



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

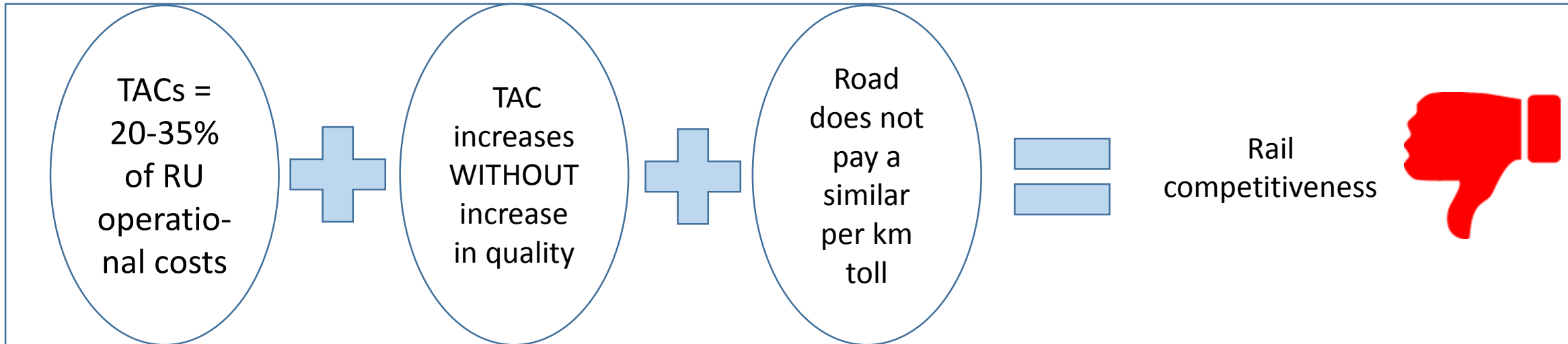
Charges are designed in such a way that they discriminate against the IM daughter company's competitors

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!

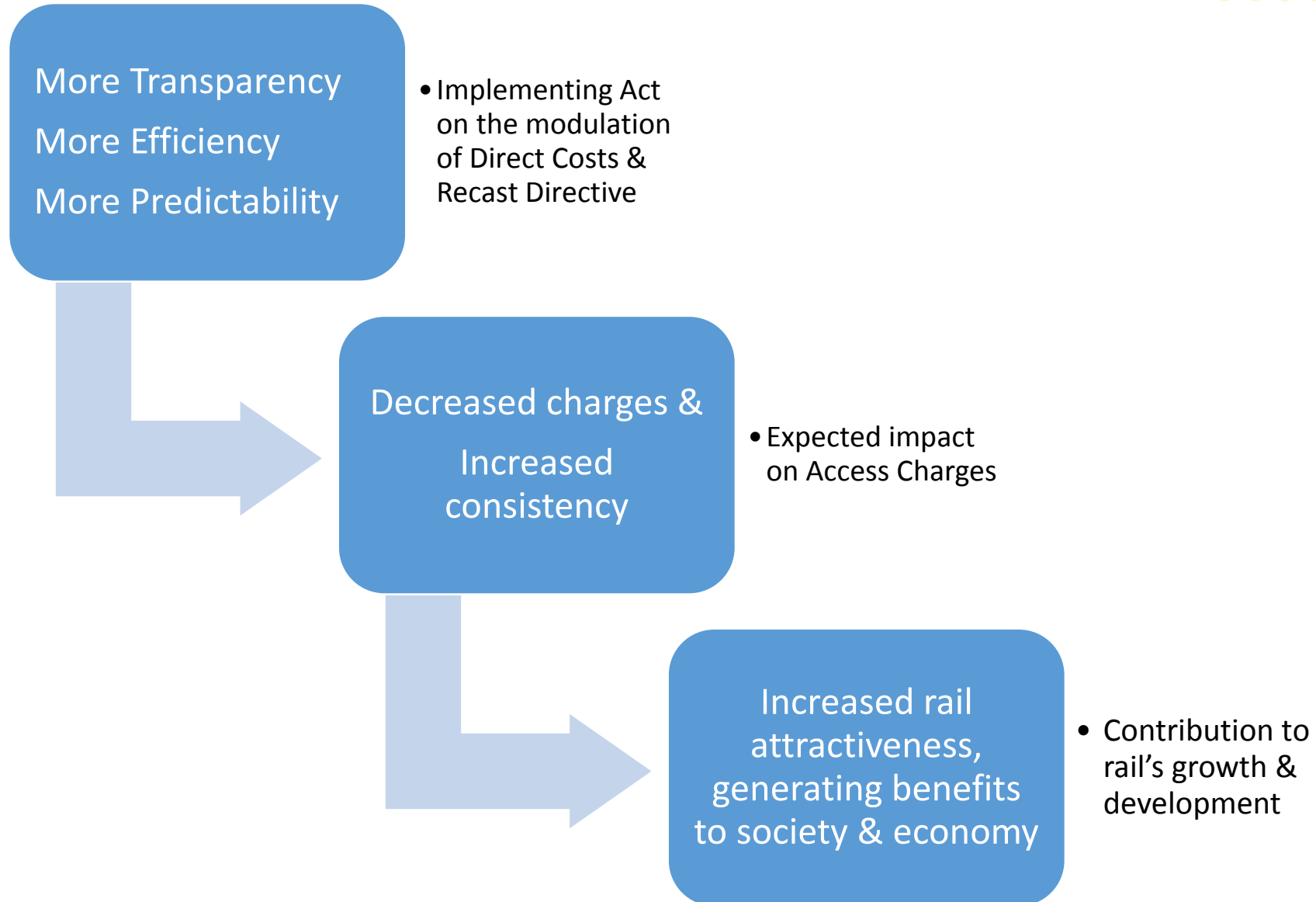
Charges vary considerably from one EU country to another

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