

## APPENDIX 5.2

### SCALE OF MINIMUM SERVICES FOR THE 2026 TIMETABLE

NB: The enforceability of the RCTE-A pricing proposal is subject to the approval of the ART.

#### Appendix 5.2.1

**Scale of minimum services for passenger activities under contract**  
in Euros (current price, ex. VAT)

#### Appendix 5.2.2

**Scale of minimum services for passenger activities not under contract**  
in Euros (current price, ex. VAT)

#### Appendix 5.2.3

**Scale of minimum services for freight activities**  
in Euros (current price, ex. VAT)

#### Appendix 5.2.4

**Scale of minimum services for special charges**  
in Euros (current price, ex. VAT)

## APPENDIX 5.2.1

### Fees for the 2027 timetable

Scale of minimum services for passenger activities under contract  
in Euros (current price, ex. VAT)



Circulation charge (RC)				
<i>RC = (Unit price per thousand tonne-km x tonnage moved in kTBC* x distance travelled) + (Unit price per train-km x distance travelled)</i>	Unit price per thousand tonne-km (€ excl. VAT per kTBC-km)		Unit price per train-km (€ excl. VAT per train-km) <sup>1</sup>	
	On line UIC 2 to 6	On line UIC 7 to 9	On line UIC 2 to 6	On line UIC 7 to 9
Passenger trains running on conventional lines	5,560	1,921	0,649	0,524
Passenger trains on high-speed lines	1,663	-	0,273	-

\* kTBC = kilo complete gross tonne

Market Fee (RM)		
Annual fee per Mobility Organising Authority (AOM)	Amount (€ excl. VAT)	
Passenger trains operated under contract by an Organising Authority	Auvergne-Rhône-Alpes	125 228 754
	Bourgogne-Franche-Comté	55 771 482
	Brittany	20 817 216
	Centre-Val de Loire	59 884 625
	Grand Est	128 697 925
	Hauts-de-France	101 247 285
	Normandy	54 940 786
	Nouvelle-Aquitaine	62 867 547
	Occitanie	56 591 930

	Pays de la Loire	37 461 827
	Provence-Alpes-Côte d'Azur	48 010 459
	Ile-de-France Mobilités	539 615 034
	State (TET)	66 356 997

NB: In accordance with the principles of the NS, the RM is divided between the carriers operating on behalf of the AOMs and may be adjusted.

Access Charge (RA)				
Annual fee per Mobility Organising Authority (AOM)				
Amount of the package (€ EXCL. VAT)	Auvergne-Rhône-Alpes	203 321 235	Nouvelle-Aquitaine	230 042 399
	Bourgogne-Franche-Comté	202 565 124	Occitanie	197 021 857
	Brittany	64 782 340	Pays de la Loire	109 444 526
	Centre-Val de Loire	167 938 878	Provence-Alpes-Côte d'Azur	74 831 374
	Grand Est	280 694 726	Ile-de-France Mobilités	207 458 267
	Hauts-de-France	286 434 473	State(CDGX)	-
	Normandy	115 196 639	State (TET)	652 547 429

Saturation charge (RS)	
PU (€ excl. VAT) per train path whose route passes over the declared saturated section at declared saturation times	
Conventionnal passenger trains & Main Line	Not applicable

Electricity Circulation Charge (RCE)		
$RCE = \text{Unit price (PU)} \times \text{circulation distance}$		
PU (€ excl. VAT per electric train-km)	Electric traction convoys	0,291

Charge for the transmission and distribution of traction energy (RCTE - component A)		
$RCTE - \text{component A} = \text{Unit price (PU)} \times \text{consumption in kWh}$		
PU (€ excl. VAT per kWh)	Electric traction convoys	

NB: The rates for component B are presented in appendix 5.4 (miscellaneous services).

This price is indicative. It will be adjusted in December 2025.

## APPENDIX 5.2.2

Fees for the 2027 timetable

Scale of minimum services for passenger activities not under contract  
in Euros (current price, ex. VAT)



### Circulation charge (RC)

<i>RC = (Prix unitaire par millier de tonnes-km x tonnage circulé en kTBC* x distance de circulation) + (Prix unitaire au train-km x distance de circulation)</i>	Prix unitaire par millier de tonnes-km		+ Prix unitaire par train-km (€ HT par train-km)	
	On line UIC 2 on 6	On line UIC 7 to 9	On line UIC 2 on 6	On line UIC 7 to 9
	Passenger trains running on conventional lines	5,705	1,935	0,657
Passenger trains on high-speed lines	1,679	-	0,274	-
Car transport (Auto-train)	2,870	0,802	0,673	0,542

\* kTBC = kilo complete gross tonne

### Market Charge (RM) TAGV

RM for each SEL = PKM x C1 x C2 x length of SEL

PKM (€ excl. VAT per path-km)		On Classic Line (LC)	On high-speed line (LGV)
High-speed passenger trains (TAGV)	Domestic traffic	A	33,76
		B	29,71
		C/D	23,45
		E	14,65
		F	14,36
	International** traffic	Radial international – group 1	21,87
		Radial international – group 2	23,10
		International Intersector – type 1	14,36
		International Intersector – type 2*	7,95
			4,07

### Modulation on high-speed lines

C1 Time modulation for HST on HSL, depending on the day and time of departure of the train path

	HC	HN	HP	HH
	0,56	1,00	1,15	1,25
Modulation to theoretical capacity for high-speed trains on LGVs, depending on rolling stock characteristics  C2 = premium coefficient according to total density x number of premium seats / total number of seats + standard coefficient according to total density	< 1,35	Number of seats per range	Premium Coefficient	Standard Coefficient
		[0-175[	1,02	0,76
		[175-205[	1,10	0,78
		[205-325[	1,20	0,82
		[325-500[	1,38	0,88
		[500-800[	1,48	0,96
>= 800	1,58	1,11		

x number of standard seats / number of total seats	>= 1,35	[0-800[	1,13	0,90
		>= 800	1,28	1,02

### C 3: ADT modulation for radial TAGVs on high-speed lines, depending on the number of ADT stops

	No stop	1 stop	2 stops	3 stops and +
	1,00	1,00	0,99	0,98

\* Type 2 international intersectoral are international intersectoral using recent tunnel-type infrastructure..

\*\*The market charge for international high-speed train paths with domestic stops for loaded trains on the RFN is €3.96/track-km (on conventional lines); the LGV market charge for international high-speed train paths with domestic stops for loaded trains is defined according to the methodology set out in Appendix 5.1.1.

NB: Capacity reservations (train paths/kilometres) not captured by the information systems are billed at a flat rate of €4.17 excluding VAT per train path/kilometre for passenger activities.

As a guide, in order to facilitate the calculation of fees payable by customers, SNCF Réseau has drawn up a correspondence table which shows the applicable C2 coefficient for the main rolling stock currently in service on the network.

The C2 coefficient applicable to each customer will be calculated by SNCF Réseau on the basis of this correspondence table for the equipment included in this list. In the case of new rolling stock, the customer may contact SNCF Réseau with a view to adding to this list. Furthermore, in order to determine the number of trainsets constituting a given service, SNCF Réseau will base its calculations on the tonnage declared by the railway undertaking: any train with a tonnage exceeding 550 tonnes is considered to be a multiple unit (two trainsets - MU). A train with a declared tonnage of less than 550 tonnes is considered a single unit (one train set - US).

However, services on train paths using the Channel Tunnel, operated with non-separable trains with a declared tonnage greater than or equal to 550 tonnes, will be considered single units. In the event of non-declaration or rejection of the declaration, the modulation of a multiple unit service will apply.

### C2 Modulation to theoretical capacity for high-speed trains on High speed lines, depending on rolling stock characteristics

Density seats/m <sup>2</sup>	Reference machine	No. of seats per train			Coefficient C2	
		Premium	Standard	Total	US	UM
< 1,35	ETR-1K	86	376	462	0,9061	0,9712
	ICE3	111	333	444	0,9150	1,0200
	TGV / TGVSE	111	240	351	0,8832	0,9812
	TGVAT	116	369	485	0,9135	1,0174
	TGV-D / TGVDAS / TGV2N2	182	328	510	0,9585	1,1099
	TGV - M	131	452	583	0,9115	1,1302
	TGVPOS / TGVR	110	254	364	0,8804	1,0325
	TGV-TM	206	544	750	1,0259	1,1842
>= 1,35	Talgo-S106	80	427	507	0,9363	1,0374
	TGV-D / TGVDAS	0	620	620	0,9000	1,0200

### Market Charge (RM) other non-conventional trains

RM for each SEL = PKM x length of SEL

PKM (€ excl. VAT per path-km)	On Classic Line (LC)	On high-speed line (LGV)
	Other non-conventional trains	
Trains not suitable for daytime high-speed operation		1,22
Trains not suitable for nighttime high-speed operation	-	-
Auto-train	-	-
Historic and tourist trains	-	-
Test trains and AEF	4,07	15,15

NB: Capacity reservations (train paths/kilometres) not captured by the information systems are billed at a flat rate of €4.17 excluding VAT per train path/kilometre for passenger activities.

### Saturation charge (RS)

PU (€ excl. VAT) per train path whose route passes over the declared saturated section at declared saturation times

TAGV (High-speed trains)	Not applicable
Conventional passenger trains & Main Line	Not applicable

**Electricity Circulation Charge (RCE)**

*RCE = Unit price (PU) x circulation distance*

PU (€ excl. VAT per electric train-km)	Electric traction convoys	0,291
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**Charge for the transmission and distribution of traction energy (RCTE - component A)**

*RCTE - component A = Unit price (PU) x consumption in kWh*

PU (€ excl. VAT per kWh)	Electric traction convoys	
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NB: The rates for component B are presented in appendix 5.4 (miscellaneous services).

Temporary indicative price based on a loss rate of 13.6% and an energy purchase price of €104.10 per MWh. It will be adjusted in December 2024.

## APPENDIX 5.2.3

Fees for the 2027 timetable

Scale of minimum services for freight activities  
in Euros (current price, ex. VAT)



Net Traffic Fee*		
<i>RC = Price per kilometre travelled (PKC) x distance travelled</i>		
'PKC as a function of tonnage transported (in Full Gross Tonnes) (€ excl. VAT per train-km)'	On line UIC 2 to 6	On line UIC 7 à 9
[ 1 - 350 [	1,07	0,65
[ 350 - 750 [	1,21	0,72
[ 750 - 1050 [	1,73	0,72
[ 1050 - 1550 [	2,42	0,91
[ 1550 - 2050 [	2,61	0,94
≥ 2050	2,76	1,00

\* Net CR corresponds to the amount invoiced to freight companies (see distinction with gross CR in appendix 5.1.1).

Gross Traffic Fees*		
<i>RC = Price per kilometre travelled (PKC) x distance travelled</i>		
PKC as a function of tonnage transported (in Full Gross Tonnes) (€ excl. VAT per train-km)	On line UIC 2 to 6	On line UIC 7 à 9
[ 1 - 350 [	1,07	0,65
[ 350 - 750 [	2,31	1,00
[ 750 - 1050 [	3,23	1,26
[ 1050 - 1550 [	4,43	1,59
[ 1550 - 2050 [	5,81	1,98
≥ 2050	7,56	2,47

\* Gross CR corresponds to the marginal cost of traffic

### Electricity Circulation Charge (RCE)

$$RCE = \text{Unit price (PU)} \times \text{circulation distance}$$

PU (€ excl. VAT per electric train-km)	Electric traction convoys	0,291
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### Saturation charge (RS)

PU (€ excl. VAT) per train path whose route passes over the declared saturated section at declared saturation times

Freight	Not applicable
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### Charge for the transmission and distribution of traction energy (RCTE - component A)

$$RCTE - \text{component A} = \text{Unit price (PU)} \times \text{consumption in kWh}$$

PU (€ excl. VAT per kWh)	Electric traction convoys	
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NB: The rates for component B are presented in appendix 5.4 (miscellaneous services).

## APPENDIX 5.2.4

Fees for the 2027 timetable

Scale of minimum services for special charges  
in Euros (current price, ex. VAT)



LGV+ Paris-Lyon fee		
Type of service	Procedure for calculating the charge	Unit Price
Use by high-speed trains of LGV infrastructure on the Paris-Lyon line, elementary sections 53022; 53001; 53002A; 53002B; 53002C; 53003A; 53003B; 53004A; 53004B; 53010A	Rate per path-kilometre on LGV sections, taking into account the investment made by SNCF Réseau	0,404

Charge for the use of the 'Saint-Pierre-d'Albigny-Modane Frontière' line by freight trains		
Type of service	Procedure for calculating the charge	Unit Price
Use by freight trains of the elementary sections 54044 'Saint-Pierre-d'Albigny-Saint-Jean de Maurienne', 54045 'Saint-Jean de Maurienne-Modane' and 58091 'Modane-Modane Frontière'.	Rate per path-kilometre, taking into account the investment made by SNCF Réseau	0,590

Charge for the use of the 'Saint-Pierre-d'Albigny-Modane Frontière' line by Alpine rail motorway trains		
Type of service	Calculation of the fee	Unit Price
Use by Alpine rail motorway trains of the elementary sections 54044 'Saint-Pierre-d'Albigny-Saint-Jean de Maurienne', 54045 'Saint-Jean de Maurienne-Modane' and 58091 'Modane-Modane Frontière'.	Tariff per path-kilometre, taking into account the investment made by SNCF Réseau	1,524

### Fee for the use of the Mulhouse short-distance connection

Type of service	Calculation of the fee	Unit Price
Use by high-speed trains of the Mulhouse short connection, elementary sections 12041 and 12055A	Tariff per path-kilometre, taking into account the investment made by SNCF Réseau	459,805

#### Fees for the use of the Cornavin-Eaux Vives-Annemasse rail link

Type of service	Calculation of the fee	Unit Price
Use by passenger trains of the new line between Annemasse and Cornavin, elementary section 56069	Tariff per path-kilometre, taking into account the investment made by SNCF Réseau	7,644

#### Fees for use of the Serqueux Gisors line

Type of service	Calculation of the fee	Unit Price
Use by freight trains of the Serqueux-Gisors line, line 330 000 rank 2 PK [68+418;118+405] and line 330 370 rank 1 PK [0+000;1+376].	Rate per train-kilometre, taking into account SNCF Réseau's maintenance and operating deficit	1,059