

## APPENDIX 7.7

# CHARGING PRINCIPLES FOR SERVICE FACILITIES

The information published in this Appendix relating to Chapter 7 of the National Rail Network Statement and to Appendix 7.8 thereto (scale of charges), is aimed at key players in the sector.

It is intended to meet the pricing transparency requirements derived from the regulations in force by explaining the process and rules for establishing price scales for the service facilities, as defined in Appendix II of the Directive 2012/34/EU<sup>1</sup>.

## 1. LEGAL FRAMEWORK

### 1.1. Charging principles

**Article 3 of Decree No. 2012-70**, in its version amended by **Decree No. 2016-1468** stipulates that *"the provision of each of the regulated services shall give rise to the levy of charges, the amount of which shall not exceed the cost of their provision with a reasonable profit mark-up"*. These principles apply to the services provided on the service facilities, i.e. the basic services and additional and ancillary services on the facilities when such services are regulated<sup>2</sup>. Appendix II of Directive 2012/34/EU defines, for each type of facility, the basic services as well as the additional and ancillary services that may be provided by the service facility operators.

*Finally, Article L.2133-5 II of the Transport Code stipulates that the Transport Authority (ARAFER) shall issue approval regarding the setting of charges for access to the passenger stations and other service facilities, as well as for regulated services provided at said stations, with regard to the charging principles and rules applicable to said facilities."*

The aforementioned **Decree No. 2012-70** stipulates that the ART shall issue its assent regarding the draft charging documents within three months of receipt of the file.

### 1.2. Accounting segmentation

SNCF Réseau has established segmented accounts per category of service facility.

The stakes for SNCF Réseau involve improving the management of its assets and where relevant asset streamlining. With regard to charging oriented towards the full cost of the services provided, our aim is to acquire precise knowledge of the costs to improve the acceptability by the customers and meet the accuracy and auditability requirements for the information requested by the regulator.

## 2. INDUSTRIAL AND COMMERCIAL STRATEGY FOR SIDINGS

SNCF Réseau continues to deploy a consistent commercial dynamic which translates by an improved industrial policy for the modernisation of these assets, through targeted and more appropriate investments and charges that are more closely linked to the market and offer greater incentives.

All these measures constitute a prerequisite for turning around the economic records of the sidings, the objective of which is to improve the quality of the infrastructure manager's response to the needs of all the stakeholders, while ensuring better performance and quality of the service delivered to customers.

This long-term industrial and commercial strategy is reflected in concrete terms in the various works already undertaken by SNCF Réseau, in conjunction with all the stakeholders concerned:

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<sup>1</sup> The pricing principles applicable to passenger stations are described in the Stations Statement (DRG).

<sup>2</sup> The services are qualified as regulated when they are only offered by a single service provider.

- The survey of the tracks and their usage: SNCF Réseau continuously updates the siding assets and their usage in order to establish an asset management policy consistent with the market needs. SNCF Réseau dedicates significant investments to upgrade its tools and digitise its marketing processes. The first versions of these tools were presented during the network statement pre-consultation process. Capacity allocations are now carried out using a new digital tool. Since 2021, SNCF Réseau and the State have maintained the acceleration of the siding regeneration process, by continuing to underline the strategic importance of these facilities, for all customers, and especially for freight services. As part of the rail freight recovery plan, an initial financing agreement has been signed for the period 2022-2024 between the French government and SNCF Réseau, with the aim of upgrading all or part of the service tracks at France's main marshalling yards. Other agreements have also been signed for specific gravity sorting equipment, enabling these facilities to be significantly regenerated.

A new State-SNCF Réseau agreement has been signed for 2025 to maintain this regeneration effort. In total, investment over the period 2022-2025 (excluding specific gravity-sorting equipment) will amount to around €147 million all funds (financed 40% by SNCF Réseau and 60% by the State) and made it possible to carry out a programme consisting of 156 renewal operations, concentrated on 68 sites identified as strategic for the RUs. Details of achieved and planned investments are regularly discussed locally, in particular through standardisation and the deployment in 2025 of freight site committees, and shared widely with the sector. In addition, an annual steering committee meeting is held with government departments to review the progress of the work and the use made of the funding available.

SNCF Réseau's objective is to maintain this regeneration effort over the long term and to seek the necessary funding in order to return to the nominal level of quality expected by railway companies and thus be consistent with the objectives set out in the National Strategy for the Development of Rail Freight set out in Article 178 of the Mobility Orientation Law. The "Ulysse Fret" which report was officially published in March 2025, and translates into the signing of two new agreements in November 2024 for 2026, bringing the planned investment amount to €63 million for freight VS in 2026 and an agreement currently being signed for 2027, which should bring the total investment amount for VS freight to €75 million doubling investment capacity compared with 2025. This essential increase in investment to maintain and modernise the service track network, although still largely financed by the State and Europe, is also achieved through additional capital contributions by SNCF Réseau for rail freight. This additional contribution results in increases in fees in accordance with the calculation methods set out in Decree 2012-70.

In practical terms, SNCF Réseau would like to implement a longer-term vision of its capacity to finance work on service tracks, so that it can include the operations identified in the multi-annual production plans as far upstream as possible, in order to reserve work resources. Successful completion of this project will provide the sector with greater visibility of SNCF Réseau's infrastructure renewal policy. At the same time, SNCF Réseau is taking action to rationalise investment costs by researching and

implementing a circular economy on service tracks, particularly with reused railway equipment.

The regeneration of sidings on passenger activity sites is also planned. SNCF Réseau plans to invest around €20M of its own equity over the 2022-2025 period to regenerate these sites, as well as simplify the assets (disconnections), along with innovation and experimentation approaches (digitisation of marketing processes, cameras with artificial intelligence). With regard to the years beyond 2025, SNCF Réseau obtained a doubling of financial capacity for 2026 and 2027 (from €5m to €10m investment in passenger VS), in order to be in a better position to respond to the regeneration challenges now and in the years to come.

- The deployment of additional indicators to monitor the industrial performance and service quality on the siding sites. This project is considered a priority by SNCF Réseau and has been the subject of initial discussions with the sector and the Transport Regulation Authority. Works in progress will be subject to exchanges with the customers before a more generalised publication and deployment.

### 3. CHARGES FOR USE OF THE SERVICE FACILITIES OF SNCF RÉSEAU

The charging for service facilities for the 2027 timetable is defined using the regulated accounts established based on the amount achieved in 2023 and projected for 2027, according to the latest SNCF Réseau cost development hypotheses and the traffic hypotheses known to date.

#### 3.1. Sidings (VS)

To satisfy ART's requests to modify the pricing guidelines for the sidings, SNCF Réseau is implementing, from the 2021 timetable, a two-part usage fee with:

- component A covering the charges for monitoring the service and managing traffic at the site, invoiced to the train accessing the site;
- component B covering the maintenance and capital charges, invoiced per km and per day.

This pricing structure is carried over for the 2027 Timetable.

Moreover, this charge differs for freight and passenger activities in accordance with the provisions of Article 3 of Decree no. 2012-70, which makes it possible to adjust the usage charges for service facilities according to the type of transport service, to encourage optimal use of resources.

Finally, starting with the 2027 timetable, SNCF Réseau is asking applicants to submit requests for timetable capacity for component B of siding track usage. However, the invoicing terms (per day) remain unchanged.

- **Terms of changes for the sidings**

The pricing of sidings aims to improve the coverage of costs.

For the 2027 timetable, the A component applicable to freight services will increase by €0.47(+12.8%) and the A component applicable to passenger services will increase by €0.75.

Freight component B increases by € 5.54 and passenger component B by € 8.83 on the 2027 timetable.

- **Invoicing system**

SNCF Réseau invoices component A of the sidings usage charge per train accessing a given sidings site.

For example,

- an accessing train, using 3 tracks, will only pay component A once;
- four accessing trains, using a total of 6 tracks, will pay component A 4 times;
- six accessing trains, using a total of 4 tracks, will pay component A 6 times.

- **Stabling trains on the main tracks of passenger terminals at night**

The price for the stabling service on main tracks in passenger terminals at night is established based on the charge for the current use of sidings applicable to passenger transport services, adjusted according to the type of site (siding site/passenger terminal) to encourage optimal use of the resources.

The component A is billed per accessing train.

As regards the billing of component B of said charge, the useful length of the track is set at 400 linear metres for all services provided.

Moreover, component B is billed per night, whatever the duration of use of the station tracks.

As an example, if a passenger rolling stock is stabled in a station from 10pm to 5am, it shall pay € 6.58 for component A and €31.06 for component B.

The invoicing is the same for a rolling stock stabled in a station from 1 am to 3am.

### **3.2. Freight yards**

For immediately accessible freight yards, a single-use charge is applied to all terminals per accessing train.

For the 2027 timetable, the price will increase by 1.8% (corresponding to the consumer price index – HICP published by Banque de France in June 2025).

For freight yards accessible after diagnostics and any necessary repair work, the charge is fixed on an estimate, based on the charge for using the immediately accessible freight yards, plus the amount of any repair work, if applicable.

### **3.3. Combined transport terminals (CTC)**

A single charge is applied to all terminals for each accessing train.

For the 2027 timetable, SNCF Réseau will update the 2025 prices with a +2.7% increase.

### **3.4. Gravity marshalling yards**

A single-use charge for using the gravity marshalling function is applied at all the 4 sites concerned per accessing train.

For the 2027 timetable, the price will increase by +1.8% (corresponding to the consumer price index – HICP published by Banque de France in June 2025).

### 3.5. Use of sidings by TEPE trains

The rate applied for the use of sidings by TEPE trains, which constitutes a basis service pursuant to the provisions of **Article 6.I of Decree No. 2012-70**, is that for the normal use of the sidings.

The rate applied for assistance with the running of trains TEPE on the sidings sites, which constitutes a regulated additional service in accordance with the provisions of the introductory article **and Article 6.II b) of Decree no. 2012-70**, is determined through an estimate in accordance with **Article 3-I** of the aforementioned Decree. This estimate is drawn up on the basis of charges connected with any particular work or development carried out.

### 3.6. Provision of industrial spaces

For the sidings part, the rate for the current use of sidings is applied, excluding maintenance costs, when they are borne by the railway undertaking.

For surfaces and equipment directly related to the activity in question; an estimate based on actual costs including property taxes, taxes and duties, depreciation, maintenance charges and access to sidings is proposed, according to the guidelines described in the table below.

Charging station	Principle
Property charges	Calculation based on the annual rating of property and land market values (Callon basis).
Taxes and duties	Amount determined from the average value of the land tax paid by SNCF Réseau on unbuilt land, in Euro per m <sup>2</sup> .
Depreciation	<ul style="list-style-type: none"> <li>- Ongoing depreciation, duly identified and calculated according to the accounting standards in force at SNCF Réseau.</li> <li>- Depreciation connected to the investments made by SNCF Réseau under the contract, calculated according to the accounting standards in force.</li> <li>- Return on capital calculated according to the NBV x WACC formula</li> </ul> <p>The WACC is set at 5% before corporation tax.</p>
Maintenance charges	The routine maintenance of surfaces and equipment is the responsibility of the beneficiary.
Use of sidings enabling access to sidings subject to the CMD	The rate for the normal use of sidings enabling access to sidings covered by the agreement for the provision of sidings (CMD).

The methods for indexing the rates for the provision of sidings and additional areas are described in the general and special conditions of the provision agreements.

### **3.7. Catenary lock-out**

The price of the catenary lockout service is established by a quote in light of the costs for the administrative processing of the request and the costs for the agent(s) called out for the onsite intervention.

### **3.8. Operation of simple safety facilities**

The price of the operation of simple safety facilities service is established by a quote in light of the costs for the administrative processing of the request and the costs for the agent(s) called out for the onsite intervention.

### **3.9. Fees for services that SNCF Réseau may provide to carriers within the perimeter of certain passenger stations**

. These services, provided to carriers within the scope of certain train stations, are calculated taking into account labour costs and structural costs and indexed to the forecast HICP index published by the Banque de France in June 2025 (+1.8%).