






Modalities to calculate direct costs of infrastructure use
Implementing act


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Framework


Directive 2012/34/EU, Art 31(3)
 Court Decisions on Article 7(3) of Dir 2001/14/EC
 Studies with IMs (Cathrin, Imprint-Net, etc.)
 State of practice (network statements)
 Questionnaire return from regulators of mid 2013





Objectives


- levelling out charges between IMs
- interesting offers to low profit services
- direct costs include only marginal costs of an additional service (general economic principle)
- compatibility with cost accounting of all EU IMs
- enforceability of methodology and values by RB


every train pays the costs the IM incurs from it (financial condition of IM is not damaged)
 mark-ups for full cost recovery only pursuant to market segmentation – stop excluding segments
 option of maximising revenues up to full cost if the States allows this



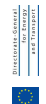

Services to be charged at direct costs
"Minimum access package"


- Minimum access package (Annex II, 1. and access to facilities under 2.)
- Handling of requests for capacity
- use of railway lines
- Signalling, traffic control, dispatching, communication, provision of information on train movement
- Use of electric supply equipment
- All other information required to implement or operate the service
- Track access to services facilities





The effects to be charged at direct costs

- Wear and tear caused by the individual train service to be charged, i.e. no joint costs of infrastructure use)
- Scarcity - congested line at congested time of the day
- Reservation charges
- Excluded:
 - Noise (through a separate act)
 - Other environmental effects, accidents (fuel taxes, insurance more cost reflective than charges)
 - ERTMS (through a separate act)




Modalities:
from full costs to total direct costs

- Step 0: Full costs
- Step 1: / Cost not related with infrastructure management
- Step 2: / Costs not related with minimum access package
- Step 3: / Depreciation of assets financed by grants
= full costs of infrastructure management
- Step 4: / Costs that do not vary with an additional train service
= direct costs per year
- Step 5 modulation according to types of train
- Step 6 averaging against fluctuations of traffic



● Step 1: Costs not related with the minimum access package

- acquisition, selling, dismantling, decontamination, recultivation or renting of land or other fixed assets
- Costs of hotels, restaurants, schools, hospitals
- Training centres

Step 2: Costs not related with the minimum access package

- Terminal operation, stations and station management, vehicle maintenance workshops

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● Step 4: Costs that do not vary with train service:

- (a) Network-wide overhead costs, including salaries and pensions;
- (b) Interest payable on capital;
- (c) Depreciation of information, communication or telecommunication equipment; depreciation that only relates to time, not to usage.
- (d) Costs related to acts of God, accidents, service disruptions.
- (e) Handling requests for railway infrastructure capacity, notably the reception, the assessment and allocation of train paths
- (f) Train control including signalling, regulation, dispatching and the communication and provision of information on train movement
- (g) Use of electric supply equipment for traction current
- (h) All other information required to implement or operate the service for which capacity has been granted.

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● Network-wide direct costs

CATHRIN study:

Total direct costs < 30% of full costs (including grant financed works)

Or (if IM can provide maintenance and renewal costs separately)

Direct costs of maintenance < 20%
Direct costs of renewals < 40%

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● Step 5: from total direct costs to Direct costs of wear and tear per train*km

Direct costs / train*km

Modulation by train type according to

- Speed (horizontal forces)
- Unsprung mass & train mass
- Traction power of the engine
- Axle weight and wheel flats

= Direct costs per km of train type

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● Averaging charges based on direct costs (Art 31(6))

Avoid fluctuations of traffic in terms of route and time

Across train services

Across times

But keep relation to costs attributable to the services

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● Other provisions

Review period: 5 years at most

Price indexation (optional)

Transitional steps within the four year implementation period

Year one:

- RB and IM agree on data (analogous to Annex V item 2)
- Approval by RB
- Alignment of network statement
- Agreement on a transition

3 years:

- Phasing in of new charging system


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