



## What the EU framework offers

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“How to reduce access charges for rail and improve the competitive offer?”

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## Transparent legal basis for track access charges

**Directive 2012/34/EU** establishing a single European railway area

Article 30: infrastructure costs and accounts

Article 31: charging principles

Article 32: exemptions (mark-ups) and market segmentation (Annex VI)

Article 33: discounts

Article 34: compensation schemes

Article 35: performance scheme

=> Charging schemes shall be calculated by the IM taking into account national subsidies, Regulatory Bodies are in place to examine the national schemes.

**Implementing Regulation 909/2015** on the modalities for the calculation of costs directly incurred as a result of operating the train service

Transposition deadline for the Directive was 16.06.2015; phasing-in plan (as per Implementing Regulation) not later than 03.07.2017.

Network statements (charging systems) and timetable process



## What constitutes charges

- **Mark-ups according to Art. 32 (1)**
  - => Mark-ups need to guarantee the optimal competitiveness of the market segments (of the rail market).
  - => decision of the Member State to apply or not to apply, related to amount of funding provided to the IM.
    - Applied in AT, DE, EE, ES, FR, IT, HU, UK
    - to come: BE, LV, NL, PT
    - Not applied BG, CZ, DK, EL, FI, HR, IE, LU, PL, RO, SE, SL, SK, LT
- **Article 33 Discounts**
  - Limited to actual saving of administrative costs by the IM.
  - Time limited discounts for new rail services.
- **Article 34 Compensation schemes for environment costs**  
Member States may put such schemes in place, if costs of other modes exceed the costs of rail.
- **Article 35 Performance scheme** to minimize disruption and improve the performance of IM and RUs.

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## Initiatives to enhance rail freight in Europe

- Benefits of the European charging scheme:
  - European framework exists: Directive and Implementing Regulation harmonize charging framework and principles.
  - Charging schemes are developed by IMs and examined by Regulatory Bodies on the basis of European and National law.
  - DG MOVE is working with IMs on charging issues (KPIs on charging in PRIME) and putting IMs and Regulatory Bodies in contact.
- European rail freight corridors
  - Coordination of the capacity offer
  - Coordination of maintenance works
  - Handbook on Contingency Management
- Addressing interoperability ('Issues Logbook')
- Exchange of information on train estimated time of arrival (ETA)
- Redesign of the international timetable process (TTR)
- Last mile portal
- Service facilities
- Annex VII

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**Thank you for your attention.**

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