

2022/2023	Hungary		Austria		Croatia		Germany	
	Service name	Calculation method	Service name	Calculation method	Service name	Calculation method	Service name	Calculation method
Basic services	Ensuring of train path	(charge+mark-up)*train km	Minimum access package	train km and gross tonne km component: (charge+mark-up)*train km (charge+mark-up)*gross tonne km	Minimum access package	freight trains: $C = [\sum (TR_i * L_i * I * C_{elim} + \{l_{el} * C_{el}\})] * S$ passenger and loco trains: $C = (T + d_{el}) * \sum L_i * I * C_{elim} + \{l_{el} * C_{el}\}$ C = Minimum access package charge TR_i = weight category of train path in freight transport T = train path equivalent d_{el} = additional charge for the use of tilting technique L_i = line parameter I = train path length (km) C_{elim} = basic price (passenger trains, freight trains) l_{el} = length of train path with electric traction (km) C_{el} = additional charge on trainkm price for the train path with electric traction S = coefficient for the single wagon load train	Minimum access package	Train path charge = Echarge for minimum access package (for segments) * train path kilometres Minimum access package = $uKZ + VKA + wE$ (fee for segments + mark-ups +/- other) uKZ = direct costs of train operation per market segment VKA = surcharge to cover the full costs wE = possible additional elements
	Running of train (train km)	(charge+mark-up)*train km		Track access charges = train km component per market segment + gross tonne km component per market segment +/- reductions/supplements				
	Running of train (gross tonne)	(charge+mark-up)*gross weight*km		Reductions/supplements : - Traction unit factor - Supplement for congested rail infrastructure - Performance Regime (punctuality)				
	Use of catenary system	(charge+mark-up)*km						

2022/2023	Italy		Romania		Slovakia		Slovenia	
	Service name	Calculation method	Service name	Calculation method	Service name	Calculation method	Service name	Calculation method
Basic services	Minimum access package	Access Charge = A (wear and tear component) + B (markets segments' ability to pay component) $A = (\text{unit fee of weight classes} + \text{operating speed classes} + \text{overhead contact line}) * \text{km}$ $B = \text{unit fee per market segment} * \text{km}$	Minimum access package	IAC IAC = \sum IAC section IAC section = IAC tannage + IAC circulation+ IAC electrification Tonnage IAC = $Km * Ttsn [1 + (\text{Gross tonnage} - Tmin) * Ft]$ Traffic IAC = $Km * (Tc + Ttse)$ where: Ttsn – charge depending on the tonnage for each category of non-electrified sections Tmin – gross tonnage starting from which the tonnage factor is applied Ft – tonnage factor (correction coefficient to be applied to the gross train tonnage) Tc – traffic charge depending on the distance for each section category Ttse – applied for the line sections equipped with electrification systems only for trains with electric traction	Minimum access package	$Ump = U1 + U2 + U3 + U4$ (Maximum charges of minimum access package) in 5 line categories $U1$ = Maximum charge for ensuring of train path (€/vkm) $U2$ = Maximum charge for traffic control and management (€/vkm) $U3$ = Maximum charge for infrastructure capacity (€/1000 gtkm) $U4$ = Maximum charge for use of catenary system (€/1000 gtkm)	Minimum access package	(5.2) Total access charge (U) is determined by the following formula: $U = Up - Us + Um + Ud$ where: U– Access charge total Up– Access charge calculated under service packages P1, P2, P3 and P4 Us – Incentives Um – Mark-ups Ud– Duties
	Border sections and connecting stations with Foreign Networks	access charge to network connecting stations (fix fee for trains) + usage charge* trainkm at border sections						$UP1 = CP1 + \sum (KMi + PPI + Pti + Pli)$
	Connecting Stations with the Regional Network	fix fee for usage of stations for trains, without purchasing a path						UP1 – Access charge for carried out train path CP1 – Basic fixed access charge under Package 1 /CP21= EUR 2,01 KMi – Number of train km on a homogeneous line section (i) PPI – Route coefficient on a homogeneous line section (i) Pti – Train coefficient on a homogeneous line section (i) Pli – Tractive vehicle coefficient on a homogeneous line section (i)