



**Commission Implementing Regulation (EU) 2015/909**

**of 12 June 2015**

**On the modalities for the calculation of the costs directly incurred as a result of operating the train service**

Transport



■ **Different types of charges**

- Minimum access package
- Additional services
- Ancillary services

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➢ **Scope: Minimum access package**

- track, lines, access to services facilities and the services supplies in these facilities, train control, electric supply equipment, sidings, platforms, access by road and by foot, signaling and telecom, plants for transforming and carrying electric power for train haulage, substations, catenaries, support wires
- Charging: direct costs incurred as a result of operating the train service

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**Eligible modalities**

- (1) full costs minus non-eligible costs divided by units or
- (2) Econometric cost modelling and/or engineering cost modelling

Regulatory body may request the IM to apply either one in addition for comparison (Article 6)

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- State may impose direct costs of efficient service provision
- Debt relief must reduce asset values proportionally
- Asset values: historical values or current values, if the latter are lower; or estimated values or current values if IM can justify.
- Costs must be based on payments, or otherwise they are not eligible
- Outturn or forecast costs

Art. 3 (2-5)

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- Average direct unit costs: division of direct costs on a network basis by train kms, ton kms and/or vehicle kms
- Modulation in function of different levels of wear and tear by vehicle features and line features
- No additional charges for trains diverted at instigation of the infrastructure manager (unless after a coordination )
- Same reference periods for costs and transport units

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### Simplified control

- ...applicable if ceilings for direct cost are not exceeded
  - Direct costs on a network wide basis as percentages of full costs of
    - maintenance and renewal or
    - Average direct unit costs of less than EUR 2
- Regulatory body may accept direct costs proposed by the IM
- pursuant to simplified control
- Regulator determines the details of simplified control

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### Transition

- IM has 4 years to align (Dir 2012/34/EU, Article 30)
- Phasing-in plan if applicable
- No frustration, ie new measures that would move away from a compliant implementation
- IM shall regularly review

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- Services in facilities such as
  - Scope: terminals, shunting services fuelling facilities, stations, light maintenance, port facilities, etc.
  - Charging: not exceed the costs of providing the service plus a reasonable profit

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- Additional services and ancillary services
  - Scope: traction current (separate invoice, different for using electrical supply equipment!), contracts for dangerous goods and assistance in running abnormal trains, telecom network, supplementary information, technical inspection of rolling stock, ticketing, heavy maintenance
  - Charging: if only one supplier: not exceed the costs of providing the service plus a reasonable profit. More than one supplier: market price

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Thank you for your attention

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