



# PRIME 10

12 June 2017

Sopron, Hungary

**Feedback from PRIME –ENRRB  
Dialogue  
Workshop on charging systems**

## Calendar

- PRIME-ENRRB plenary meeting in Turin / decision on joint workshop hosted by EC 11.10.2017
- Joint workshop on track access charges in Brussels 03.02.2017
- *10<sup>th</sup> PRIME /proposal for decision on establishment of PRIME charges sub-group* 12.06.2017
- 3<sup>rd</sup> PRIME-ENRRB plenary meeting in Warsaw, hosted by PLK 12.10.2017

## Why workshop?

- The purpose of the workshop was to bring together the regulators (European Network of Rail Regulatory Bodies – ENRRB) and rail infrastructure managers (PRIME) to discuss and share experiences on the application of infrastructure charging principles, in particular market segmentation, use of mark-ups and cross-border coordination

# Workshop program

- Part 1 Introduction (presentations, discussion)
  - Overview of charging schemes applied in different Member States – IRG-Rail
  - Charging parameters – Infrastructure Managers Track Access Charges 2016 – PLK
  - Charging system – Trafikverket
  - Essential Functions Body – CIE (Ireland)
  - Track access charges law 38/2015 – ADIF
- Part 2 How to approach the challenge of introducing a mark-up system and defining mark-ups? (presentations, discussion)
  - Developing mark-ups in Poland – PLK
  - Redesigned charging system 2018 – DB Netz, German Regulator
  - New charging system – RFI
- Part 3 Mark-ups in the perspective of creating a single European rail area (discussion)

## Workshop conclusions

- Getting necessary data for defining market segments and their ability to pay is a challenge which needs involvement of regulators (operators data)
- Cooperation on mark-ups is particularly relevant to support competitiveness of rail freight
- Precondition for coordination of mark-ups is the existence of one or more segments for international traffic; currently the case in very few countries
- The level of charges depends on the type of traffic on the network, geopolitical and economic conditions and therefore it can not be expected to be fully harmonized across Europe
- Implementation of Article 37 (Directive 2012/34/EU) concerning coordination requirements is still a challenge and requires close attention in the future

## Summary and next steps

- Workshop was attended by 16 regulatory bodies, 11 infrastructure managers, 2 associations of infrastructure managers and EC
- Charging systems in many countries are undergoing a review and workshop was a good occasion to share challenges and best practices on how to develop an effective charging system
- Adaptation of charging systems is not a one-off exercise and it needs regular dialogue between the regulator and infrastructure manager as well as consultations with users
- The regulatory bodies and infrastructure managers found that charging issues are appropriate topics for common discussions and cooperation
- The regulatory bodies continue working on charging related issues in ENRRB
- **The infrastructure managers would equally benefit from cooperation – a proposal to continue working on charging related issues in a new PRIME charges sub-group**