

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, 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 has established the first segmented accounts per category of service facility.

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

The charges of freight terminals (commodity prices and CTC) is defined from the 2020 regulated accounts established in 2018. Rates for other service facilities are based on 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.

The charging principles, along with the amounts of the charges for normal use of sidings set for the 2019 timetable are being maintained for the 2020 timetable.

The amount of the charges for normal use of sidings at 22 of the main gravity marshalling yards (specified in appendix 6.3 of the Network Statement) 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 charges for normal use of sidings at the other sites is fixed in relation to the direct maintenance costs known to date.

2.2. Freight yards

For immediately accessible freight yards, a single-use charge is applied to all terminals. The amount of the charge, unchanged since the 2017 timetable, is set in accordance with the costs of the regulated account established for the 2020 timetable.

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

2.3. Combined transport terminals (CTC)

A single-use charge is applied to all terminals.

The amount of this charge, unchanged since the 2018 timetable, is set in accordance with the costs of the regulated account established for the 2020 timetable.

2.4. Gravity marshalling yards

A single-use charge is applied for using the gravity marshalling function at the five sites concerned.

The amount of this charge, unchanged since the 2016 timetable, is set in accordance with the direct costs known to date.

2.5. 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.

2.6. 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	<p>Calculation based on the annual rating of property and land market values (Callon basis).</p> <p>The land charges concerning the spaces under the lines are not taken into account when calculating the charge.</p>
Taxes and duties	<p>Amount determined from the average value of the land tax paid by SNCF Réseau on unbuilt land, in Euro per m²</p>
Depreciation	<ul style="list-style-type: none"> - Ongoing depreciation, duly identified and calculated according to the accounting standards in force at SNCF Réseau. - Depreciation connected to the investments made by SNCF Réseau under the contract, calculated according to the accounting standards in force. - Return on capital calculated according to the NBV x WACC formula <p>The WACC is set at 4.3%.</p>
Maintenance charges	<p>The routine maintenance of surfaces and equipment is the responsibility of the beneficiary.</p>
Use of sidings enabling access to sidings subject to the CMD	<p>The rate for the normal use of sidings enabling access to sidings covered by the agreement for the provision of sidings (CMD).</p>

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.