



Track access charges in EU - case study of 3 markets

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Brussels, ERFA GAM 2016, 15 March 2016



EU Target

**„30% of road freight over 300 km
should shift to other modes
such as rail or waterborne transport
by 2030”**

Source: Transport White Book, European Commission, 2011

Directive 34 – applied?

„(...) the charges for the minimum access package (...) shall be set at the cost that is directly incurred as a result of operating the train service”

Article 31 point 3, directive 34/2012/EU (recast)



In progress

Wording copied from the Recast

*(„**at the cost** that is directly incurred as a result of operating the train service”)*



In progress - doubts on wording

RUs involved in consultations



In progress - inadequate wording

*Ongoing amendment in "Act of Railways" „**including** cost incurred" (not: „**at the cost** incurred")*

Access charges for Freightliner trains case study (1/2)

Assumptions

- **Intermodal train** 1700 tonnes
- **Distance** 1 km



Access charges for laden train (per 1000 tonnes - km)

1,52 EUR

1,88 EUR

2,62 EUR

Access charges for Freightliner trains case study (2/2)

Assumptions

- **Bulk train** 3500 tonnes (PL & DE), 2000 tonnes (UK)
- **Distance** 1 km



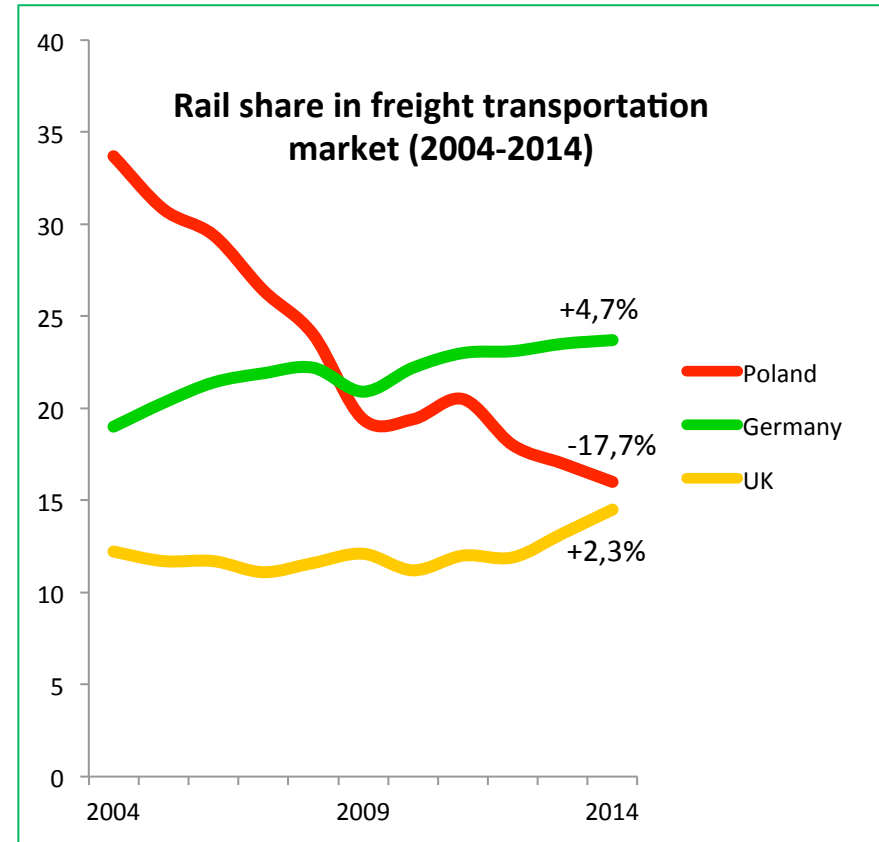
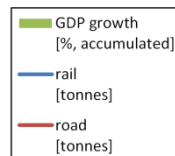
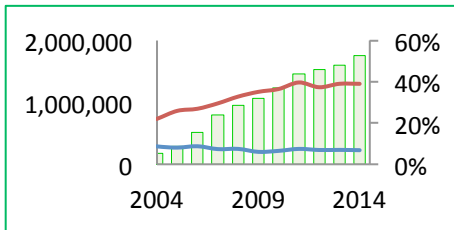
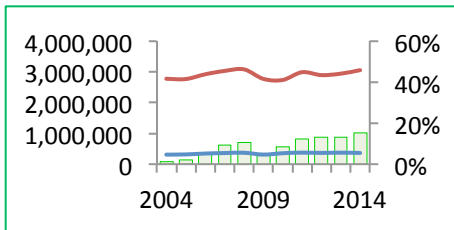
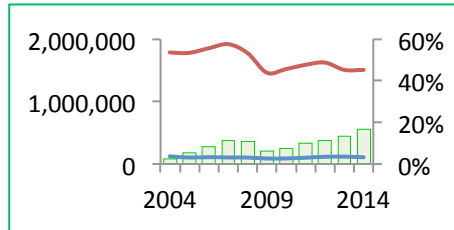
Access charges for laden train (per 1000 tonnes - km)

2,36 EUR

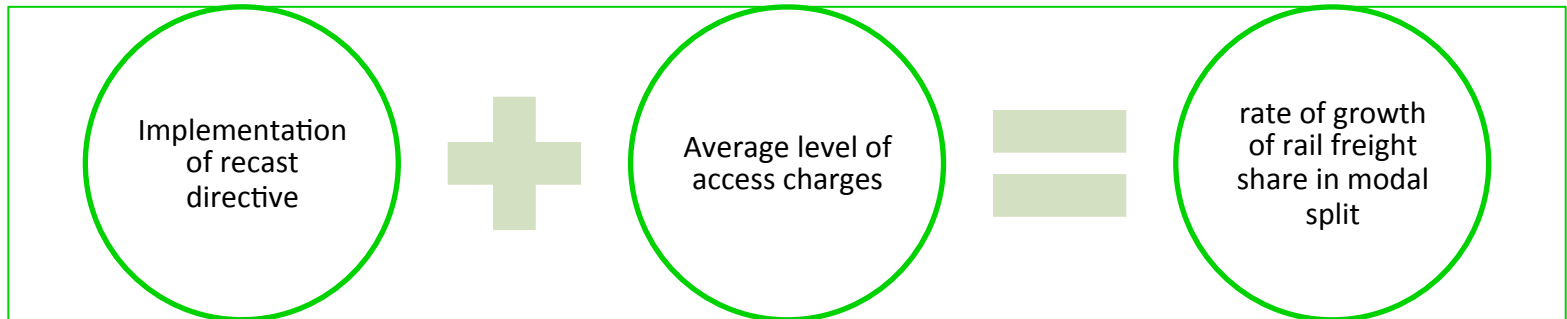
1,21 EUR

1,91 EUR

Rail freight share in modal split – rate of growth



Conclusions



*change of rail share in freight transportation market (2004-2014)

Conclusions

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should shift to other modes
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by 2030”**

Source: Transport White Book, European Commission, 2011

**Only full and fair implementation of recast
directive and competitive access charges assure
meeting the Target**