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Subject:	Proposal for a Regulation of the European Parliament and of the Council on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010 – General approach

Delegations will find attached a statement by Sweden to be included in the minutes of the Transport, Telecommunication and Energy Council.

ANNEX

Statement by Sweden

Statement by Sweden regarding the proposal for a Regulation of the European Parliament and of the Council on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010

Sweden supports the objectives of the Rail Capacity Proposal and recognises the great efforts made by the Presidency to make progress during the negotiations.

During the negotiations in the Council, the text has deviated from the original Commission proposal in several important aspects, and Sweden considers that the General Approach puts the overarching objectives of the Regulation at risk, in particular the objective to enable seamless rail traffic across more than one network. Sweden is first and foremost concerned about the potentially negative consequences for international rail freight traffic, especially when also considering the proposed repeal of the Regulation on Rail Freight Corridors.

In order to strengthen the European Union's competitiveness and its ability to meet the targets set out in the Green Deal, a well-functioning network for international rail freight services is essential and fragmentation of the European railway market should be avoided.

Rail traffic within the Single European railway area need to be managed in a way that optimises the use of the railway network, thereby improving the quality of services and accommodating larger amounts of traffic. A developed planning and allocation process as well as improved cross-border coordination should lead to a more efficient management of infrastructure capacity.

Sweden believes that the application of detailed national strategic guidance throughout the Regulation could pose a hurdle to the development of international rail traffic due to diverging policies and priorities. In contrast to the objective of harmonisation, there is a clear risk that we will end up with a more fragmented network, which could jeopardise efficient and smooth cross-border rail services in the European Union. Sweden also believes that leaving a two-year gap between the repeal of the Regulation on Rail Freight Corridors and the first working timetable in the new Rail Capacity Regulation creates serious concerns for cross-border freight traffic.

For these reasons, Sweden abstains from supporting the General Approach, and looks forward to continuing the discussions during the inter-institutional negotiations in order to reach the full potential of the Rail Capacity Regulation.