



## EXAMPLE 9

**COUNCIL OF  
THE EUROPEAN UNION**

**Brussels, 9 September 2010**

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**Interinstitutional File:  
2008/0247 (COD)**

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**12695/10  
ADD 1 REV 3**

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**CODEC 736  
TRANS 208**

### **REVISED ADDENDUM TO "I/A" ITEM NOTE**

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from :	General Secretariat of the Council
to :	COREPER/COUNCIL
No. Cion prop.:	17324/08 TRANS 485 CODEC 1860
Subject :	Proposal for a Regulation of the European Parliament and of the Council concerning a European rail network for competitive freight ( <b>second reading</b> ) - Approval of the amendments of the European Parliament ( <b>LA + S</b> ) Statement

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### **Commission statement**

The Commission underlines that the one-stop-shop is a joint body set up or designated by the management board of each corridor; its function is that of a coordination tool. It may be a technical body within the corridor management structure or one of the infrastructure managers concerned.

### **Statement by Sweden**

Sweden is of the opinion that it is essential to enhance the efficiency of long-distance freight transport on railways. Consequently, Sweden supports the Council's common position with regard to the Proposal for a regulation of the European Parliament and of the Council concerning a European rail network for competitive freight.

However, efficiency and the objective of retaining rail safety necessitates that there is clarity in the legal interpretation of Article 13. Sweden is of the view that the implication of this Article is that the authority of the coordination function OSS (one-stop shop) to allocate capacity, solely concerns a right to enter into an agreement with a railway undertaking or an authorized applicant on the transfer of a train path, when the OSS has been commissioned to do so by the infrastructure manager which has planned the train path.

### **Statement of the Polish Delegation**

Poland appreciates the efforts undertaken by the Spanish Presidency in the Spring 2010 to find a compromise with the European Parliament in terms of getting to a second reading agreement as far as the Regulation of the European Parliament and of the Council concerning a European rail network for competitive freight is concerned.

Poland supports the general purpose of the regulation, it means higher competitiveness and effectiveness of rail freight transport within the European Union. Poland is of the opinion, that – in spite of problems which may occur while applying some provisions of the regulation – its adoption will be beneficial for the development of this branch of transport, Poland keeps in mind the need of the compromise to be achieved, so abstains from voting and does not vote against the project of the legislation file.

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