

**Question for written answer E-015744/2015/rev.1
to the Commission**
Rule 130
Isabella De Monte (S&D)

Subject: Failure to deregulate international rail passenger transport

In 2009, with a view to the 2010 deregulation of international passenger transport, Trenitalia ordered 50 new high-speed trains meeting European Technical Specifications (TSI) and already operating in Italy, with the intention of running them on European high-speed lines including the Paris-Brussels link. However, in order to operate in France, high-speed trains must be fitted with KVB signalling system released in 2012 and currently in the hands of the SNCF alone, which is not making it available to other operators. Trenitalia has unsuccessfully raised the matter with the European Railway Agency (ERA) and French and Belgian safety authorities.

Is the Commission aware of the serious obstacle arising from the unavailability on the market of the KVB signalling system for high-speed trains?

What results have been forthcoming from ERA contacts with the French authorities to resolve the matter in accordance with Commission Decision 2012/88/EU?

Does the Commission consider that SNCF should make available the KVB high-speed signalling system, which is now no longer in production?