



Annex 1

Main features of pricing systems used in the European Union

Paragraph 13 (3)k of the Joint Decree No 83/2007 (X.6)GKM-PM on frameworks of the networks access charging system and basic regulations of determination and implementation of network access charges stipulates that VPE shall take into consideration practices used by states being party to the Agreement on the European Economic Area.

In order to judge the competitiveness of international rail freight and passenger transportation, VPE primarily monitors the charging practices used by surrounding countries (with special regard to Austria, the Check Republic, Croatia, Rumania, Slovakia, Slovenia).

For studying the charging practices in the surrounding countries, network statements published on the homepages of European rail infrastructure managers and capacity allocating bodies provide help.

European network statements have a unique structure. Study of charging practices will base on services and their charges published by network statements for the given timetable year.

No standard European practice exists when compiling the Charging Methodology in effect from the 2015/2016 timetable year.

Several methodologies have been established and used for determination of network access charges:

- marginal cost: price of the (minimum) service amounts to the marginal costs of the service (Holland applies, for example, that type of charging)
- charging on the basis of social marginal costs: principle is the same as that of the previous one, but also some external costs are included (such as pollution) (charging methodology of individual Scandinavian countries applies this)
- marginal cost+: charging is based on marginal costs but clients using the services have also to pay mark-ups in order to reduce state contributions (several Western-European countries have used this model type)
- full cost: charging is based on determination of all (justified) costs (it is typical for a few of Eastern-European countries that they use a system not requiring state subsidy)
- full cost-: principle of charging is the same as that of the previous one, but in order to reduce charges, state covers a certain part of the costs of the infrastructure managers, the rest of costs must be covered by charges (this type of charging has been implemented in practice by several central-European countries such as Hungary)

Basis of charges in the surrounding countries (based on published Network Statements available):

Basis of projection for charges						
	Gross ton km (incl. rolling stock)	Gross ton km	Train-km	Train-type	Line- type	Charge for environme ntal impact-
Austria¹		x	x		x	
Check Republic²		x	x	x	x	x
Croatia³		x	x	x	x	
Romania⁴			x	x	x	
Slovakia⁵		x	x	x	x	
Slovenia⁶	x	x	x	x	x	

¹ Source:

http://www.oebb.at/infrastruktur/en/_p_Network_Access/NetworkStatement/02_DMS_Dateien/_Network_Statement_2013.jsp

² Source: <http://www.szdc.cz/en/soubory/prohlaseni-o-draze/2013/prohlaseni-2013.pdf>

³ Source: <http://www.hznet.hr/network-statement02> (NS 2013)

⁴ Source:

http://testcfr.infofer.ro/index.php?option=com_content&task=view&id=22&Itemid=55&limit=1&limitstart=1 (NS 2010)

⁵ Source: http://www.zsr.sk/anglicky/railways-infrastructure/marketing/network-statement/network-statement-2013.html?page_id=1943

⁶ Source: http://www.slo-zeleznice.si/uploads/SZ/program_omrezja_2013_EN/NS_2013_0.pdf