



NETZE



Status and considerations

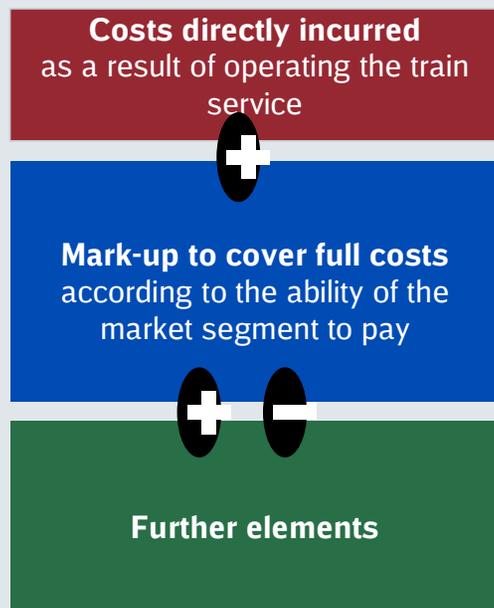
Session B – How to harmonise TACs?

19 March 2021 | 21st Florence Rail Forum

EU Directive 2012/34 defines common principles for infrastructure charges

Basic logic according to EU Directive 2012/34

Basic elements



Costs directly incurred as a result of operating the train service (marginal costs)

- Each customer has to bear the costs which he directly causes

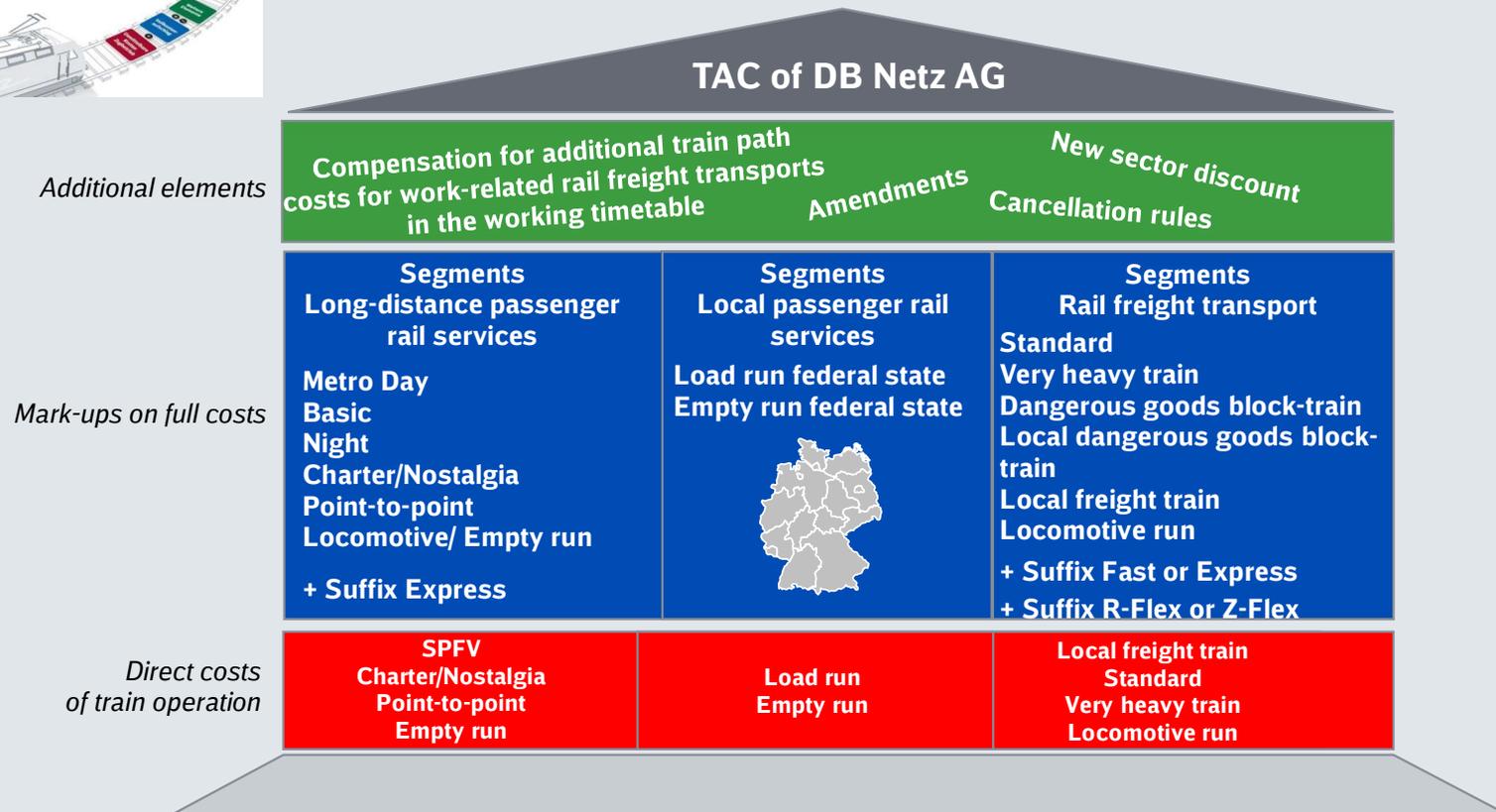
Mark-up to cover full costs according to the ability of the market segments to bear costs

- Remaining costs are divided among all users to maximise market demand
- The level of the mark-up it is based on the ability to pay of the market segment and shall not exclude the use of infrastructure by market segments
- Necessary to secure sufficient funds to finance the infrastructure

Further elements (incentive components of behaviour control)

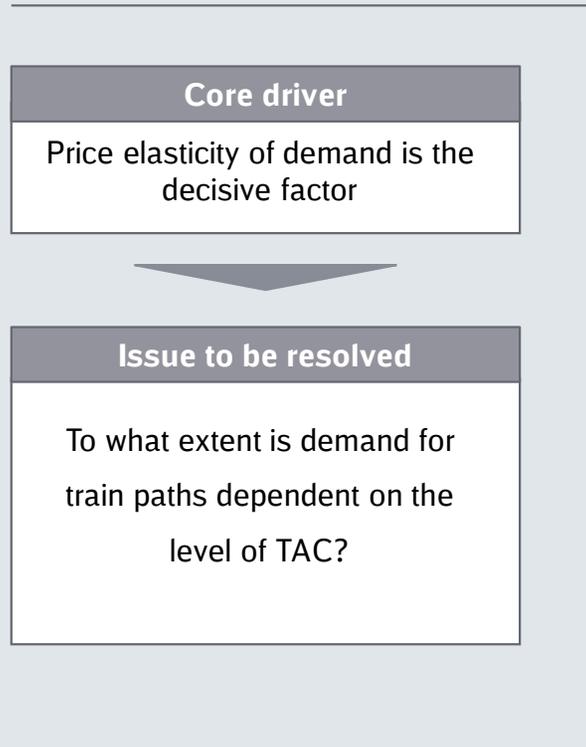
- Additional charges defined by the law reflecting e.g. the costs of environmental effects, scarcity of capacity, investments...

Track Access Charges of DB Netz AG

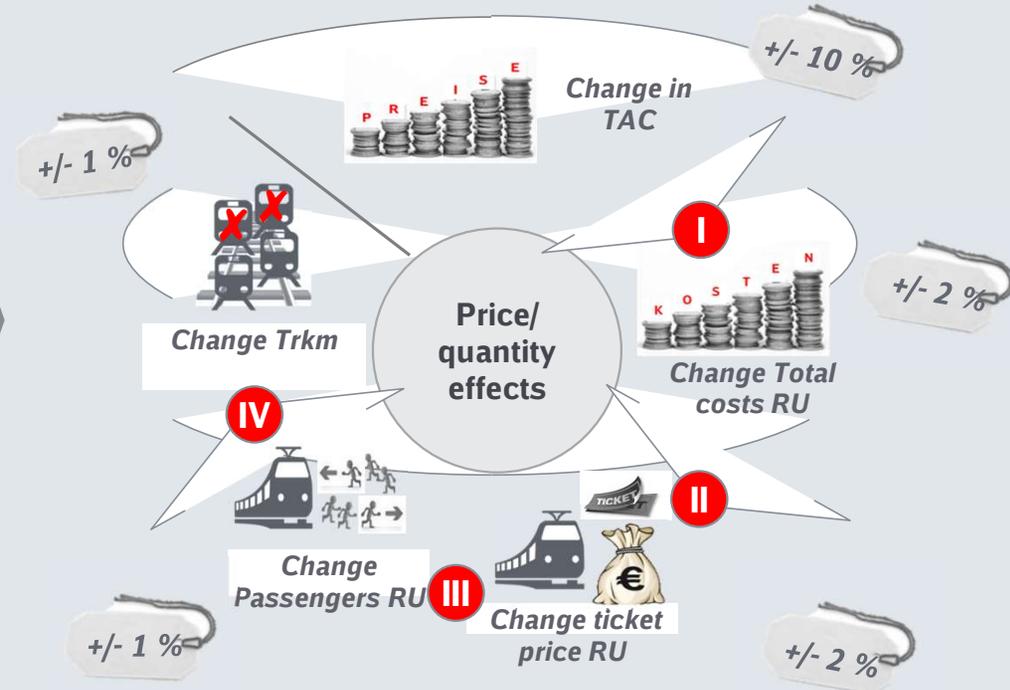


To measure the relative economic viability, the reaction of end customers in the event of price adjustments is decisive

Determination relative economic viability



Reaction of RU/ end customers



Segments in long-distance passenger traffic are based on segmentation criteria

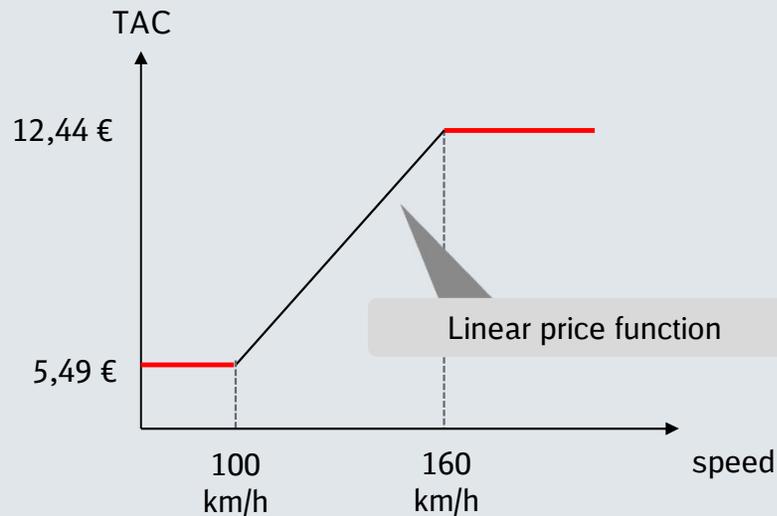


* 9 am to 8 pm at week-ends

** 6 am to 9 pm at week-ends

*** btw. 100 km/h and 160 km/h charges are based on average speed

Additionally, in the "Metro Day" segment the TAC depends on the speed of the traffic concerned



- Calculation of the **Ø speed takes** place per **metro section**
- **Avoidance of TAC jumps** through linear price function between 100 and 160 km/h

* Metropolitan stations are all stations with a daily public passenger volume of at least 50,000 passengers. These can be found in Exhibit 6.0 of the 2021 Network Statement.

** High-volume border crossing points are all border crossing points of DB Netz AG to foreign countries via which more than 5,250 long distance passenger trains were routed. These can be found in Annex 6.0 of the Network Statement 2021.

*** Unless they are Charter/Nostalgia services, Point-to-Point services, or Locomotive and Empty runs.

Metro Day



All train path uses of the long-distance passenger traffic, which

- between at least two metropolitan stations* and/or high-volume border stations** and
- operate from 6:00 a.m. to 8:00 p.m. Monday through Friday, excluding federal holidays, and from 9:00 a.m. to 8:00 p.m. Saturday through Sunday and on federal holidays***.

High-volume border concept is used when metropolitan areas are located on foreign infrastructure

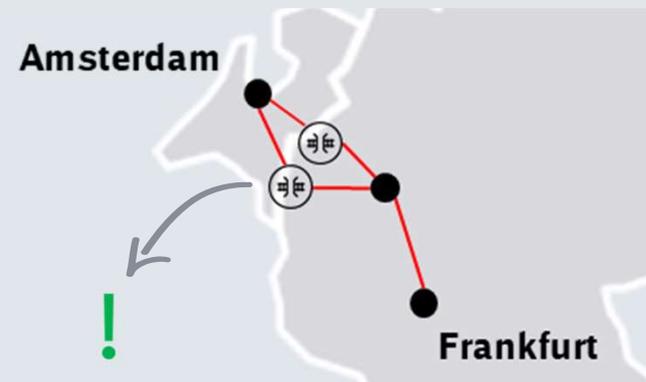
Challenge:

No information on traveler numbers on foreign infrastructure



Solution:

High-volume border points as "proxies".



- DB Netz has information on train numbers at border operating points
 - Threshold value for high-volume border points: 5,250 SPFV trains/year
 - Derivation: 2-hour cycle 365 days/year
- Comparison the national metropolitan concept:
 - Each stop between two metropolitan stations is assigned to the metro segment, regardless of whether passengers travel to the metropolitan station
 - Similarly, any train that crosses a high-volume border point is assigned to the metro segment, regardless of whether it travels all the way to the foreign metropolis

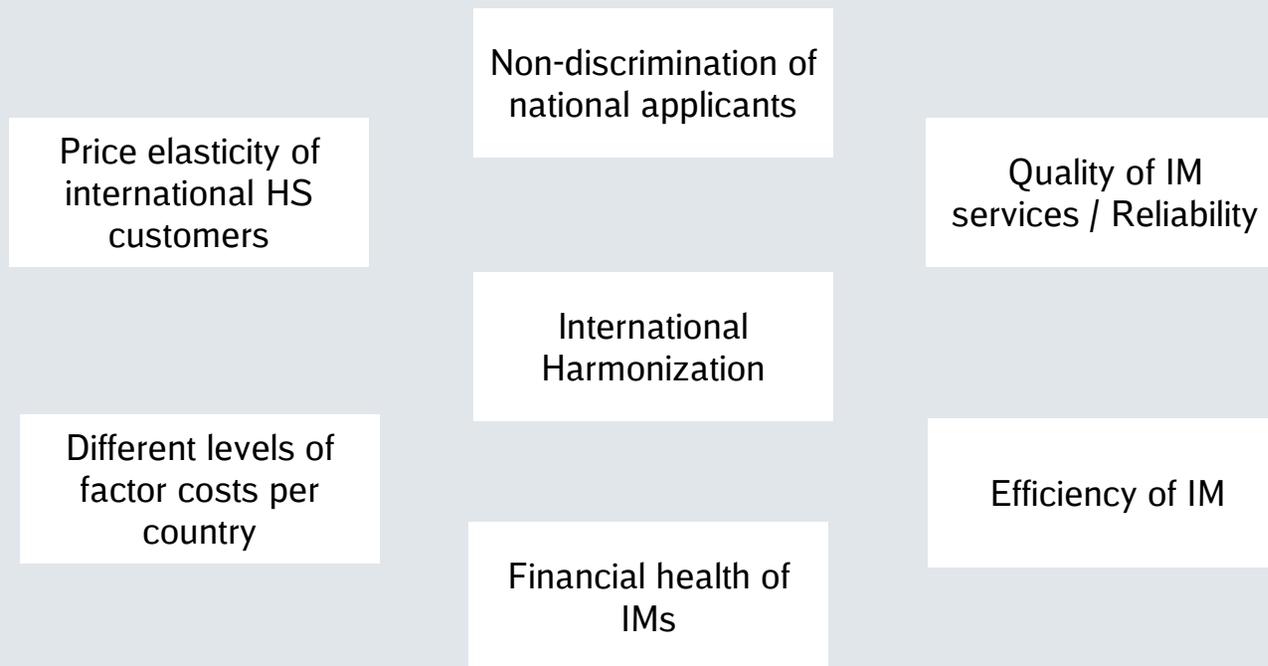
Approved TAC 2021 for long-distance passenger rail services

TAC 2021 – Charges for long-distance passenger rail services [EURO/Train-Path Kilometer]

	Segment	Marginal costs	TAC 2021
	Metro Day > 160¹	1,226	12,44
	Metro Day ≤100*	1,226	5,49
	Basic	1,226	4,88
	Night	1,226	2,68
	Charter / Nostalgia	0,757	2,71
	Point-to- point	1,226	3,37
	Empty-/ Locomotive	0,709	2,71

¹Transports with an average speed greater than 160 km/h have a charge of 12,44 EUR/trkm, transports with an average speed of 100 km/h or less have a charge of 5,49 EUR/trkm. In between, the charge increases linearly with the speed.

Harmonization is just one criterion for pricing

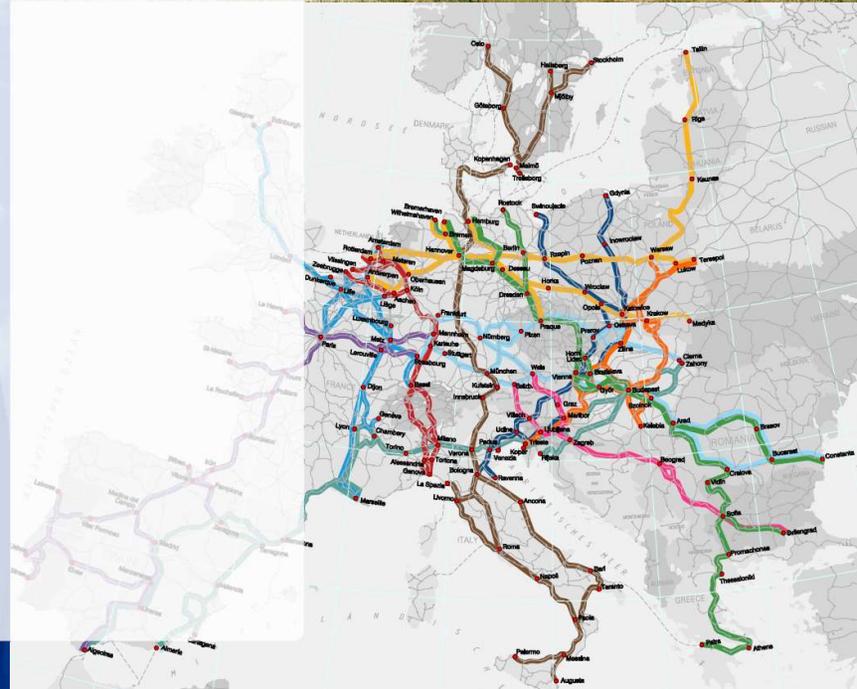




Track access charging for international passenger traffic

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Point-to-Point, Night and Charter/Nostalgia specifics

Night



- Market segment night includes all transports that either:
 - Operate in the **period from 11 pm to 6 am, or**
 - run through the **entire period from 11 pm to 6 am, including any non-German train running portions, without a commercial stop**, extended by the first commercial stop before the start and after the end of the night period

Charter/ Nostalgia



- All train paths of the SPfV that are offered for a specific purpose that is the same for all participants and is pursued in common
- Intermediate stops only for embarking and disembarking and for changing train crews.
- Train paths may not be used more than 30 times in a working timetable period.
- All historic services (e.g. services with steam locomotives or with traction units older than 50 years)
- Can only be ordered in the ad-hoc services/ timetable

Point-to-Point



■ Criteria for delimitation

- All long-distance passenger traffic between 6:00 a.m. and 11:00 p.m. (otherwise automatically night)
- **No ordered connections** at any of the passenger stops served
- **Max. 4 trips per traffic day and direction**
- **Timing flexibility in timetable construction**(+/- 30 min related to departures and arrivals)
- **Less than 130 km/h average speed between metropolitan stations** according to scheduled timetable