

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



ŽELJEZNIČKA INFRASTRUKTURA CRNE GORE AD- PODGORICA

ŽICG CURRENT PRACTICE FOR NETWORK STATEMENT

prepared by

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## ŽICG Railway Infrastructure Manager

- ✓ Željeznička Infrastruktura Crne Gore AD is a legal entity
- ✓ Independently acts in legal affairs, performs legal affairs and undertakes all other legal actions of importance.
- ✓ Railway infrastructure in Montenegro is a public utility owned by the State of Montenegro, used by all interested railway transporters under equal conditions and in compliance with Railway Law.
- ✓ Under Railway Law, ŽICG as IM produces and publishes the Network Statement.
- ✓ Company is Infrastructure Manager at the territory of Montenegro under provisions of Railway Law of Montenegro.

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## Traffic Directorate–Railway Department

*Present responsibilities:*

- ✓ Issuing licences for Infrastructure Managers and Transport Operators
  - ✓ Issuing safety certificates for Infrastructure Manager and transport operators
  - ✓ Allocation of railway paths and access to railway infrastructure
  - ✓ Monitoring of railway traffic regulation and safety conditions
  - ✓ Preparation of tenders for designing technical documentation, regular maintenance, reconstruction and modernization of railway infrastructure
  - ✓ Organisation of professional control of the quality of works
  - ✓ Adopting timetables...
- Establishing of Railway Traffic Directorate is in progress.

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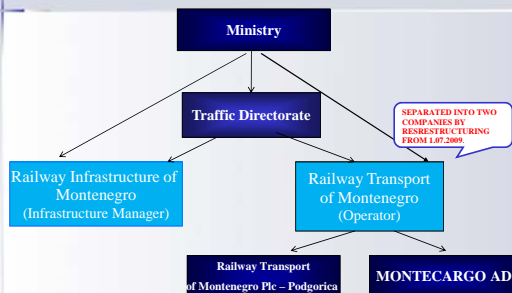
## Legal Framework

- Infrastructure and transport operations of the railway network of ŽICG have been regulated by:
- ✓ Legal Act of Montenegro,
  - ✓ Infrastructure Manager Acts – ŽICG,
  - ✓ Acts and technological procedures of Operator.
- Issuing of this document by itself is in compliance with European legal acts, and where local regulations do not apply to obliged part of the Network contents, recommendations and directives of EU have been applied.
- ✓ Network Statement is produced and published by Infrastructure Manager – ŽICG according to Railway Law.

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## Institutional Framework



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## Network Statement

*General Information*

- Prepared by Railway Infrastructure (RI), Traffic Directorate and Railway Transport with support of the Ministry and foreign consultants
- Adopted by the Government at the beginning of February 2009
- Based on Railway Law and relevant EU directives (2001/14/EC)
- The NS is published on the Internet web site of the IM – [www.zicg.me](http://www.zicg.me) in Montenegrin and in English language
- Information in the NS applies for the Timetable 2009/2010 . except Chapter 6
- The Chapter 6 - Access Charges applied since the 1<sup>st</sup> of January 2009
- Infrastructure access contract for 2009 between IM and Operator is signed in accordance with the NS – Chapter 6.
- ŽPCG is further restructured in compliance with Corporate Company Law into new company AD MONTECARGO Podgorica.
- Signing of Infrastructure access contract with AD MONTECARGO and Annex of the Contract on infrastructure access with ŽPCG are in the progress in accordance with NS and restructuring.

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## Structure of the Network Statement

Network Statement provides information on Railway Infrastructure of Montenegro and access conditions including legal, technical and commercial conditions, particularly access charges for all interested operators. Prepared according to Rail Net Europe format.

The NS Structure is following:

1. General Information
2. Conditions for access
3. Infrastructure – includes network description of Željeznicka infrastruktura Crne Gore AD – Podgorica,
4. Train path allocation
5. Services – include detailed description of services provided by ŽICG,
6. Tariffs – include detailed description for mode of railway infrastructure access charges calculation and other services provided by ŽICG.

## Tariffing

User's charge is determined upon realized train km in passenger and freight transport.

Minimum package for services provided by Infrastructure Manager includes all elements of minimum package under directive 2001/14/EC, with following services:

- ✓ capacity request processing,
- ✓ Right to use allocated capacity,
- ✓ use of infrastructure on acceptance-dispatching tracks,
- ✓ managing, regulation and control of train movement including signalling, rules, operational surveillance and communication system and provision of information on train movement,
- ✓ to provide all other information requisite for managing of traffic for which the capacity is allocated.




## Charges principles



Access charges system is based on the following principles:

- ✓ simple calculation,
- ✓ clarity,
- ✓ truth
- ✓ price dependence

System focusing on efficient use of the network capacity, non discrimination, fairness and inter-modal competition.



System for AC in Montenegro is built on the following elements:

- ✓ Which part of Infrastructure costs have to be covered by AC
- ✓ How much subsidy from State is available for IM and for passenger PSO services
- ✓ Which part of the costs is charged separately via "other services" as listed in chapter 5 of the NS
- ✓ What would be formula for charging (only train km tariff, or train km and gross ton km, or even more parameters)

## Charges principles

- ✓ Charging system based on Marginal Costs +
- ✓ This choice have not jeopardizing a development of Freight and Passengers transport
- ✓ The Access Charge cover Infrastructure costs for daily maintenance and renewals costs + fixed costs of a trains planning and operations
- ✓ Subsidy from State in 2009: €9.7 mil – Infrastructure  
€0.6 mil – Passenger Operator (PSO)
- ✓ AC covers Minimum service package according to 2001/14/EC
- ✓ "Other services" in chapter 5 of the NS is charged according to Infrastructure access contract
- ✓ IM is using a very simple formula for the first two years, based on train km
- ✓ In future will be used formula based on train km, gross ton km and other parameters



## Access charges calculation

Below formula has been used for the user charges calculation:

$$U = (Q_{vkm}(\text{reg}) \times P(\text{reg}) + Q_{vkm}(\text{g}) \times P(\text{g})) \times C_{vkm} \times K \times F$$

U	User charge for the allocated train path
$Q_{vkm}(\text{reg})$	The number of trainkm realised at regional railway track
$Q_{vkm}(\text{g})$	The number of trainkm realised at main railway track
$P(\text{reg})$	The coefficient for pondering at regional railway track
$P(\text{g})$	The coefficient for pondering at main railway track
$C_{vkm}$	The price for train km
K	Track wear coefficient
F	The factor which depends on timetable

The user charge is charged for each train drive.


**THANK YOU FOR YOUR ATTENTION!!!**






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