

**PRIME-ENRRB
Charging Workshop
Brussels**

2017-02-03

**Trafikverket's
charging system**



TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

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Strategic Development**



Charging - strategy

- Conditions in SERA-directive (incl. implementing acts) and national railway act
- Trafikverket is the one who decides on the level and structure of charges within the framework of legislation, state funding and grants
- Revenues from the track access charges are used to fund operation, maintenance and renewals (finance only a part).
- Trafikverket has a long-term plan for the track access charges (2014 - 2025), with raised charges. The charges should serve as an instrument for increased robustness, efficient capacity utilization and improved punctuality.

- Robustness
- Efficient capacity utilization
- Punctuality

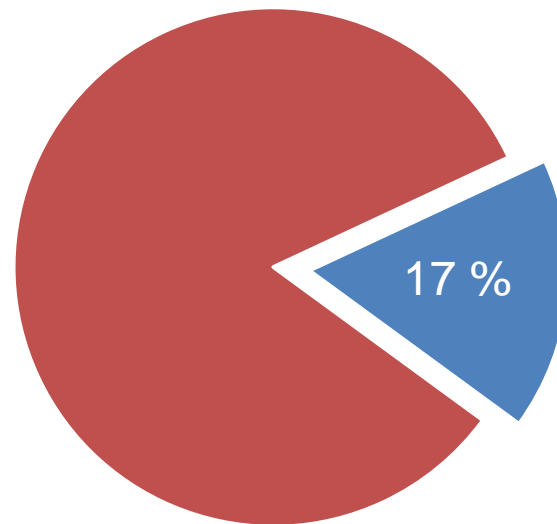
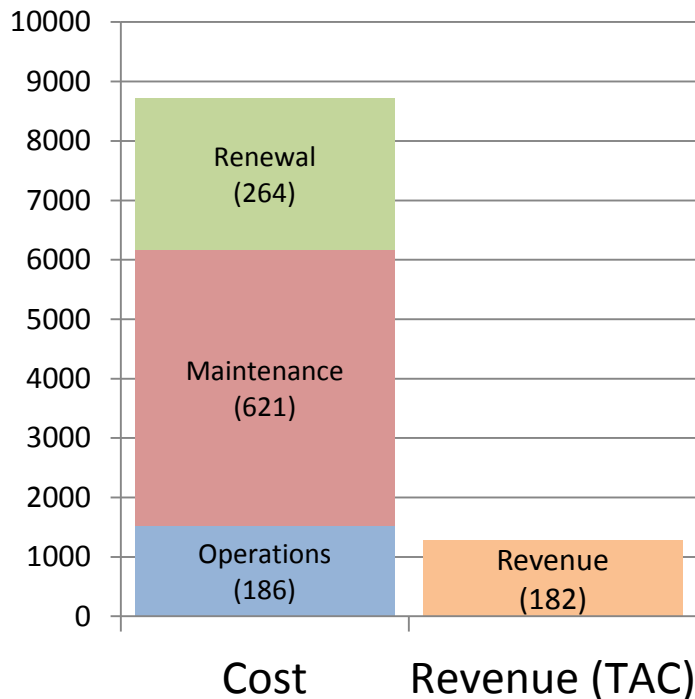


Track access charges

Performance scheme

Track access charges (TAC) and cost of infrastructure

How much do we spend on infrastructure management and how do we finance it? Revenues from TAC in relation to cost of infrastructure during 2016. Million Euro in price level of 2016.



TAC contribute approx. 17 % to cost recovery

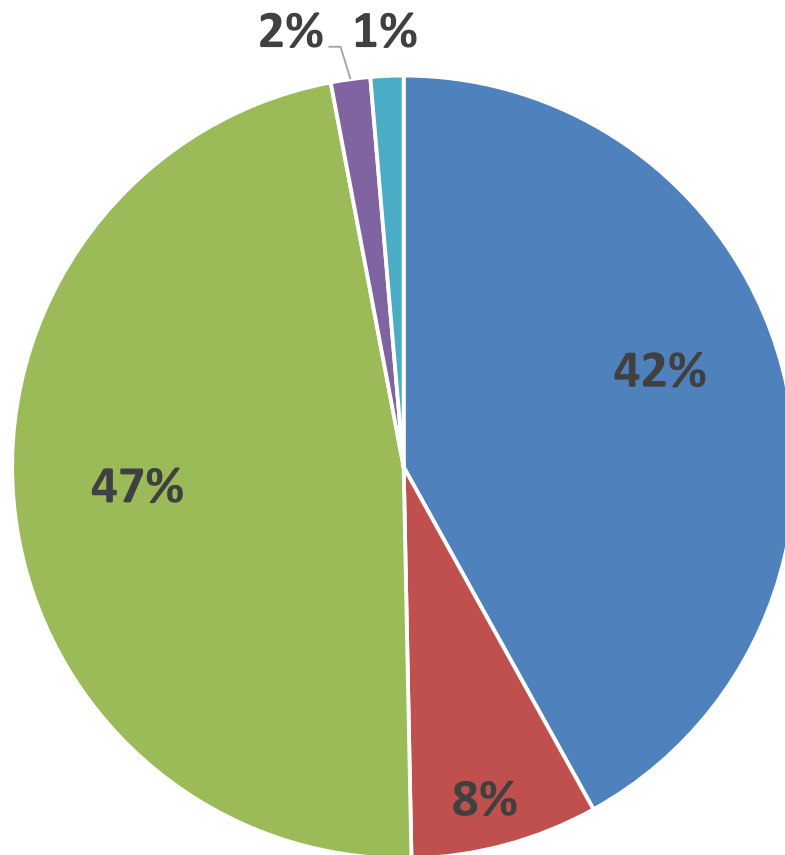
83 % of total cost is financed by appropriation

Track access charges - parameters

Parameters for Track access charges (TAC)

- Track charge (*per gross tonne kilometre*)
- Train path charge (*per train kilometre*)
- Passage charge in Stockholm, Gothenburg and Malmö (*per passage*)
- Passage charge for freight traffic crossing Öresund Link (*per passage*)
- Emissions charge (*per litre fuel/gas*)

Revenues from track access charges (TAC) 2016



Total: Euro 182 million

- Track charge
- Passage charge in S, G and M
- Train path charge
- Passage charge Öresund link
- Emissions charge

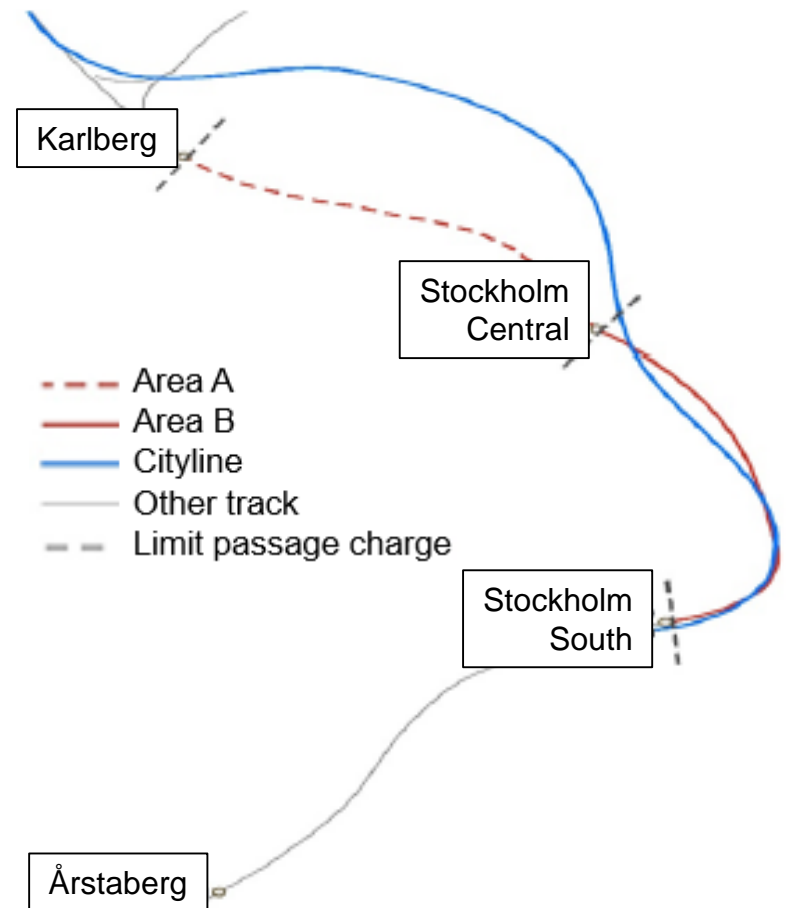
Track charge

- Is levied per gross tonne-kilometre and are differentiated to reflect variations in wear and tear characteristics between different trains.
- The charge level is based on the maximum axle load of the train. Train with higher axle load thus pay a higher track charge.
- Track charge is not imposed for traffic covered by the passage charge for freight traffic across the Öresund Link.

	Highest axle load	Charge (2017)
Freight traffic and service trains	≤ 20 tonne	SEK 0,0056 per gross tonne-kilometre
	> 20 tonne ≤ 22,5 tonne	SEK 0,0070 per gross tonne-kilometre
	> 22,5 tonne ≤ 25 tonne	SEK 0,0077 per gross tonne-kilometre
	> 25 tonne	SEK 0,0084 per gross tonne-kilometre
Passenger trains	≤ 20 tonne	SEK 0,0140 per gross tonne-kilometre
	> 20 tonne	SEK 0,0154 per gross tonne-kilometre

Passage charge

- Passage charge is imposed for the allocated train paths on parts of the railway network in Stockholm, Gothenburg and Malmö.
- On non-holiday weekdays, Monday – Friday; 06.00 – 09.00 and 15.00 – 18.00.
- The charge is levied even if the allocated train path is only partially within the specified times. If several of the areas are traversed, the charge is levied for each stretch of line.
- Level of charge: 416 SEK (2017)



Passage charge Öresund Link

- Swedish part of the link.
- A passage charge is levied for freight traffic crossing the Öresund Link
- Charge: SEK 2 980 (2017)
- Track charges and train-path charges are not imposed for freight traffic crossing the link.



Emissions charge

- Based on the socioeconomic costs in terms of environmental and health effects generated by the operation of an additional train.
- Reflects the cost of emissions of carbon dioxide, nitric oxides, sulphur dioxide, hydrocarbons and particulates.
- Level of charge depends partly on the engine's environmental classification and partly on the amount of fuel consumed.

Emissions charge	Charge compression-ignition engine		Charge spark-ignition engine	
	SEK/litre ⁽¹⁾	SEK/m ³ ⁽²⁾	SEK/litre ⁽¹⁾	SEK/m ³ ⁽²⁾
Locomotive, base	3,20	3,76	2,14	2,71
Locomotive, environmental classification Stage IIIA	2,07	2,43	2,07	2,43
Locomotive, environmental classification Stage IIIB	1,66	1,95	1,66	1,95
Railcars, base	3,13	3,68	2,07	2,62
Railcars, environmental classification Stage IIIA	1,72	2,02	1,72	2,02
Railcars, environmental classification Stage IIIB	1,42	1,66	1,42	1,66

¹ Liquid fuel

² Gaseous fuel

Reservation charge (implementation during 2017)

- In the case of allocated capacity for train paths cancelled by railway undertakings (applicants), a reservation charge is imposed.
- Reservation charge is only imposed for causes for which the railway undertaking is directly responsible.
- The cancelled capacity is measured in relation to the agreement signed between Trafikverket and the applicant, including capacity to be allocated in the ad hoc process.

Period of time	Passenger traffic (passenger train)	Freight traffic
Between 48 days and 15 days prior to the planned departure time at the departure station	20 % of the train path charge	10 % of the train path charge
Between 14 days and 24 hours prior to the planned departure time at the departure station	40 % of the train path charge	20 % of the train path charge

More information

You can find more information about the Swedish railway network and Trafikverket's services on the website and in Trafikverket's network statement: www.trafikverket.se

