

APPENDIX 6.2.

SCALE OF MINIMUM SERVICES FOR THE 2020 TIMETABLE

indexation level in compliance with opinion No. 2019-005 of 7 February 2019 issued by the Railway and Road Regulation Authority ("ARAFER") pertaining to the setting of infrastructure charges linked to the use of the national rail network for the 2020 timetable, i.e. + 1.8% overall increase in the infrastructure charges paid by contracted TER services (RM + RCE + RC, excluding access charges paid by the State) as well as for the charges paid by the contracted services in Ile de-France (RM+ RCE + RC +RA). However, SNCF Réseau has asked the State Council to revoke the ARAFER opinion as it limits this revaluation to 1.8%. SNCF Réseau estimates the revaluation should be of 2.4%, as it has requested in its charging project for which the ARAFER was seized on 7 December 2018, publication date of the NS 2020.

The State Council has not yet ruled on the request made by SNCF Réseau. When it has issued its decision, SNCF Réseau will deal with the consequences of this decision and set the revaluation level accordingly. If the level thus set is above 1.8%, SNCF Réseau will issue revised invoices to take into account the revaluation retroactively.

Appendix 6.2.1

Scale of minimum services for passenger activities under contract

in Euros (current price, ex. VAT)

Appendix 6.2.2

Scale of minimum services for passenger activities not under contract

in Euros (current price, ex. VAT)

Appendix 6.2.3

Scale of minimum services for freight activities

in Euros (current price, ex. VAT)

Appendix 6.2.4

Scale of minimum services for special charges

in Euros (current price, ex. VAT)

APPENDIX 6.2.1



CHARGES FOR THE 2020 TIMETABLE

Scale of minimum services for passenger activities under contract

In Euros (current price, ex. VAT)

SNCF Réseau has set the indexation level in compliance with opinion No. 2019-005 of 7 February 2019 issued by the Railway and Road Regulation Authority ("ARAFER") pertaining to the setting of infrastructure charges linked to the use of the national rail network for the 2020 timetable, i.e. + 1.8% overall increase in the infrastructure charges paid by contracted TER services (RM + RCE + RC, excluding access charges paid by the State) as well as for the charges paid by the contracted services in Ile de-France (RM+ RCE + RC +RA).

However, SNCF Réseau has asked the State Council to revoke the ARAFER opinion as it limits this revaluation to 1.8%. SNCF Réseau estimates the revaluation should be of 2.4%, as it has requested in its charging project for which the ARAFER was seized on 7 December 2018, publication date of the NS 2020.

The State Council has not yet ruled on the request made by SNCF Réseau. When it has issued its decision, SNCF Réseau will deal with the consequences of this decision and set the revaluation level accordingly. If the level thus set is above 1.8%, SNCF Réseau will issue revised invoices to take into account the revaluation retroactively.

Running charge (RC)				
RC = (Unit price per tonne-kilometre x track tonnage in kilotonnes x traffic distance) + (Unit price per train-kilometre x traffic distance)	Unit price per thousand tonnes-km (in € ex. VAT per kCGT-km)		+ Unit price per train-km (in € ex. VAT per train-km)	
	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 travelling on a conventional line	3,205	1,516	0,432	0,432
Passenger trains travelling on a high-speed line	5,830	-	0,237	-

N.B.: kTBC = complete gross kilotonne

Electric traction charge (RCE)		
RCE = Unit price (PU) x traffic distance		
PU (€ ex. VAT per electric train-km)	Electric traction convoys	0,281

Market charge (RM)			
PKM (€ ex. VAT per train path-km)	On all types of line	On Plan Rail section	
Passenger trains, contracted by an Organising Authority	Auvergne-Rhône-Alpes	3,01	0,01
	Bourgogne-Franche-Comté	2,82	
	Brittany	1,97	
	Centre-Val de Loire	3,35	
	Grand Est	3,10	
	Hauts-de-France	3,08	
	Normandy	2,81	
	Nouvelle-Aquitaine	2,24	
	Occitanie	3,01	
	Pays de la Loire	2,33	
	Provence-Alpes-Côte d'Azur	2,85	
	Ile-de-France Mobilités (Transilien)	7,19	
	State (TET)	3,41		3,41

N.B.: Capacity reservations (train paths-kilometres) not recorded by the information systems are invoiced as a lump on the basis of €3.503 ex. VAT per train path-kilometre for passenger activities.

Access charge (RA)					
Annual fixed price per Transport Organising Authority (AOT)					
Amount of fixed price (€ ex. VAT)	Auvergne-Rhône-Alpes	255 590 815	Nouvelle-Aquitaine	180 684 934	
		Bourgogne-Franche-Comté	124 094 347	Occitanie	146 006 404
		Brittany	66 601 472	Pays de la Loire	75 443 454
		Centre-Val de Loire	138 460 707	Provence-Alpes-Côte d'Azur	71 425 105
		Grand Est	234 934 125	Ile-de-France Mobilités (Transilien)	159 762 088
		Hauts-de-France	206 656 876	State (TET)	210 953 457
		Normandy	195 814 893		

Congestion charge (RS)	
[Reserved: the rates for this charge will be defined in a future Network Statement]	

Charge for transmission and distribution of electric power (RCTE – component A)

RCTE - component A = Unit price (PU) x traffic distance

PU (€ ex. VAT per electric train-km)	Regional, national and international passenger trains suitable for high speeds	
	Other national and international passenger trains	0,118
	Regional passenger trains (other than those in Greater Paris (Transilien)) not suitable for high speeds,	0,076
	Transilien regional passenger trains not suitable for high speeds	0,065
	Other trains (light running, rolling stock, etc.)	0,115
		0,044

N.B.: The prices for component C will be shown in Appendix 6.2 (ancillary service)

APPENDIX 6.2.2

CHARGES FOR THE 2020 TIMETABLE

Scale of minimum services for passenger activities not under contract

in Euros (current price, ex. VAT)



Running charge (RC)				
RC = (Unit price per tonne-kilometre x track tonnage in kilotonnes x traffic distance) + (Unit price per train-kilometre x traffic distance)	Unit price per thousand tonnes-km (in € ex. VAT per kCGT-km)		+ Unit price per train-km (in € ex. VAT per train-km)	
	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 travelling on a conventional line	3,205	1,516	0,432	0,432
Passenger trains travelling on a high-speed line	5,830	-	0,237	-
Motor vehicle transport (Auto-train)	2,388	0,689	0,447	0,447

N.B.: kTBC = complete gross kilotonne

Electric traction charge (RCE)		
RCE = Unit price (PU) x traffic distance		
PU (€ ex. VAT per electric train-km)	Electric traction convoys	0,281

Market charge (RM)				
	PKM (€ ex. VAT per train path-km)		On Conventional Line (LC)	On High-Speed Line (LGV)
			Passenger trains capable of high speeds (TAGV)	Domestic traffic	North corridor Radial	3,15	21,14
East corridor Radial	3,15	10,96		
South-East corridor Radial / Lyon	3,15	23,21		
South-East corridor Radial / BFC	3,15	19,07		
South-East corridor Radial / Alps	3,15	22,95		
South-East corridor Radial / Mediterranean	3,15	16,58		
Atlantic corridor Radial / BPL	3,15	22,14		
Atlantic corridor Radial / SEA	3,15	19,02		
Domestic inter-sectors	3,15	9,91		
International traffic	International inter-sectors - type 1	3,15		9,74
	International inter-sectors - type 2*	3,15		4,72
	Belgium, Netherlands and Germany Radial by North corridor	3,15		21,35
	Great Britain Radial	3,15		15,49
	Luxembourg & Germany Radial by East corridor	3,15		10,69
	Spain Radial	3,15		15,21
	Italy Radial	3,15		20,48
Other trains not under contract	Switzerland Radial	3,15		20,42
	Trains not capable of daytime high speeds	3,15	-	
	Trains not capable of night-time high speeds	0,00	-	
	Motor vehicle transport (Auto-train)	0,00	-	
	Historical and tourist trains	0,00	-	
	Test trains and AEF	3,15	9,91	

* The type 2 international inter-sectors are international inter-sectors that use recent, tunnel-type infrastructure.

N.B.: Capacity reservations (train paths-kilometres) not recorded by the information systems are invoiced as a lump on the basis of €3.503 ex. VAT per train path-kilometre for passenger activities.

Congestion charge (RS)	
[Reserved: the rates for this charge will be defined in a future Network Statement]	

Charge for transmission and distribution of electric power (RCTE – component A)		
RCTE - component A = Unit price (PU) x traffic distance		
PU (€ ex. VAT per electric train-km)		
	Regional, national and international passenger trains suitable for high speeds	0,118
	Other national and international passenger trains	0,076
	Other trains (light running, rolling stock, etc.)	0,044

N.B.: The prices for component C will be shown in Appendix 6.2 (ancillary service)

APPENDIX 6.2.3

CHARGES FOR THE 2020 TIMETABLE

Scale of minimum services for freight activities

in Euros (current price, ex. VAT)



Net Traffic Charge*		
<i>RC = Kilometre Traffic Price (PKC) x traffic distance</i>		
PKC according to track tonnage (in Complete Gross Tonnes) (€ ex. VAT per train-km)	On line UIC 2 to 6	On line UIC 7 to 9
[0 - 350 [	0,86	0,57
[350 - 750 [	1,03	0,49
[750 - 1050 [	1,53	0,64
[1050 - 1550 [	2,14	0,81
≥ 1550	2,37	0,85

*The net RC corresponds to the amount invoiced to freight companies (see distinction with gross RC in Appendix 6.1.1)

Gross Traffic Charge*		
<i>RC = Kilometre Traffic Price (PKC) x traffic distance</i>		
PKC according to track tonnage (in Complete Gross Tonnes) (€ ex. VAT per train-km)	On line UIC 2 to 6	On line UIC 7 to 9
[0 - 350 [	0,86	0,56
[350 - 750 [	1,69	0,80
[750 - 1050 [	2,52	1,04
[1050 - 1550 [	3,53	1,33
≥ 1550	4,38	1,58

*Gross RC corresponds to the marginal cost of a journey

Electric traction charge (RCE)		
<i>RCE = Unit price (PU) x traffic distance</i>		
PU (€ ex. VAT per electric train-km)	Electric traction convoys	
		0,281

Congestion charge (RS)		
<i>[Reserved: the rates for this charge will be defined in a future Network Statement]</i>		

Charge for transmission and distribution of electric power (RCTE – component A)		
<i>RCTE - component A = Unit price (PU) x traffic distance</i>		
PU (€ ex. VAT per electric train-km)	Freight trains	
		0,087
	Other trains (light running, rolling stock, etc.)	0,044

N.B.: The prices for component C will be shown in Appendix 6.2 (ancillary service)

APPENDIX 6.2.4



CHARGES FOR THE 2020 TIMETABLE

Scale of minimum services for special charges

in Euros (current price, ex. VAT)

Charge for use by freight trains of section 38080 "Montérolier-Buchy – Motteville"

Type of service	Procedure for calculating the charge	Unit price
Use by freight trains of the basic section 38080 "Montérolier-Buchy – Motteville"	Price per train path-kilometre, in consideration of the investment made by SNCF Réseau	1,057

Charge for use by freight trains of the "Saint-Pierre-d'Albigny – Modane Frontière" line

Type of service	Procedure for calculating the charge	Unit price
Use by freight trains of the basic sections 54044 "Saint-Pierre-d'Albigny–Saint-Jean de Maurienne", 54045 "Saint-Jean de Maurienne–Modane" and 58091 "Modane–Modane Frontière"	Price per train path-kilometre, in consideration of the investment made by SNCF Réseau	0,518

Charge for use by trains on the piggyback corridor through the Alps of the "Saint-Pierre-d'Albigny – Modane Frontière" line

Type of service	Procedure for calculating the charge	Unit price
Use by trains on the piggyback corridor through the Alps of the basic sections 54044 "Saint-Pierre-d'Albigny–Saint-Jean de Maurienne", 54045 "Saint-Jean de Maurienne–Modane" and 58091 "Modane–Modane Frontière"	Price per train path-kilometre, in consideration of the investment made by SNCF Réseau	1,337

Charge for use of electric trains on the sections 53003 A "Pasilly – Le Creusot" and 53003 B "Le Creusot – Mâcon"

Type of service	Procedure for calculating the charge	Unit price
Use by electric trains of the basic sections 53003 A "Pasilly – Le Creusot" and 53003 B "Le Creusot – Mâcon"	Price per train path-kilometre, in consideration of the investment made by SNCF Réseau	0,711

Charge for use of the short link line at Mulhouse

Type of service	Procedure for calculating the charge	Unit price
Use by trains capable of high speeds of the Mulhouse short link line, basic sections 12041 and 12055A	Price per train path, in consideration of the investment made by SNCF Réseau	403,529

Charge for using the Cornavin-Eaux Vives-Annemasse rail link

Type of service	Procedure for calculating the charge	Unit price
Use by passenger trains of the new line between Annemasse and Cornavin, basic section 56069	Price per train path-kilometre, in consideration of the investment made by SNCF Réseau	6,709

Charge for use of the link line between Serqueux and Gisors

Type of service	Procedure for calculating the charge	Unit price
Use by freight trains of the Serqueux-Gisors line, line 330,000 rank 2 PK [68+418;118+405]	Price per train-kilometre, in consideration of SNCF Réseau's maintenance and operating loss	0,930