

## APPENDIX VI: INTERNATIONAL MODELS

### Precedent Passenger Rail Restructuring Models Worldwide

	Infrastructure separated from Operations	Open Access	Franchise Operations	Regional Focus	Subsidized	Privatized
Japan	X	X	X	✓	X *	✓
United Kingdom	✓	X/✓***	✓	✓	✓	✓
Sweden	✓	X	✓	✓	✓	X
Italy	✓	✓****	✓	✓	✓	X
Hong-Kong	X	X	✓	✓	X	✓
Singapore	X	X/✓** **	✓	✓	✓	✓
Australia	*** **** ✓	X	✓	✓	✓	**** ✓**
Amtrak	X	X	X	X	✓	X
Amtrak Reform Council Recommendation	✓	X	<i>Optional</i>	✓	✓	<i>Optional</i>

✓ Exhibits the attribute, e.g. separates infrastructure from operations

X Does not exhibit the attribute; e.g. does not separate infrastructure from operations

\* Costly capital projects are undertaken by the Japan Railway Construction Corporation (a state-owned entity) and subsequently leased to the JRs over a very long period.

\*\* In Great Britain, operators must compete for franchises; thereafter, in most cases, the operator enjoys exclusive access.

\*\*\* Italy is contemplating limited on-rail competition.

\*\*\*\* Singapore - Government develops infrastructure; competition for network operations

\*\*\*\*\* Australia: Infrastructure leased to operators

\*\*\*\*\* Some Australian states to have a form of separation

Source: UBS Warburg, with Sweden and Amtrak Reform Council recommendations added