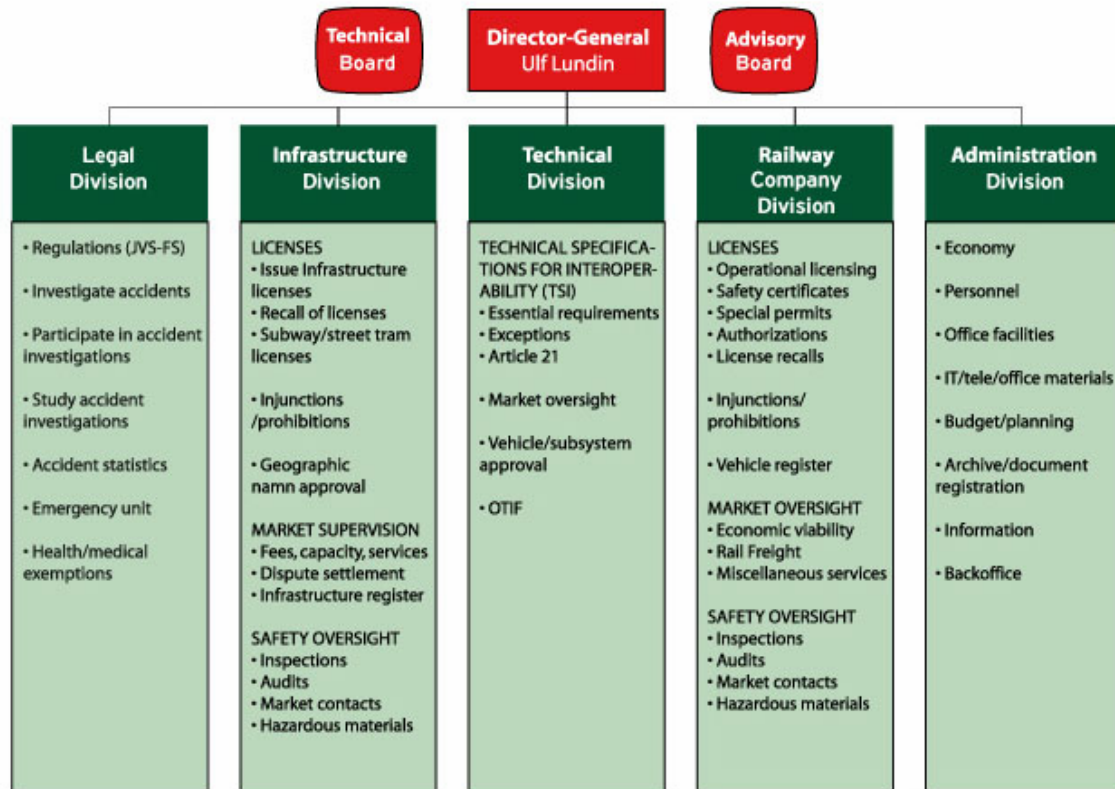
Banverket is an authority accountable to the Ministry of Industry, Employment and Communications. Banverket is primarily funded by Government grants. Banverket's activities are steered by the Parliamentary transport policy goals. Banverket has the responsibility to produce investment plans and to support the Government with information and analyses used in the shaping of the future transport policy.

#### **1.1.2 Swedish Rail Agency**

On July 1<sup>st</sup>. 2004, the Swedish Railway Inspectorate ceased to exist and its functions were taken over by the newly established Swedish Rail Agency (Järnvägsstyrelsen), following the requirements of Railway Safety Directive 2004/49/EC. The main tasks of the Swedish Rail Agency are decisions related to various forms of permits, monitoring markets and supervising safety issues. The Agency also issues regulations, investigates accidents and is in charge of vehicle and infrastructure registers.

### Organisation chart

The organisation chart of the Swedish Rail Agency looks as follows:



Source: [www.jarnvagsstyrelsen.se](http://www.jarnvagsstyrelsen.se)

The Director General is the head of the authority. The Swedish rail Agency has a Supervisory Board, which provides the Director General with the advice necessary for the operation to be conducted effectively and efficiently. This Board comprises of five members who are appointed by the Government for a fixed term. Besides a Supervisory Board, there is a Technical Advisory Board, which supports the Swedish Rail Agency with advice on technical issues. The 6 members of this Board are appointed by the Swedish Rail Agency for a fixed term.

### Income and expenses

The budget for next year (2005) will be 42 million SEK (around 4,6 million euro).

### Number of employees

At the moment 35 employees are working for the Rail Agency. Next year around 42 people will be working for the Rail Agency.

### Legal constitution

The new Railway Act 2004:519 and Railway Ordinance 2004:526.

The responsibilities and tasks of the Swedish Rail Agency are stipulated in the Ordinance 2004:527 on the Mission of the Rail Agency.

*Clients*

Clients of the Swedish Railway Agency primarily include railway companies, infrastructure managers and the rail industry.

*Contact details for clients*

Swedish Rail Agency

Box 14

781 21 Borlänge

Borganäsvägen 26

Tel: +46- 243.24.69.00

Fax: +46-243.24.69.99

Email: [jvs@jvs.se](mailto:jvs@jvs.se)

[www.jarnvagsstyrelsen.se](http://www.jarnvagsstyrelsen.se)

*Autonomy of organisation*

As a government agency, the Swedish Rail Agency is accountable to the Ministry of Industry, Employment and Communications. The Government determines goals and guidelines for the authority and allocates resources for their activities.

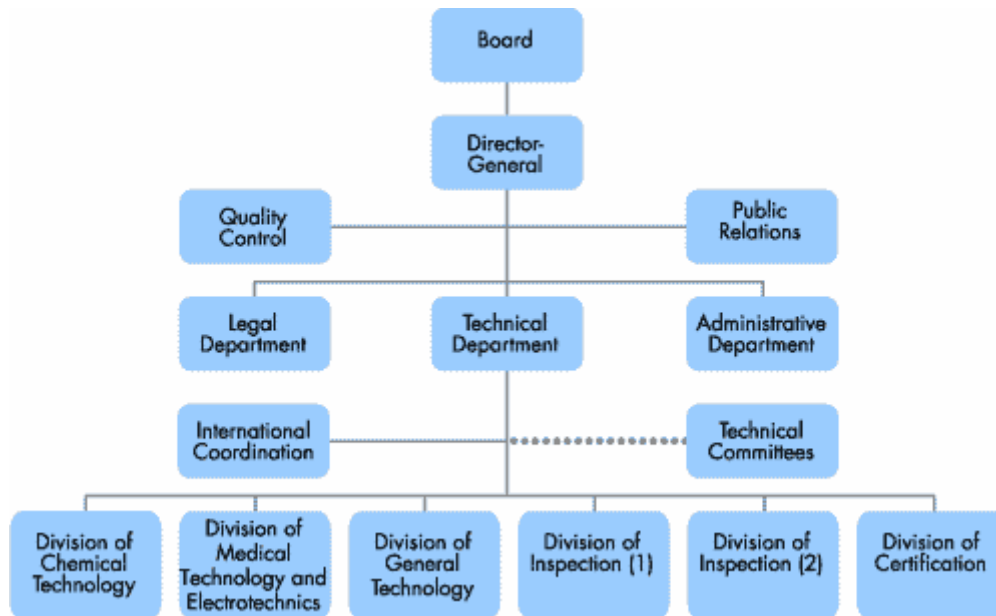
**1.1.3 SWEDAC**

Swedish Board for Accreditation and Conformity Assessment

*Organisation chart*

SWEDAC's organisational structure is as follows:

Source: [www.swedac.se](http://www.swedac.se)



*Income and expenses*

Not available

*Number of employees*

Around 93 employees

*Legal constitution*

SWEDAC is a Swedish public authority, responsible to the Ministry for Foreign Affairs. In addition to its statutory duties, it also performs a number of commercially based activities. Its main duty is to be the national accreditation body.

The responsibility of SWEDAC to assess and notify notified bodies is codified in the Act and Ordinance of Conformity Assessment issued by the Swedish Government and Parliament and in the subsequent Regulation issued by SWEDAC. Furthermore, the Act and Ordinance identify SWEDAC as the sole body in Sweden to assess and notify notified bodies to the Commission.

*Clients*

Accreditation, which involves determination of the competence of organisations to perform their duties or work, covers laboratories, certification bodies, and inspection bodies concerned with analysis, testing, calibration, certification and inspection in various sectors.

*Contact details for clients*

Head Office:

Box 878

501 15 Borås

Tel: +46-33 17 77 00

Fax: +46-33 10 13 92

Stockholm Office:

Box 2231

103 15 Stockholm

Tel: +46-8 406 83 00

Fax: +46-8 791 89 29

Email: [registrator@swedac.se](mailto:registrator@swedac.se)

#### *Autonomy of organisation*

SWEDAC is a Swedish public authority, responsible to the Ministry for Foreign Affairs.

### 1.1.4 Swedish Competition Authority

Konkurrensverket

#### *Organisation chart*

The Swedish Competition Authority is since 1<sup>st</sup> April 2001 organised into four departments and three secretariats. A large part of the work takes place across department boundaries in project form. Project groups are formed on the basis of specific tasks to be solved.



Source: [www.konkurrensverket.se](http://www.konkurrensverket.se)

The Competition Law Department 2 is, amongst others, responsible for rail transport issues.

*Income and expenses*

Total net costs for 2002 were SEK 91,2 million (EUR 10,2 million). The work at the Competition Authority focuses on four main activity areas. Costs have been assigned to the activity areas as follows (in millions):

Application of the act	47,7
Measures for improving competition	17,3
Disseminating knowledge	24,7
Developing knowledge/research	1,5

Total income for 2002 was SEK 89,9 (9,8 million euro). The table below shows how the costs of the Authority have been financed.

Income	2000	2001	2002
Appropriation	69,5	76,4	78,9
Other income, grants etc.	0,7	1,7	11,0

Competition Authority's financing 2000-2002, SEK (million)

*Number of employees*

110 in total, of which:

1. economists: 45
2. lawyers: 42
3. other professionals: 7
4. support staff: 16

Human resources (person-years) applied to:

1. Enforcement against anti-competitive practices: 68
2. Merger review and enforcement: 11
3. Advocacy efforts: 7

*Legal constitution*

The Swedish Competition Authority is a government agency and part of the Ministry of Industry, Employment and Communications.

*Clients*

The clients of the Swedish Competition Authority are any company within the railway sector, users of rail (passengers and freight) and the general public.

*Contact details for clients*

- The Swedish Competition Authority
- Sveavägen 167
- SE-103 85 Stockholm
- SWEDEN
- Tel: +46-8-700-16-00
- Fax: +46-8-796-96-08
- Email (central): [konkurrensverket@kkv.se](mailto:konkurrensverket@kkv.se)

*Autonomy of organisation*

As a government agency, the Competition Authority is accountable to the Ministry of Industry, Employment and Communications. The Government determines goals and guidelines for the authority and allocates resources for their activities.

**1.2 Authorities required by the 2<sup>nd</sup> Railway Package**

The second Railway Package demands for the establishment of safety authorities and independent investigation authorities.

These requirements have already been fulfilled since the 1<sup>st</sup> of July 2004 with the establishment of the Swedish Rail Agency (see section 1.1.2).



## **2 ORGANISATION OF PUBLIC TASKS**

### **2.1 Separation, licensing, charging and safety**

On 1 July 2004, Sweden acquired new railway legislation in the form of the Railway Act (2004:519) and the Railway Ordinance (2004:526). This served to implement the following four EU directives: 2001/12/EC, 2001/13/EC, 2001/14 and 2001/16/EC.

#### **2.1.1 Investigation of accidents (2001/12)**

##### *Responsible organisation*

Swedish Rail Agency

##### *Objectives, tasks and responsibilities*

As stated in paragraph 1.2 one of the goals carried out by the Swedish Rail Agency is safer traffic. Feedback is effected by means of statistics on the number of people killed or seriously injured in rail traffic, measured per billion passenger-kilometres. Companies involved in rail transportation do their own investigation of accidents.

The Swedish Rail Agency is responsible for investigation of the more serious accidents and incidents. A few accidents (one or two per year) are investigated by SHK, the Swedish Board of Accident Investigation.

##### *Procedure*

Accidents involving personal injury, property losses of at least SEK one million and incidents that could lead to equivalent damage or injury shall be reported to the Swedish Rail Agency. Each year, some 500 reports of accidents and near-accidents are received. The material serves as input to follow the development of accidents in time.

##### *Legal basis of procedure*

The following acts and ordinances regulate the investigation of accidents and provide the framework, guidelines and authorisation for the Swedish Rail Agency's promotion of safe rail traffic:

- Accident Investigation Act (1990:712)
- Accident Investigation Ordinance (1990:717)
- Railway Act (2004:519)

#### **2.1.2 Safety certification of rolling stock and railway undertakings (2001/12)**

##### *Responsible organisation*

The Swedish Rail Agency

*Objectives, tasks and responsibilities*

One of the objectives of the work carried out by the Swedish Rail Agency is safer traffic, in which nobody is killed or seriously injured in rail traffic. The design and function of rail traffic shall be adapted to this objective.

The Swedish Rail Agency is responsible for issuing safety standards. Everyone who wants to run railway services has to hold a safety license for these operations.

Vehicles that are to be used in rail traffic shall, from the point of view of safety, be approved by the Swedish Rail Agency before they become operational.

*Procedure*

Swedish companies can obtain the approval for engaging in rail traffic in the form of a permit. Foreign traffic operators, who already have a license in another country, can, according to EU Council Directive 95/18/EC, obtain a safety certificate for operations within Sweden. International groupings of railway companies within the EEA (EU and EFTA), which intend to operate transit traffic in or between the countries where they are registered, must also apply for a safety certificate. The same applies to railway companies within the EEA, which intend to become involved in international combined transport of goods.

Permits are granted to those who are law-abiding, have the skills and fulfill the economic demands and other preconditions to be able to perform the services. The Swedish Rail Agency is the authority that handles the applications. It prescribes what conditions the holder of the license must fulfill to make sure that safety is promoted. It may adjust the rules to the applicant in question, taking into account the type and scale of the business. Also the rolling stock must get an approval from the Swedish Rail Agency before use.

In order to facilitate for the applicants to become familiar with the law and other regulations covering this area, the Swedish Rail Agency has issued a handbook and a paper of instructions along with the actual forms to be filled out by the applicant. The Manual can be ordered from the address mentioned in paragraph 1.2. The regulations are also available on the Internet at <http://www.jvs.se/eng/foreigntraffic.htm>.

The application process for a safety certificate is about three months.

*Legal basis of procedure*

According to the Swedish Rail Act (2004:519), operators are required to obtain approval before engaging in rail traffic. Vehicle approval is also regulated in this law.

**2.1.3 Licensing of railway undertakings (2001/13)***Responsible organisation*

Swedish Rail Agency

*Objectives, tasks and responsibilities*

For a Swedish rail company, a permit is required in order to operate domestic rail traffic and a licence in order to operate rail traffic in some other EEC state. The Swedish Rail Agency grants permits and licences.

For a Swedish rail company that intends to operate rail traffic in both Sweden and in another EEC state, both a permit and a licence are necessary.

*Procedure*

Permits or licences are granted to undertakings which from the point of view of professional know-how, observance of legal requirements, financial and other requirements of importance, may be considered to meet the requirements of the Railway Act (2004:519) and the Railway Ordinance (2004:526) as well as the regulations that have been issued with their support.

*Legal basis of procedure*

Railway Act (2004:519) and Railway Ordinance (2004:526).

**2.1.4 Track access (2001/12)**

*Responsible organisation*

Banverket

*Objectives, tasks and responsibilities*

In order to operate rail traffic on the railway network that is administered by Banverket, the railway undertaking must enter into an agreement with Banverket. This agreement is referred to as a Track Access Agreement (TRAV).

*Procedure*

In order to be allowed to operate traffic on the railway network administered by Banverket, on the one hand a permit is required in the form of a licence and a safety certificate or special permit, and on the other hand an agreement with Banverket. The requirements vary depending on the type of traffic concerned.

*National passenger traffic on Banverket's railway network*

In the case of long-distance (inter-regional) passenger traffic, SJ AB basically has the sole rights. On the other hand, transport principals are entitled to run local and regional passenger services within their counties.

*Right to operate and organise traffic in certain cases*

If neither SJ AB nor a transport principal has applied for a train path on a certain part of the railway network that is administered by Banverket, it is possible for some other party, through a special Government decision, to operate and organise passenger traffic.

*International passenger traffic*

International alliances of railway undertakings with their registered offices in EEC states or Switzerland may operate, for the purpose of providing international transportation between the member states, through passenger traffic on the railway network administered by Banverket – provided that the traffic runs between the EEC states or Switzerland where the undertakings have their registered offices. If one of the undertakings in the alliance has its registered office in Sweden, it shall also be entitled to operate traffic between Sweden and other EEC states or Switzerland where a member of the alliance has its registered office.

*National and international freight traffic on Banverket's railway network*

Railway undertakings with their registered offices in EEC states or Switzerland are entitled to operate freight traffic on the Swedish railway network.

The right to operate or organize freight traffic on the Swedish railway network does not apply to those parts of the railway network that Banverket administers which constitute independent local and regional railway networks that are intended for the sole use of passenger traffic.

*Legal basis of procedure*

Railway Act (2004:519), Railway Ordinance (2004:526).

**2.1.5 Developing the capacity allocation framework (2001/14)***Responsible organisation*

The Government and/or the Swedish Rail Agency issue instructions on capacity allocation in line with the Railway Act. Banverket is responsible for the allocation of capacity in collaboration with other infrastructure managers and applicants.

*Objectives, tasks and responsibilities*

Banverket decides on the allocation of tracks on Banverket's railway network. Banverket draws up a proposal for a biannual timetable. For this purpose, extensive co-operation is required with transport operators who have submitted applications. A guiding principle for Banverket is that the allocation of capacity pursuant to the Railway Act takes place in a competitively neutral and non-discriminatory way.

*Procedure*

The basic starting point for capacity allocation is to try as far as possible to meet the demands of the applicants, since this demand is considered in itself to represent a socio-economic value. However, in step with the growing competition for track capacity, the chances of the private railway undertaking being allocated precisely the train path for which it has applied is decreasing. Even though prioritisation criteria have to be applied to solve capacity conflicts, they must still lead to socio-economic effectiveness in the use of the infrastructure. When allocating capacity, Banverket shall co-operate with other infrastructure managers and special consideration shall be given to the needs of international traffic for train paths.

Once the preconditions of right of access, track access agreement and permits in the form of a licence and safety certificate or special permit have been met, it is possible to operate services on the line. However, in order for the traffic to be operated, a train path must also be allocated. Applications for train paths must be submitted to Banverket Traffic, whose responsibility is to allocate train paths.

*Legal basis of procedure*

Railway Act (2004:519), Railway Ordinance (2004:526), Government or alternatively Swedish Rail Agency instructions on the allocation of train paths.

Conditions set by Banverket for using the network are not legally "based on the Network Statement". The Network statement is an informative publication to be supplied by the Infrastructure manager. (It has a certain legal value but could not be said to give the legal basis for conditions set by Banverket.)

**2.1.6 Publishing of capacity allocation framework (2001/14)**

*Responsible organisation*

Banverket

*Objectives, tasks and responsibilities*

The Network Statement shall help someone intending to operate rail traffic to find the necessary information. It states the conditions, which a transport operator has to comply with.

*Procedure*

The Network statement is published at the website of Banverket: [www.banverket.se](http://www.banverket.se) under heading 'Market', where it is available both in Swedish and English.

A printed version of the Network Statement can be ordered through Banverket's central copying unit:

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E-mail: [kopieringscentralen@banverket.se](mailto:kopieringscentralen@banverket.se)

*Legal basis of procedure*

The Network Statement is published in accordance with Directive 2001/14/EC of the European Parliament and the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification and the new Railway Act.

### 2.1.7 Setting of infrastructure charges (2001/14)

#### *Responsible organisation*

The Government decides on user fees and Banverket is the authority responsible for billing them.

#### *Objectives, tasks and responsibilities*

According to current transport policy, user fees shall be based on marginal costs, i.e. the socio-economic cost incurred by an additional train movement and which the train operator does not pay for. The user fee aims at making the external marginal cost internal. The user fee shall be based on short-term marginal cost.

User fees shall be levied as a charge per train gross tonne kilometre, which means that they vary with respect to the total weight of the train and the distance travelled.

#### *Procedure*

##### *Charges are applicable from and including 1 January 2001*

In the case of rail traffic on main and county lines and on track installations on the section of line between Fosie by (291 km+148 m) and the national border with Denmark on the fixed Oresund Link, the following charges apply:

#### *Track charges*

Passenger trains: SEK 0.0086 per gross tonne and km.

Goods trains: SEK 0.0028 per gross tonne and km.

#### *Passenger information charge*

Passenger trains: SEK 0.002 per gross tonne and km.

#### *Marshalling yard charge*

SEK 4.0 per shunted truck.

#### *Accident charges*

Passenger train in scheduled service: SEK 1.10 per km and train.

Goods train in scheduled service: SEK 0.55 per km and train.

#### *Diesel charge*

A diesel charge of SEK 0.31 per litre of consumed fuel. (Half the diesel charge is payable in the case of traction vehicles with main diesel engines with an output of less than 560 kilowatt manufactured in 1990 or later.)

*Traffic charges on other railways*

For traffic on other railways, the charges correspond to 30% of Banverket's operation and maintenance costs. Determined in special agreements between the traffic operator and Banverket.

*Öresund Bridge charge*

The charge for the Swedish part of the Öresund Bridge is a fixed charge of SEK 2 325 per goods train and crossing.

*Electricity price for train operation*

Banverket's electricity price for train operation in 2001 is preliminarily set at SEK 31 öre/kWh. The final price will be determined after the turn of the year when all costs are known and when it becomes a question of either repayment or supplementary billing. The price is Banverket's cost price and includes electricity charges, network charges, transformer losses and network losses.

Banverket intends to enter into an agreement for electricity supplies with each train operator in which electricity price calculation and other procedures are described in detail.

Further information can be obtained from Lars Johansson, tel: +46(0)243-44 56 86, e-mail: [lars.johansson@banverket.se](mailto:lars.johansson@banverket.se)

*Legal basis of procedure*

Since 1 July 2004, the question of charges for use of the railway infrastructure has been regulated by the Railway Act (2004:519). In the case of the railway network that is administered by Banverket, there are also regulations in the Railway Ordinance (2004:526). Furthermore, the regulations of Ordinance (1998:1827) on charges for traffic on state-owned traffic infrastructure specifies how much and in which way the transport operator shall pay traffic charges on state-owned track infrastructure.

**2.1.8 Collection of infrastructure charges (2001/14)**

*Responsible organisation*

Banverket

*Objectives, tasks and responsibilities*

The government decides on track charges and Banverket is the authority responsible for billing them.

*Procedure*

The billing of user fees on main line railways is based on a declaration procedure. The railway undertakings submit the information on a quarterly basis. Reporting is effected in a summarised

form per charged category for each operator. It is the responsibility of the railway undertakings to keep a register and to save all data that is necessary for accounting and inspection.

Previously, the revenues from track charges were paid into the Treasury and did not affect Banverket appropriations. Since 1999, Banverket has retained the revenues from track charges, which now serve to partially finance Banverket's operation and maintenance input and Banverket Traffic. Changes in fees thus have direct effects on Banverket's revenue.

*Legal basis of procedure*

Ordinance (1998:1827) on charges for traffic on state-owned track infrastructure.

### **2.1.9 Publishing of charging framework (2001/14)**

*Responsible organisation*

Banverket

*Objectives, tasks and responsibilities*

Banverket publishes the charging framework for railway companies, other interested parties and the general public.

*Procedure*

The charging framework is published at the website of Banverket:

[http://www.banverket.se/templates/StandardTtH\\_3633.asp](http://www.banverket.se/templates/StandardTtH_3633.asp)

*Legal basis of procedure*

The Network Statement is published in accordance with Directive 2001/14/EC of the European Parliament and the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification.

### **2.1.10 Appeal to decisions related to charging and capacity allocation (2001/14)**

*Responsible organisation*

Swedish Rail Agency

*Objectives, tasks and responsibilities*

The Swedish Rail Agency shall exercise supervision and consider disputes in accordance with the Railway Act (2004:519) and the Railway Ordinance (2004:526). The Swedish Rail Agency shall monitor that charges for usage of railway infrastructure are determined in a completely neutral and non-discriminatory manner and that the allocation of railway infrastructure capacity occurs in a completely neutral and non-discriminatory manner.

*Procedure*

Not available

*Legal basis of procedure*

Railway Act (2004:519) and Railway Ordinance (2004:526).

**2.2 Interoperability**

The new Railway Act 2004:519 has incorporated the Directive on Conventional Rail Interoperability in the Trans European Network (TEN) into Swedish law. Sweden has notified the Commission of its list of technical rules for conventional rail systems.

**2.2.1 Drawing up Technical Specifications for Interoperability (TSIs) (96/48 and 2001/16, art. 5)**

*Responsible organisation*

AEIF is the joint representative body mandated by the EU Commission to lay down the Technical Specifications for Interoperability (TSIs).

AEIF brings together representatives of the infrastructure managers, railway companies and industry. It is co-founded by UIC, UNIFE and UITP and is supported by the European Commission.

*Objectives, tasks and responsibilities*

During the last four years AEIF was engaged in the development of the TSIs required by the Directive 96/48 (Interoperability of the Trans-European high speed railway system). AEIF has also been entrusted with the task of setting up the TSIs for conventional rail according to the approved Directive on Interoperability of Conventional Rail.

*Procedure*

The technical specifications for interoperability (TSI's) for the several railway sub-systems of the High-Speed railway network can be found on [www.aeif.org](http://www.aeif.org). (they are also published in the Official Journal of the European Union L245, Volume 45, 12 September 2002, p. 1 – 506).

*Legal basis of procedure*

Railway Act (2004:519)

**2.2.2 Appointing of Member State representative in the Advisory Committee (96/48 and 2001/16, art 21)**

*Responsible organisation*

Swedish Rail Agency

*Objectives, tasks and responsibilities*

The Advisory Committee shall assist the Commission concerning the implementation of the two Directives and the achievement of interoperability of the rail system.

The Committee is composed of the representatives of the Member States and chaired by the representative of the Commission.

*Procedure*

Not available yet

*Legal basis of procedure*

Railway Act (2004:519)

**2.2.3 Regulation of interoperability (96/48 and 2001/16, art 8 and 20)**

*Responsible organisation*

Swedish Rail Agency

*Objectives, tasks and responsibilities*

The Rail Agency develops and ratifies high-level regulations for (amongst others) railways.

*Procedure*

Not available yet

*Legal basis of procedure*

Railway Act (2004:519)

**2.2.4 Authorisation of (sub)systems (96/48 and 2001/16, art 14)**

*Responsible organisation*

Swedish Rail Agency

*Objectives, tasks and responsibilities*

Not available yet

*Procedure*

Not available yet

*Legal basis of procedure*

Railway Act (2004:519)

### **2.2.5 Control on (sub/system) operation and maintenance in accordance with regulations (96/48 and 2001/16, art 14)**

*Responsible organisation*

Swedish Rail Agency

*Objectives, tasks and responsibilities*

The technical division of the Swedish Rail Agency monitors those involved in rail transportation in order to ensure that they are performing their activities at appropriate safety levels.

*Procedure*

Supervision is done in a number of ways, for example:

- in-depth audits of a company's organisation and safety maintenance system;
- inspections and conditions in selected areas and fields;
- regular meetings with company management where management presents a description of the company's efforts to promote and further safety.
- Safety spot checks.

*Legal basis of procedure*

Railway Act (2004:519)

### **2.2.6 Approval of Notified Bodies (96/48 and 2001/16, art. 20) please indicate which are the approved Notified Bodies and their relevant tasks**

*Responsible organisation*

SWEDAC

**Our latest information from SWEDAC is that till now there are no notified bodies for railway issues in Sweden. At the moment several organisations have applied to become a notified body, but no decisions have been made yet. SWEDAC hopes to approve a notified body before the end of 2005.**

*Objectives, tasks and responsibilities*

SWEDAC is responsible for appointing notified bodies. SWEDAC has the obligation to notify any Swedish private legal entity that has been able to demonstrate adequate competence and that meets the specific requirements laid down in the directive and the Swedish Regulation implementing the directive. This implies that no quantitative or political estimation is made concerning how many notified bodies are needed in a specific area. According to the Swedish principle, that is for the market to decide.

However, if the potential notified body is a public authority, the decision to notify is taken by the Government after it has satisfied itself that no conflict of interest or unfair competition may arise as a consequence of the public authority activities, and after consultation with SWEDAC

on the technical competence of the body. This rarely happens and Sweden has to date notified only four public authorities as notified bodies. In the case of withdrawal of a notification, that decision is also taken by the Government after investigation by SWEDAC.

#### *Procedure*

The assessment is done in close co-operation with the regulatory authority in the specific area. EN 45000 is used as the starting point to determine the level of competence of the body in question. The concerned regulatory authority or authorities are always approached by SWEDAC before the start of the actual assessment. In essence this means that in each area a dialogue with the regulatory authority precedes the assessment. The objective of this dialogue is among other things to identify the essential features to be taken into consideration during the assessment.

This includes the identification of the technical competence requirements that should be put on the notified bodies. It could also include specific conditions concerning the formal education of personnel or to what extent the notification should be limited in scope or time, in order for SWEDAC and the concerned regulatory authority to have an even better understanding of the body's competence. The latter is especially true when the notified body wants to extend the scope of notification to a new, and perhaps very narrow, area.

Normally the regulatory authorities are invited to be part of the assessment team provided that they have the technical competence and subject of course to the approval by the applicant. If the concerned authority does not have sufficient competence concerning in house technical competence, staff from the authority is always invited to take part in the assessment team as observers. Thereby transparency in the assessment procedure is achieved and the responsible regulatory authorities can have confidence in the competence of the notified bodies.

The procedure for approval of notified bodies could briefly be described as follows:

- The applicant submits an application to SWEDAC stating the directive or directives for which it seeks notification as well as the scope of notification, i.e. which conformity assessment procedures and products or product groups the notification should encompass. It should also state its present competence in the area, e.g. accreditation by SWEDAC.
- In assessing a potential notified body SWEDAC takes into account any existing EA/IAF MLA signatory accreditation held by the applicant. SWEDAC needs to satisfy itself of the relevance of the presented accreditation but seeks to avoid any duplication of work already carried out and to focus on the additional assessment needed.
- After a brief assessment by SWEDAC, taking into account the potential notified body's overall technical competence, their financial stability and their ability of good business behavior, SWEDAC submits a tender to the applicant. (N.B. that SWEDAC has to cover all its costs in connection with the assessment. It is not possible for SWEDAC to rely on government funding for this kind of work).
- On the acceptance of the tender SWEDAC will propose an assessment team. The lead assessor is always one person out of SWEDAC's own staff, while the technical experts

might be picked from the sector authority, a private body or an institution working and having experience in the area. The experts can be picked from Swedish companies or from abroad. The composition of the expert team is always subject to approval by the applicant.

- After a successful assessment, SWEDAC will notify the applicant to the Commission using the normal formats and procedure, i.e. through the Swedish permanent representation SWEDAC informs the Government and the relevant regulatory authorities of the decision.
- As a consequence of the decision the notified body will appear on the national list of notified bodies and subsequently be published in the Official Journal.
- The notified body will be subject to monitoring on a yearly basis and a complete reassessment every fourth year.
- Accreditation is not a prerequisite for a notification. However, the assessment procedure is the same as for accreditation. Also the yearly surveillance and reassessment follow the same principles.

#### *Legal basis of procedure*

According to the Ordinance of Conformity Assessment, issued by the Government, the Swedish Board for Accreditation and Conformity Assessment shall, after consultation with the sector (competent) authorities, appoint the bodies to be notified.

### **2.2.7 Assessment/control of Notified Bodies (96/48 and 2001/16, art. 20)**

#### *Responsible organisation*

SWEDAC

#### *Objectives, tasks and responsibilities*

SWEDAC is responsible for assessment/control of Notified Bodies.

#### *Procedure*

The Swedish Regulation on notified bodies lays down the basic criteria on which the assessment made by SWEDAC rests.

- It states that the potential notified body should be competent and suited for the task. Competence in this respect means that in assessing the body in question SWEDAC must satisfy itself that the potential notified body fulfils the requirements in the relevant standard in the EN 45000 series as well as any additional requirements laid down in the specific directive. For most notified bodies the relevant standard would be EN 45011, certification of products, or 45012 certification of quality systems, but also 45004, inspection bodies, could be applicable. Some tasks for notified bodies require the competence as a laboratory and the relevant standard would in this case be EN 45001. The assessment of the bodies is carried out in accordance with either EN 45 010 for

certification bodies or ISO/ IEC TR17070 for inspection bodies or in accordance with EN 45003 for laboratories.

- The notified bodies' ability to carry out an assessment against the essential requirements of a directive is crucial. SWEDAC needs to ascertain that the notified body in question has documented procedures to take care of the conformity assessment procedures in the directive for which it is notified.

These procedures should address the various essential requirements and be detailed enough to enable the certification personnel to come to the same conclusion regardless of which competent staff member is carrying out the assessment. The level of detail in these procedures will help SWEDAC to establish the level of competence and the notified body's ability to make a professional judgment against the essential requirements.

- The Regulation also contains requirements on the legal status of the notified body. It should be subject to Swedish law and be able to show a good financial record in order to guarantee stability.
- If the notified body is a part of a public authority, that part should be clearly separated from the rest of the authority. SWEDAC must ascertain that the potential notified body is free from economic, commercial or other influences that might affect its work. The notified body must be able to demonstrate procedures ensuring this.
- The notified body must report to SWEDAC any use of subcontractors and for what tasks the notified body intends to use the subcontractor. The notified body takes full responsibility for
  - the competence of its subcontractor, who must meet the same requirements concerning technical competence as the notified body itself. The notified body must keep a register of its subcontractors. The register must contain detailed information on the competence of the subcontractors and their ability to meet the relevant requirements.
- SWEDAC must ascertain that the notified body has public liability insurance unless the notified body is a public authority (in that case the state is responsible for any damage caused by the notified body). The insurance should cover damage on persons and property as well as economic damage.
- SWEDAC requires that the notified bodies participate in the various notified bodies groups that exist on European level. The notified bodies in Sweden may appoint a spokesman to attend the meetings and to disseminate the information among colleagues.
- The notified body must keep SWEDAC informed about its work as a notified body and in particular report any changes that might affect its position and appointment as a notified body.
- SWEDAC performs so-called witnessed assessments. This means that as one element of the assessment and surveillance process, SWEDAC from time to time, accompanies the notified body during its assessment of a manufacturer. This will give SWEDAC a picture of the notified body at work and provides guidance for SWEDAC in assessing the notified body.

- When assessing a notified body SWEDAC should take into account the way the body's treatment of pre-existing quality assurance certificates. If a manufacturer is certified according to ISO 9000 for a scope that covers the particular products being produced by the manufacturer, the notified body shall take due account of that certificate when it examines the manufacturer's quality management system. The notified body should ascertain that the certificate is valid and that the quality management system meets the requirements, but at the same time avoid unnecessary duplication of work.
- The same is true if the notified body is also an accredited quality system certification body and has already carried out an assessment of the manufacturer's quality management system. Provided that the certificate has a scope that covers the particular products being produced by the manufacturer the notified body should presume that the manufacturer's quality management system complies with the quality system elements of the relevant modules.
- The surveillance performed by the notified body of a manufacturer's quality assurance system should be carried out at intervals similar to SWEDAC's accredited certification practice, i.e. surveillance annually and reassessment every three years. If justified by circumstances the surveillance could be carried out at more frequent intervals.
- Just as for the initial assessment by the notified body of the manufacturer's quality assurance system, the surveillance of the manufacturer's quality assurance system should take into account any surveillance or reassessment carried out by a body that has issued any pre-existing certificate. Thereby duplication of work could be avoided as far as possible.

*Legal basis of procedure*

This responsibility is codified in the Act and Ordinance of Conformity Assessment.

**2.2.8 Assessment of conformity and/or suitability of (sub)systems for use (96/48 and 2001/16, art 13)**

*Responsible organisation*

Notified Bodies are responsible for carrying out the procedure for the assessment of conformity and/or suitability for use of the interoperability constituents and for EC verification of subsystems (Art. 20.1).

*Objectives, tasks and responsibilities*

To assess conformity and/or suitability of (sub)systems for use

*Procedure*

Not available

*Legal basis of procedure*

Railway Act (2004:519)

## **2.3 State aid, competition and public service obligations**

### **2.3.1 Monitoring of competition (1017/68, 2001/12 and 01/2003)**

*Responsible organisation*

The Swedish Competition Authority (Konkurrensverket). The Swedish Rail Agency shall, in its supervision in accordance with the Railway Act, monitor that the market for rail services, including the markets for rail transport, function efficiently from the perspective of competition and notify anomalies to the Swedish Competition Authority.

*Objectives, tasks and responsibilities*

The Swedish Competition Authority is the central public authority for competition matters. The aim of the Authority is to promote effective competition in the private and public spheres, to the benefit of the consumer. One of the instruments of the work of the Authority is the Competition Act.

*Procedure*

See Competition Act

*Legal basis of procedure*

Swedish Competition Act (as amended 2002:595) provides Konkurrensverket with the role of the economic regulator with it discharges by monitoring and enforcing competition and by handling complaints related to competition.

### **2.3.2 Enforcing of competition (01/2003)**

*Responsible organisation*

The Swedish Competition Authority

*Objectives, tasks and responsibilities*

The Competition Authority has the responsibility to take action against anti-competitive practices, including agreements and abuses of dominant positions.

*Procedure*

See Competition Act

*Legal basis of procedure*

Swedish Competition Act

### **2.3.3 Complaint handling related to competition (01/2003)**

#### *Responsible organisation*

The Swedish Competition Authority

#### *Objectives, tasks and responsibilities*

Once a case has been registered at the Swedish Competition Authority, it follows certain steps in a pre-defined procedure before a final decision is made. The different steps are illustrated below.

#### *Procedure*

The handling of a competition case is according to the following procedure<sup>1</sup>:

1. Registration of a case;
2. The case is assigned to a department and group of case officers;
3. The case is prepared;
4. The department's proposed decision is circulated within the Authority;
5. The final proposal for a decision is examined, from both formal and material aspects by the Competition Counsellors;
6. The proposed decision on a specific case is presented by the case officers to the Director-General and discussed in the presence of a Competition Counsellor and the Head of Department;
7. The final decision is issued and the case file is closed.

#### *Legal basis of procedure*

Competition Act

### **2.3.4 Evaluation of annual PSO claims (1191/69)**

#### *Responsible organisation*

Rikstrafiken (National Public Transport Agency)

#### *Objectives, tasks and responsibilities*

See below

#### *Procedure*

See below

#### *Legal basis of procedure*

Not available

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<sup>1</sup> source: [www.kkv.se](http://www.kkv.se)

- What kind of PSO's are concluded for Railway Passenger Transport?  
The PSO's are imposed in the contracts between Rikstrafiken (National Public Transport Agency) on one the hand and the Rail Operators and the county transport principals on the other hand. This means that the PSO's are not stipulated in a regulation, but rather subject to open tender procedures or negotiated procedures.
- Is a distinction made between long distance and regional/urban transport?  
Yes. The communal bodies are, according to law, obliged to provide local- and regional public transport. That could include Railway Passenger Transport. In each of the 21 counties there is a county transport principal. The county transport principals are liable for grants from Rikstrafiken if they are producing long distance Railway Passenger Transport in connection to local and regional passenger transport on rail, subject to negotiation.
- Who are the contracting authorities?  
Rikstrafiken.
- What is the total contracting sum?  
Last year Rikstrafiken granted 393 million SEK for long distance Railway Passenger Transport. Of this 178 millions pertained to contracts between Rikstrafiken and train operators, and 215 million were a result of contract with county transport principals, following negotiations.
- What is the length of the contract?  
Three or five years. Rikstrafiken has the possibility to prolong the contract up to three more years.
- Are the PSO awarded via public procurement procedures?  
Yes, that is the case when Rikstrafiken close contracts with train operators. The contracts with county transport principals follow from negotiated procedures.
- What percentage of the market is covered via PSO's?  
About eight (8) percent as a part of the total passenger kilometres (contracts with train operators only).

## **2.4 Statistics**

### **2.4.1 Collection of financial data from railway undertakings (1192/69)**

SIKA, the Swedish Institute for Transport and Communications Analysis ([www.sika-institute.se](http://www.sika-institute.se)), is an agency that is responsible to the Ministry of Industry, Employment and Communications.

SIKA is responsible for official railway statistics, but Banverket is carrying out the practical work in accordance with agreements between the two agencies.

**2.4.2 Collection of financial data from infrastructure managers (1108/70)**

See 2.4.1

**2.4.3 National contribution to Community statistics on rail transport to Eurostat (91/2003)**

See 2.4.1



### 3 TRAIN OPERATING COMPANIES

#### 3.1 List of train operating companies

*Passenger services:*

A-Train AB ([www.arlandaexpress.com](http://www.arlandaexpress.com))

Citypendeln AB ([www.citypendeln.se](http://www.citypendeln.se))

Connex Sverige AB ([www.connex.se](http://www.connex.se))

Inlandsbanan AB

Merresor AB

Ofofbanen AS

Roslagståg AB ([www.roslagstag.se](http://www.roslagstag.se))

SJ AB ([www.sj.se](http://www.sj.se))

Svenska Tågkompaniet AB ([www.tagkompaniet.se](http://www.tagkompaniet.se))

Of which the four largest undertakings together have an approximate market share of 97% in total produced passenger-kilometers.

*Freight services:*

Bantåg Dalarna AB ([www.bantag.se](http://www.bantag.se))

BK Tåg Sverige ([www.bktag.se](http://www.bktag.se))

Cargo Net AB

Green Cargo ([www.greencargo.com](http://www.greencargo.com))

Hector Rail AB

Inlandsgods AB ([www.inlandsgods.se](http://www.inlandsgods.se))

Malmö Limhamns Järnvägs AB

MTAB

Ofofbanen AS

Railion Danmark A/S ([www.railion.dk](http://www.railion.dk))

Skövde-Karlsborgs Järnväg AB

TGOJ Trafik AB ([www.tgojtrafik.se](http://www.tgojtrafik.se))

Tägäkeriet i Bergslagen AB

VV produktion

Of which the four largest undertakings together have an approximate market share of 98% in total produced passenger-kilometers.

In addition, the Falköpings terminal AB is active in the freight transport sector as a subcontractor to Green Cargo AB.

An updated list can be found at:

[http://www.banverket.se/templates/StandardTtH\\_2055.asp](http://www.banverket.se/templates/StandardTtH_2055.asp)

### **3.2 Safety license**

All the companies have safety licences.

Besides Banverket there were about 700 other infrastructure managers holding a permit. The major part of these were small sidings at industrial production locations.

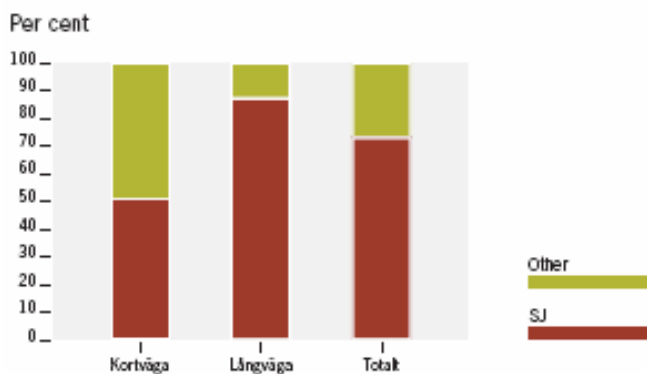
### 3.3 Market shares/transport volumes

The Swedish parliament's decision on the transport policy for the 1990's (SOU 1988:50) included the decision to split the state's railway assets of the Swedish State Railways, Statens Järnvägar (SJ) into one transport operator, "new SJ", and one national authority, Banverket, the National Rail Administration. Since then SJ has had the role of being a dominant railway operator, while Banverket has been the provider of the state's track infrastructure. In 1988, this vertical separation of infrastructure from operations was quite unique event in an international context.

During the 1990's several other steps towards more competition have been taken. In 1993 it became possible for the state's negotiator to put out to tendering those interregional lines that were non-commercial (but upheld for social-economic reasons). In 1994 a decision implying a far-reaching deregulation of passenger services, including on-the-track competition on the whole network was taken by the parliament, It was, However, withdrawn shortly after due to a shift of political power in Parliament. In 1996, virtually free access for freight operators was introduced and the powers of regional transport authorities were extended, implying that competitive tendering became possible for the greater part of the network.

Recently, long-distance loss-making SJ routes have been put out to tender by Rikstrafiken. SJ still has a monopoly on inter-city services, but is open to competition for tendering of regional and inter-regional services. Independent operators have won an increasing number of local passenger concessions, including the Stockholm area and the share of other railway undertakings in rail passenger transport journeys rose to 46% by 2002<sup>2</sup>.

**Total long- and short-distance passenger transport mileage on the railways divided between SJ and other operators, 2003**



Kortväga =short-distance

Långväga = long-distance

<sup>2</sup> IBM Rail Liberalisation Index 2002 (Sweden)

Source: The Swedish Rail Sector 2003

The amount of transported goods, measured in tonnes increased with 5, 6 per cent and the transport performance measured as tonne-kilometres increased with 4, 9 per cent in 2003 compared with 2002.

The same figures for 2004 compared with 2003 indicate an increase at approximately 4 per cent (preliminary figure) for each variable.

The increases in 2003 and 2004 are caused by different courses. The increase in 2003 relates to different economic measures taken to compensate for the Swedish recession in 2001 and 2002. On the other hand, the increase in 2004 relates to the rapid upward economic trend in the international arena, which affected the development of the Swedish economy positively.

Punctuality measured as arrival at right time for passenger trains increased with one percentage unit in 2004 compared with 2003 whereas punctuality for freight trains increased with two percentage units. First five months 2005 compared with the same period 2004 indicates negligible changes for passenger traffic whereas freight traffic has decreased its punctuality with somewhat more than one percentage unit.

Accumulated figures for May 2005

- Passenger trains, 93 per cent arrival at right time.
- Freight trains, 77 per cent arrival at right time.

Forecasts indicate a positive development of rail freight transports for the coming years. The freight transport market is open to all undertakings why this forecast is based solely on expected economic development.

GNP-growth	2005	2006	2007	2008
Per cent per year	3.4	3.0	2.3	2.3
Billon tonne-kilometres	21.3	22.2	22.3	22.5
- of which Green Cargo AB	16.6	17.1	17.3	17.5

Sweden has been one of the leading countries in the EU in promoting competition in rail passenger and freight services. Railway undertakings have been granted access rights above the requirements set out in EU Directives.

## 4 NGO'S

The following NGOs are active:

### 4.1 Industry associations

#### *Tågoperatörerna*

The trade association, Tågoperatörerna (Train Operators), with 16 member companies, was founded in 2001 as a trade association for the active operators of railways, light-rail and underground transport services in Sweden.

Its mission statement is as follows:

“The Association of Swedish Train Operators shall meet the need of the train operators that are active in Sweden for a strong trade body in order to actively promote interests common to the commercial rail services in matters relating to the Swedish Government and Parliament, public authorities, principals, the media and other interested parties, both national and international.”<sup>3</sup>

The following companies are members of the Tågoperatören:

A-Train AB	Malmö Limhamns Järnväg AB
BK Tåg AB	Green Cargo AB
Connex Tåg AB	Raillion Danmark A/S
DSB Sverige AB	SJ AB
IKEA Rail AB	Skövde Karlsborgs Järnväg AB
Inlandsbanan AB	TGOJ Trafik AB
Inlandsgods AB	Svenska Tågkompaniet AB
LINX AB	Tågåkeriet I Berglagen AB

Activities undertaken by this NGO in 2002 concerned the following issues:

- Infrastructure issues
- Distribution of track capacity
- TRAV (conditions of track usage) and insurance issues
- TRI (traffic regulations)
- Issues relating to supply of qualified staff

#### *SIFA*

The Swedish International Freight Association, SIFA, is the trade organisation for all Swedish companies in goods transport, logistics and freight forwarding

Swedish International Freight Association, SIFA, was created in 1996 by the decision of the members of the Swedish Freight Forwarders' Association to broaden the scope of their

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<sup>3</sup> source: [www.tagoperatorerna.se](http://www.tagoperatorerna.se)

organisation from dealing exclusively with freight forwarding matters to the complete field of goods transport, logistics and freight forwarding.

SIFA represents, in matters of common interest, its members in official and professional, national and international bodies. SIFA keeps in close contact with relevant Swedish ministries and governmental bodies as well as with Brussels and appropriate national and international organisations.

*SLTF – the Swedish Public Transport Association* – is the trade organisation of local and regional public transport in Sweden. SLTF has two kind of members: firstly, all the Public Transport Authorities, (21 – corresponding to the number of counties) together with seven local PTAs. These are the so-called active members that finance the activities of SLTF. Secondly, there are 80 associated members, who are suppliers to the Public Transport industry.

## 5 FURTHER FACTS AND STATISTICS

### 5.1 Complaint statistics and information

Not available

### 5.2 Railway accident statistics

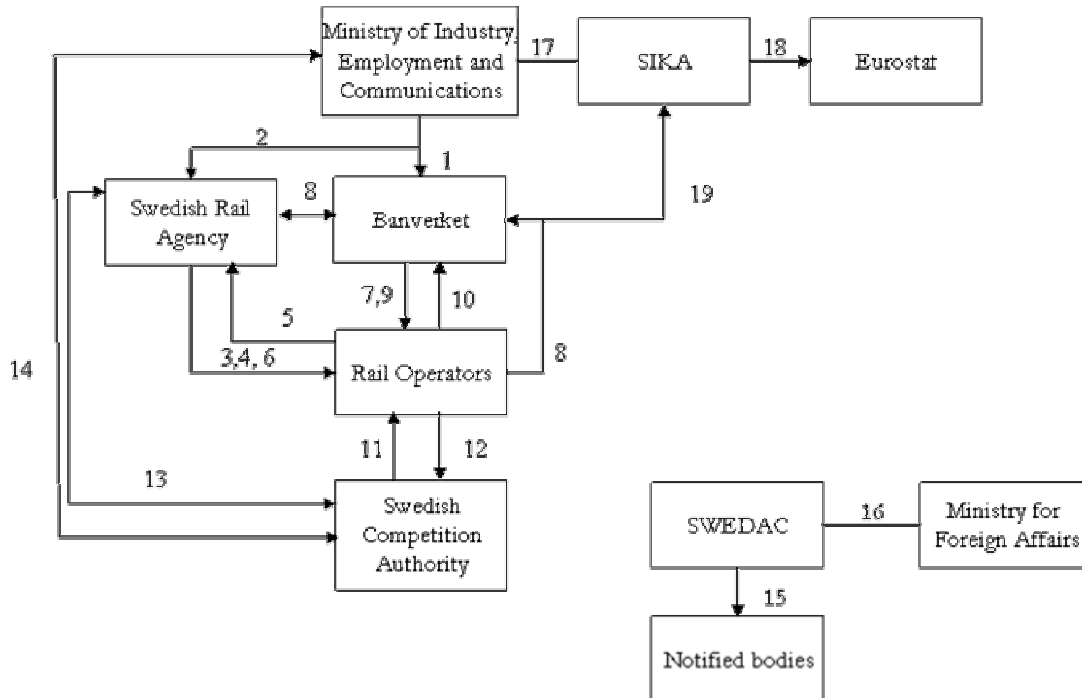
Operating accidents by railways	1991	1992	1993 <sup>4</sup>	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>Accidents</b>													
Derailments of train in motion	46	45	40	30	16	16	18	11	12	2	21	9	8
Collisions of train in motion	12	10	11	5	2	8	2	3	3	1	7	7	8
Collisions at level crossings	83	75	54	51	60	37	37	15	20	12	12	10	10
Other accidents	35	29	18	13	20	16	7	25	14	15	19	30	38
<b>Sum</b>	<b>176</b>	<b>159</b>	<b>123</b>	<b>99</b>	<b>98</b>	<b>77</b>	<b>64</b>	<b>54</b>	<b>49</b>	<b>30</b>	<b>59</b>	<b>56</b>	<b>64</b>
<b>Fatalities</b>													
Passengers	1	-	-	1	2	-	2	-	-	-	-	-	1
Railway employees	-	1	3	1	-	-	8	1	1	-	1	3	-
Other persons	25	30	16	16	17	16	14	24	21	19	14	15	19
<b>Sum</b>	<b>26</b>	<b>31</b>	<b>19</b>	<b>18</b>	<b>19</b>	<b>16</b>	<b>24</b>	<b>25</b>	<b>22</b>	<b>19</b>	<b>15</b>	<b>18</b>	<b>20</b>
Moreover suicides	-	-	-	27	46	-	28	45	58	53	63	63	59
<b>Causalities</b>													
Passengers	14	70	3	7	4	4	3	-	1	2	1	3	8
Railway employees	10	1	6	9	2	6	11	8	1	4	7	3	2
Other persons	31	23	9	12	16	7	22	13	14	12	11	5	13
<b>Sum</b>	<b>55</b>	<b>94</b>	<b>18</b>	<b>28</b>	<b>22</b>	<b>17</b>	<b>36</b>	<b>21</b>	<b>16</b>	<b>18</b>	<b>19</b>	<b>11</b>	<b>23</b>
Moreover attempts to suicides	-	-	-	-	2	-	4	6	0	1	2	2	3

Source: SIKÄ/Swedish State Railways

<sup>4</sup> In 1994, the international and Swedish definition of a railway accident was changed. Until 1993 one of the criteria was that injuries/damages following the accident would have to amount to at least Frs UIC 5.000 (about SEK 12000). In 1994 this amount was raised to ECU 10.000 (about SEK 100.000).



6 GRAPHICAL OVERVIEW



- 1) Banverket is an authority accountable to the Ministry of Industry, Employment and Communications;
- 2) The Swedish Rail Agency is an authority accountable to the Ministry of Industry, Employment and Communications;
- 3) The Swedish Rail Agency is responsible for issuing safety licences;
- 4) The Swedish Rail Agency approves rolling stock;
- 5) Rail operators have to apply at the Swedish Rail Agency for an operating licence;
- 6) The Swedish Rail Agency grants operating rights for train operators;
- 7) Rail operators must enter into an agreement with Banverket (Track Access Agreement)
- 8) The Government and/or Swedish Rail Agency issue instructions on capacity allocation in line with the Railway Act;
- 9) Banverket allocates capacity in collaboration with other infrastructure managers and applicants;
- 10) Rail operators pay an infrastructure charges to Banverket;
- 11) The Competition Authority monitors and enforces competition in the railway sector;
- 12) Railway undertakings can complain at the Competition Authority on issues concerning competition in the railway sector;
- 13) The Swedish Rail Agency monitors that the market for rail services, including the markets for rail transport, function efficiently from the perspective of competition and notifies anomalies to the Swedish Competition Authority;

- 14) The Competition Authority is a government agency and accountable to the Ministry of Industry, Employment and Communications. The government determines goals and guidelines for the authority and allocates resources for its activities;
- 15) SWEDAC is the Swedish Board for Accreditation and Conformity Assessment. It appoints and assesses notified bodies; According to the official list of notified bodies (version 16.03.2001) no notified body has been appointed till now in Sweden;
- 16) SWEDAC is a public authority, responsible to the Ministry for Foreign Affairs;
- 17) SIKKA (the Swedish Institute for Transport and Communications Analysis) is subordinate to the Ministry of Industry, Employment and Communications;
- 18) SIKKA is responsible for official railway statistics;
- 19) Banverket is carrying out the practical work (collection of data from railway operators) in accordance with agreements between the two agencies.