

**Support for Implementing Measures for the South East Core Regional Transport Network Multi Annual Plan (EuropeAid/125783/C/SER/MULTI)**

## “ŽFBH Current Practices for Access Charges and Railway Regulators”

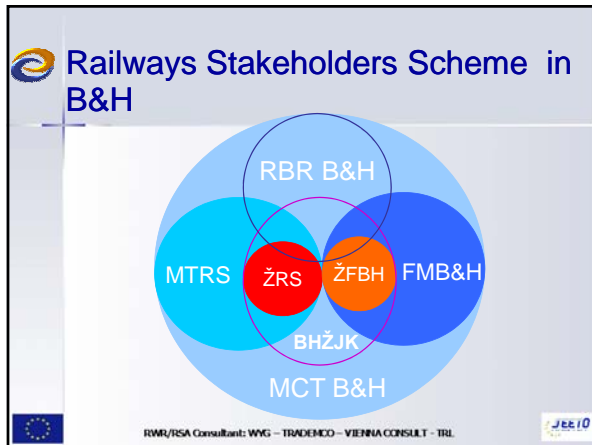
prepared by  
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## National Railway Legislative

- Law on Railways of B&H (2005)
- Law on Railways of Federation of B&H (2001)
- Law on railway infrastructure financing and passengers and combined transport compensations in FB&H (2003)
- Law on consolidation of Railways of Federation of B&H (2008)
- FB&H and RS Agreement on BHPRC –BHŽJK (1998)
- Temporary Decisions on Infrastructure Access Charges (FMTC, 2004- 2009)

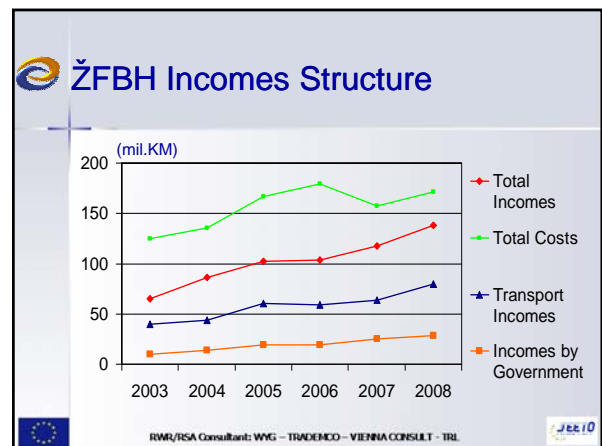
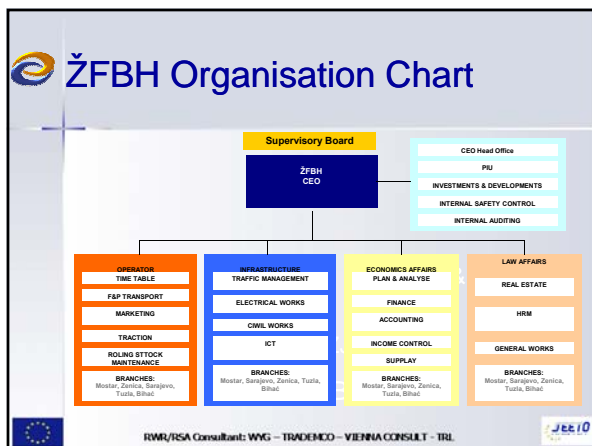
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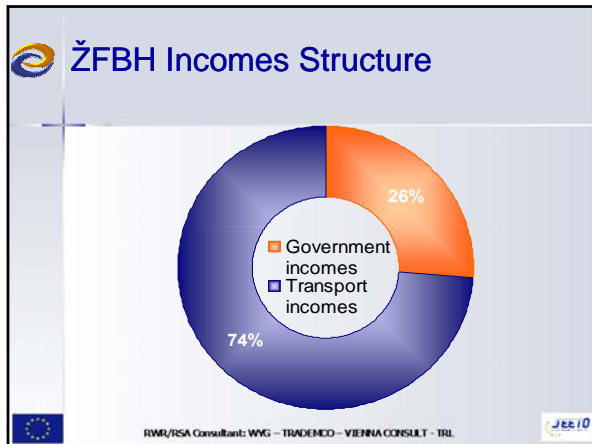


## B&H Railways Regulatory Body

- Q6** BH RRB set up in accordance with Law on Railways of B&H (2005)
- Q7** Introducing of technical standards and specifications for interoperability in accordance with EU practice (*due time was 2006!*)
- Licences, safety confirmations and approvals issuing
- B&H Railway sector control
- RU Appealing body (Article 23: B&H RRB has to care about harmonisation of Infrastructure Access Charges and *non-discriminatory access*)
- Q7/8** BH RRB on the very early stage of its functionality

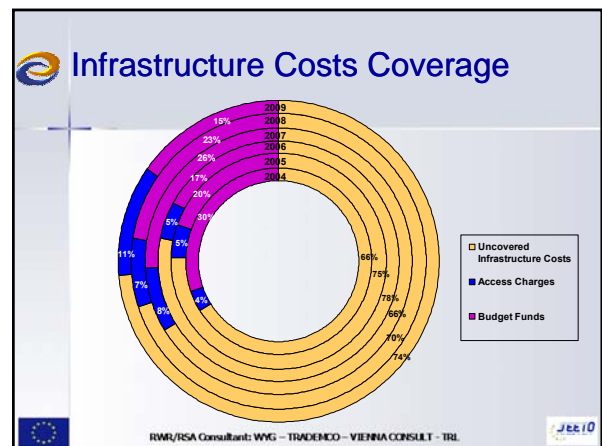
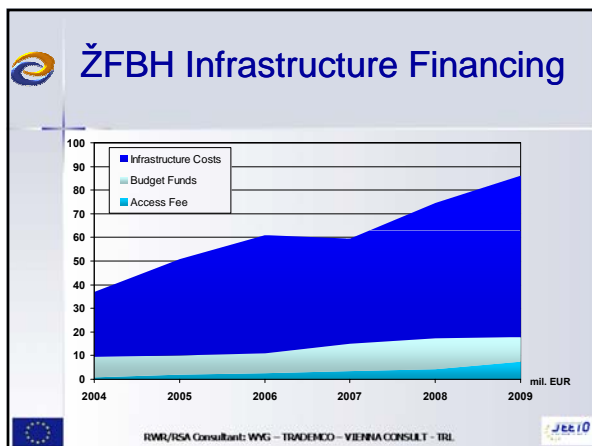
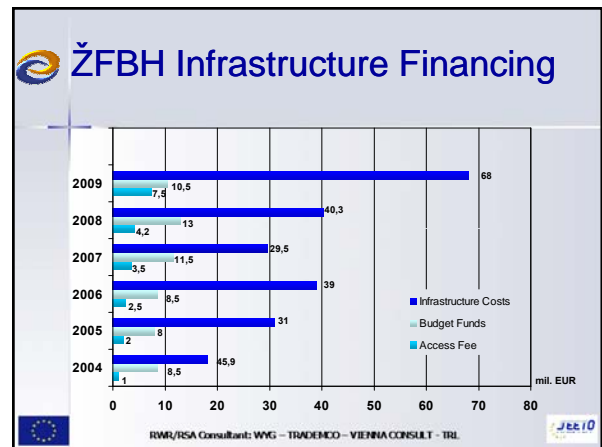
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- ### Benchmarking
- HŽ (Croatia) - 70% of total incomes are by Government
  - SŽ (Slovenia) - 51,7% of total incomes are by Government
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- ### Current Railway Infrastructure Financing Practice
- According to the Law on Railways of B&H, it has been adopted an European standard on contracting:
- Public railway infrastructure maintenance Contract
  - Public Services Obligation (PSO) Contract
- Q4 Amount of Track Access Charges proposed and adopted by Federal Ministry of transport and Communications (even BHŽJK has a mandate to take over it)
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## Background

- Q1
  - SIDA Study, 2005
  - APRI S.p.A. & KPMG: *Study on restructuring Railways of the Federation of Bosnia and Herzegovina and Railways of Republic of Srpska*, December, 2007.
- Q2
  - APRI S.p.A. & KPMG Study has not been accepted by responsible B&H institutions, yet!

## Main tasks of the APRI Study

- Rehabilitation of railway infrastructure
- Reorganisation of railway sector
- Liberalisation of railway sector

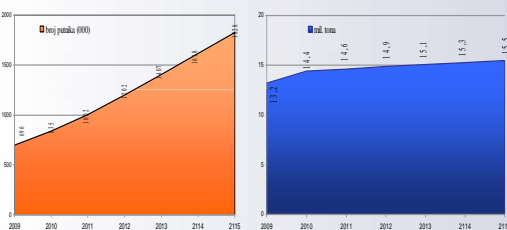
## APRI Study Analyse Areas

- Network Statement
- Contract between RU and IM
- Allocation of access charges
- Q3
  - **Contract between IM and owner-Government/Federal Ministry of transport and communications**
- Infrastructure Management Plan

## APRI Study NS Content Proposal

- General Information
- Access Conditions
- Infrastructure Technical Characteristics
- Infrastructure Capacity Allocation
- Services
- Q5
  - **Infrastructure Access Charges**

## ŽFBH Planned Transport Volumes



## Infrastructure Access Charges

- Passengers trains: I 3,78 KM/train km  
II 3,15 KM/train km
- Freight trains: I 4,39 KM/train km  
II 3,66 KM/train km

Source: APRI S.p.A. Study, 2007

## Additional Services Charges

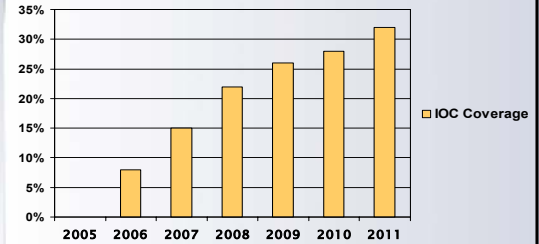
- Electrical energy: + 5% for OHCL maintenance
- Passengers tickets selling: + 4%
- Marshalling yards usage
- Workshops hiring

Source: APRI S.p.A. Study, 2007

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## Infrastructure Operating Costs Coverage by Access Charges



Source: APRI S.p.A. Study, 2007

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## Access Charges Financial Impacts

- Costs coverage in 2009
- Access charges incomes increasing due to the transport volume increasing
- Access charges increasing (*due to the RU financial abilities*) would improve the whole financial result

Source: APRI S.p.A. Study, 2007

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## Sustainable Railway Infrastructure Financing Plan

- Maintenance of railway infrastructure financed from government budget
- Infrastructure Development Projects Loans paid by government
- Historical debts of railways solved by government
- Infrastructure Access Charges
- Oil fees introducing
- Pre-accession and accession EU funds using

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Thank you for your kind attention!

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