

Paris, June 22 2016

## **Arafer gives SNCF formal notice to stop operating fuel supply stations**

In a decision of May 25, 2016, the French rail and road regulatory body (Arafer) gave SNCF formal notice to stop operating fuel supply stations. The aim of the decision is to ensure compliance with the August 4, 2014 French rail reform Act, which established the exact perimeter of the missions allocated to the three companies of the new French public rail group.

There are 75 diesel distribution stations on the French rail network, which are now allocated to the public railway undertaking SNCF Mobilités but which are in practice operated by SNCF Combustible. Located in the parent company of the public rail group, this service is in charge of the technical and pricing conditions of access to fuel supply installations but at the same time it delegates the management of their operation under agreements signed with SNCF Mobilités' services.

On July 1, 2016, in accordance with an agreement signed between the infrastructure manager SNCF Réseau and SNCF Mobilités, applying French rail reform Act, ownership of 36 of these stations will be transferred to SNCF Réseau and the other 39 would then remain with SNCF Mobilités. SNCF Combustible would continue to operate all the installations.

Arafer has observed that the attachment of SNCF Combustible to SNCF is an infringement of the French Transport code as it prohibits the parent company from performing missions which fall within the responsibilities of SNCF Réseau and SNCF Mobilités.

In concrete terms, SNCF now has the obligation to make other arrangements regarding SNCF Combustible's attachment. There are several options available, some of which will preserve the benefits of combined management in the public rail group.

To ensure that the necessary reorganization is conducted under appropriate conditions, Arafer preferred to give SNCF an extra period of time up until June 30, 2017 to achieve compliance with the law.

- [Read the decision](#)

### **About Arafer**

French rail industry established an independent body in 2010 to monitor the progressive opening up to competition of the market: Autorité de régulation des activités ferroviaires (Araf, French rail regulatory body), chaired by Bernard Roman.

The “Macron” law of 6th August has widened the regulator's scope of action to coach transport and motorway concessions. Mid-october 2015, Araf has become Arafer (French rail and road regulatory body).

Its mission is to ensure the effective operation of public services and competitive activities on rail and road markets. Its opinions and decisions, published on its website, are endorsed by a Board of seven independent members, appointed for their skills in rail and road transport, economy or legal matters or for their expertise regarding competition.