

Commission Implementing Regulation (EU) 2015/909 of 12 June 2015  
on the modalities for the calculation of the cost that is directly incurred  
as a result of operating the train service (Text with EEA relevance)

Article 1	Subject matter and scope
Article 2	Definitions
Article 3	Direct costs on a network-wide basis
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Article 5	Calculation and modulation of direct unit costs
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Article 8	Review of the calculation
Article 9	Transitional provisions
Article 10	This Regulation shall enter into force on the twentieth day... Signature

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**Changes to legislation:** This version of this Regulation was derived from EUR-Lex on IP completion day (31 December 2020 11:00 p.m.). It has not been amended by the UK since then. Find out more about legislation originating from the EU as published on [legislation.gov.uk](http://legislation.gov.uk). (See end of Document for details)

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- (1) [OJ L 343, 14.12.2012, p. 32.](#)
- (2) The CATRIN study provides a synoptic view of different studies as regards the infrastructure characteristics used in econometric rail cost studies of seven EU infrastructure managers. Six of the seven infrastructure managers did not consider traffic management or signalling as a relevant characteristic for their econometric cost studies (see table 13, Deliverable 1 of the CATRIN study, p. 40).
- (3) Judgement of the Court in *Commission v Poland*, C-512/10,, ECLI:EU:C:2013:338, paragraphs 82, 83 and 84.
- (4) Deliverable D1 of the CATRIN study, coordinated by VTI, March 2008, p. 37-54 and p. 82-84.
- (5) GRACE project coordinated by the University of Leeds, Deliverable D7 'Generalisation of marginal social cost estimates', page 22, 23.

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