

APPENDIX 6.1.2

CHARGING PRINCIPLES FOR SERVICE FACILITIES

The information published in this Appendix relating to Chapter 6 of the National Rail Network Statement and to Appendix 6.3 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/EU¹.

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 regulated². Appendix II of Directive 2012/34/EU defines, in a non-limiting manner, 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 Railway and Railroad Regulation Authority (ARAFER) shall issue an 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 ARAFER shall issue its assent regarding the draft charging documents within three months of receipt of the file.

1.2. Accounting segmentation

In application of Article 43-2 of its statutory decree, SNCF Réseau is obliged to keep separate accounts for the service facilities that it manages: "SNCF Réseau produces separate profit and loss accounts and financial statements covering all assets and liabilities, within the scope of the public establishment, and differentiating between the different service facility management activities."

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.

In order to comply with the regulatory developments, SNCF Réseau is working on the implementation of segmented accounts per category of service facility.

2. CHARGES FOR USE OF THE SERVICE FACILITIES OF SNCF RÉSEAU

SNCF Réseau intends to gradually set up the regulatory accounting segmentation system. In the meantime, SNCF Réseau bases the service facility charges for the 2019 service schedule on the direct costs known to date.

2.1. Sidings (VS)

¹ The charging principles applicable to passenger stations are described in the Stations Statement (DRG).

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

SNCF Réseau is continuing the process of covering its costs on the 22 main marshalling sites, for which cost awareness has improved

The amount of the charges for using sidings at these sites is set solely with regard to direct maintenance and traffic management costs, known to date. However, not all maintenance and traffic management costs are covered.

The amount of the usage fee for other sidings remains fixed in relation to the direct maintenance costs known to date.

2.2. Freight yards

SNCF Réseau maintains the principle of a single-use charge for all terminals of immediately accessible freight yards, as offered for the 2018 Timetable.

The charge continues to be based on the amount of revenue collected for the 2017 timetable, far below the direct costs known to date,

For freight yards that are accessible after diagnostics and any necessary repair work, the tariff is set on estimate, on the basis of the usage charges for the immediately accessible freight yards, supplemented if necessary by the amount of the repair work.

2.3. Combined transport terminals (CTC)

SNCF Réseau maintains the principle of a single-use charge for all terminals as offered for the 2018 Timetable.

The charge is established on the basis of all direct costs known to date for the year 2019 (authorised revenues).

2.4. Gravity marshalling yards

Charges applicable to the gravity marshalling function is based on a former rate discounted until 2017 for rail inflation.

2.5. Use of sidings by TEPE trains

For the service of use of sidings by TEPE trains, which constitutes a basic service under the provisions of Article 6.I of decree No.2012-70, the usual charge for use of sidings is applied.

For the service of assisting the circulation of TEPE trains on the siding sites which constitutes a supplementary service regulated under the provisions of the preliminary articles and 6.II b) of decree No.2012-70, the pricing is based on an estimate in accordance with Article 3-I of the aforementioned decree. This estimate is established on the basis of the charges related to any special work or change in organisation caused.

2.6. The provision of sidings and additional areas

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.

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.