

**Question for written answer P-008500/2016  
to the Commission**

Rule 130

**Herbert Dorfmann (PPE)**

Subject: Discrimination in the Italian tariff system for track access charges for international trains

Infrastructure manager RFI has revised the track access charges for rail goods traffic in Italy for 2018. The national competition authority for rail traffic gave the new charges the go-ahead by means of Decision No 75/2016. This will bring a dramatic rise in the track access charges for international trains and day trains, whilst they will be significantly cheaper for night trains and national trains up to 100km and over 800km. The price discrimination will penalise international trains in particular, which are in any case under considerable competitive pressure. In addition, the price increases will cause international goods transport to revert to the roads, as this is cheaper. International trains to and from Italy are routed over Alpine passes. This automatically makes their journeys more expensive than those of trains on flat land and on national stretches, as crossing the Alps requires the use of two or more locomotives per goods train. This puts international rail goods traffic at a double competitive disadvantage in the European rail goods market.

The means employed by RFI and the authorisation granted by the competition authority for rail traffic contravene the principle of equal treatment for all rail transport actors, which was laid down and must be guaranteed by Europe's rail networks.

What action does the Commission plan to take in order to stop this unfair treatment of rail transport actors and put an end to discrimination in Italian rail transport?