



# **SIMPLICITY, TRANSPARENCY AND PREDICTABILITY OF TRACK ACCESS CHARGES**

**Brussels, 28th March 2017**

## CURRENT POSITIONS

Track Access Charges are increasing. But Quality is decreasing!

IM does not keep its costs under control, which increases charges passed on to RUs

RUs are being over-charged for direct costs

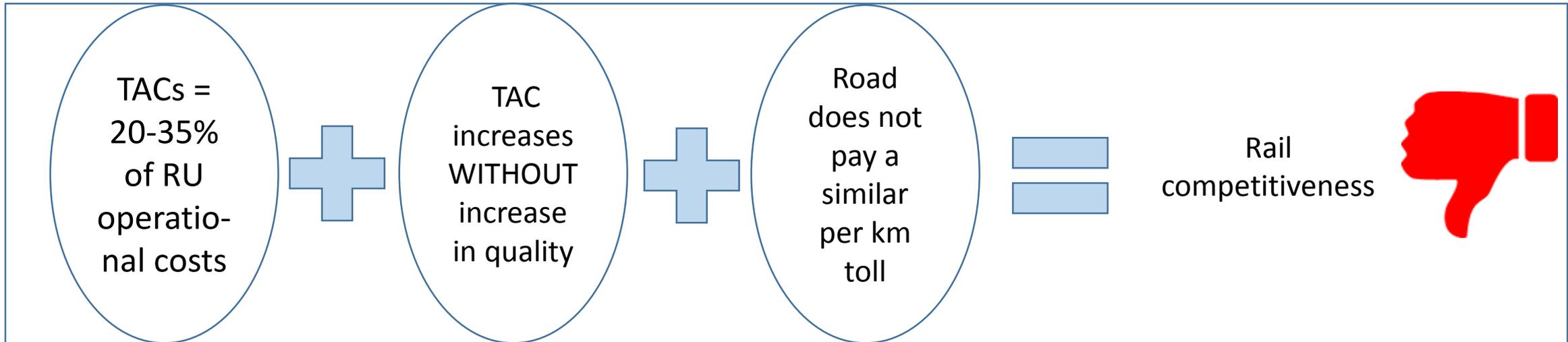
Charges are designed in such a way that they discriminate against the IM daughter company's competitors

Limited transparency leads to suspicion that TACs are used to cross-subsidise IM daughter companies

The level of access charges is critical to rail's competitiveness and can be a key barrier to modal shift!

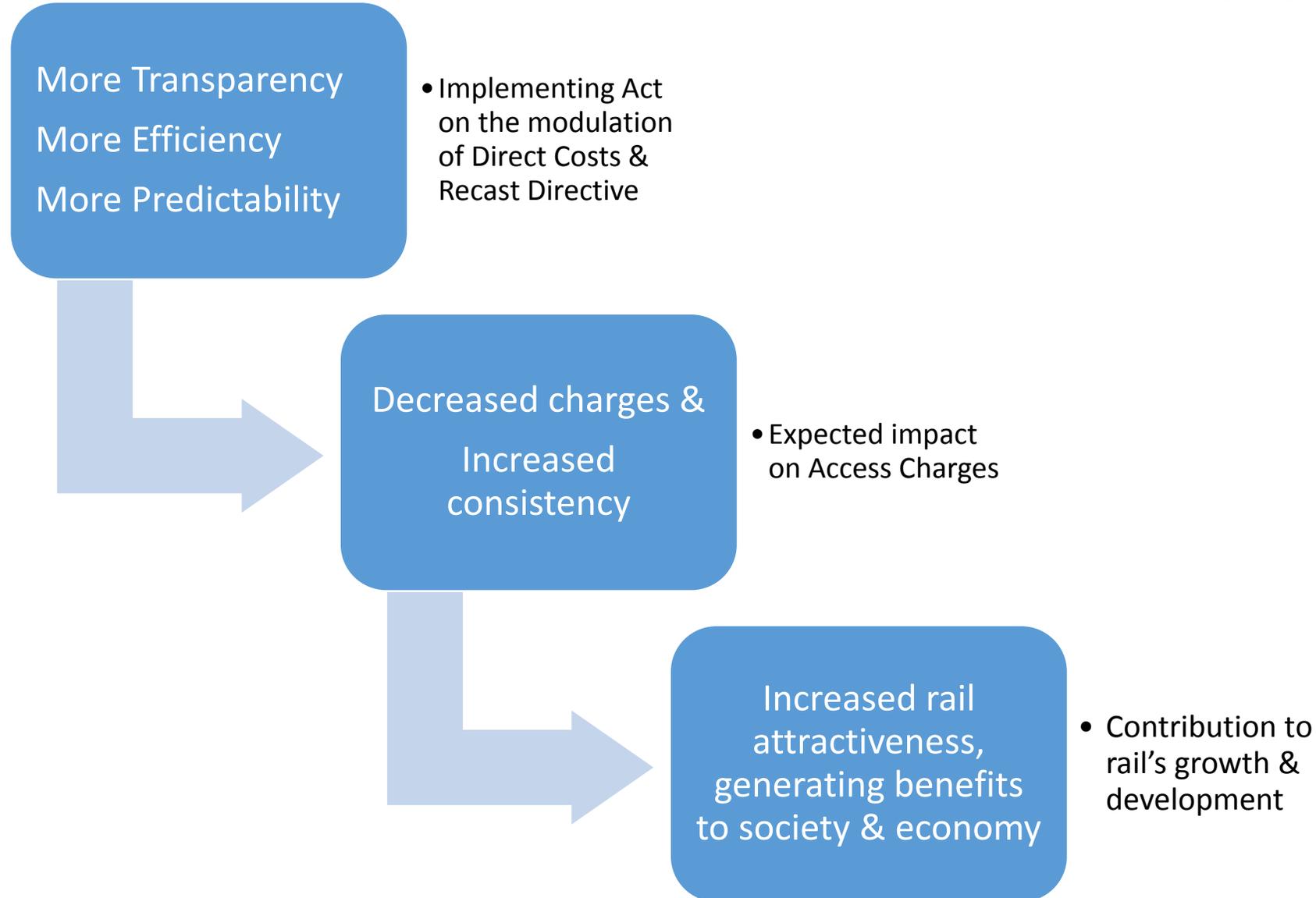
Charges vary considerably from one EU country to another

## HOW DO ACCESS CHARGES IMPACT THE RAIL BUSINESS?



**How can IMs best support RUs in keeping their costs down, and maintain rail as an attractive transport option for end customers?**

## NEW EU RULES ON ACCESS CHARGES



## COMPLIANCE WITH NEW EU RULES



We expect IMs to reconsider their access charges in order to:

- Ensure transparency about the composition of direct costs
- Ensure transparency for identifying any applicable mark-ups based on the « market can bear test »

We expect MS to consider ways to incentivise IMs to reduce costs of providing infrastructure and the level of access charges (Directive 2012/34/EU Article 30, paragraph 1)

- Important principle, but limited understanding of how to apply it
- Experience from members that charging reviews usually result in access charges increasing. Currently limited incentive to reduce level of access charges.

## WHAT BEST PRACTICE CAN BE SHARED?



ERFA is undertaking a project:

- To measure comparable charges in different countries
- To identify best practice
- To identify worst practice

We welcome further engagement with IMs to share the results of our findings!



THANK YOU