

APPENDIX 6.2.

SCALE OF MINIMUM SERVICES FOR THE 2021 TIMETABLE

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 2021 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 Conseil d'Etat issued a ruling on 27 November 2020, asking ART to re-examine the 2020 pricing and issue a new opinion. SNCF Réseau will take account of this new opinion for any modification of the 2020 and 2021 prices and issue any adjustment invoices.

Following ART opinion no. 2020-016 of 30 July 2020 regarding the setting of infrastructure charges:

SNCF Réseau has filed an appeal with the Conseil d'Etat against the unfavourable opinion concerning the indexing for the market charge of the regional AOTs except Ile-de-France and Ile-de-France Mobilités, as well as the unfavourable opinion concerning the Ile-de-France Mobilités access charge for 2021-2023. The Conseil d'Etat has not yet ruled on SNCF Réseau's request. When it makes its decision, SNCF Réseau will absorb the consequences from this decision for any modification of the 2021-2023 pricing and implement any invoice adjustments. .

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	3,230	1,528	0,435	0,435
Passenger trains travelling on a high-speed line	5,874	-	0,239	-

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	0,294

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			0,01
	Auvergne-Rhône-Alpes	3,08	
	Bourgogne-Franche-Comté	2,87	
	Brittany	2,01	
	Centre-Val de Loire	3,41	
	Grand Est	3,17	
	Hauts-de-France	3,14	
	Normandy	2,85	
	Nouvelle-Aquitaine	2,31	
	Occitanie	3,10	
	Pays de la Loire	2,37	
	Provence-Alpes-Côte d'Azur	2,92	
	Ile-de-France Mobilités (Transilien)	7,28	

Market charge (RM) - State AOT (TET)		
PKM (€ ex. VAT per train path-km)	On LC 2-6	On LC 7-9
TET	3,69	2,41

N.B.: Capacity reservations (train paths-kilometres) recorded on high-speed lines will be invoiced at the LC 2-6 price

N.B.: Capacity reservations (train paths-kilometres) not recorded by the information systems are invoiced as a lump on the basis of € 3.55 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	194 368 777	Nouvelle-Aquitaine	231 993 414
	Bourgogne-Franche-Comté	148 038 512	Occitanie	169 145 679
	Brittany	96 441 090	Pays de la Loire	84 141 334
	Centre-Val de Loire	89 708 880	Provence-Alpes-Côte d'Azur	67 717 850
	Grand Est	248 532 318	Ile-de-France Mobilités (Transilien)	160 560 898
	Hauts-de-France	146 467 280	State (TET)	433 959 921
	Normandy	51 444 866		

Congestion charge (RS)	
Unit price (€ ex. VAT) per train path with a route that passes through the section declared congested during declared congestion times	
Activities concerned	Amount of congestion charge
Passenger under contract & GL	not applicable in 2021

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)	Other national and international passenger trains	0,075
	Regional passenger trains (other than those in Greater Paris (Transilien)) not suitable for high speeds,	0,064
	Transilien regional passenger trains not suitable for high speeds	0,113
	Other trains (light running, rolling stock, etc.)	0,043

APPENDIX 6.2.2

CHARGES FOR THE 2021 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	3,230	1,528	0,435	0,435
Passenger trains travelling on a high-speed line	5,874	-	0,239	-
Motor vehicle transport (Auto-train)	2,391	0,690	0,448	0,448

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	0,294

Market charge (RM)									
PKM (€ ex. VAT per train path-km)		On Conventional Line (LC)	On High-Speed Line (LGV)						
			USA			MU			
			Increased	Normal	Reduced	Increased	Normal	Reduced	
Passenger trains capable of high speeds (TAGV)	Domestic traffic	A	3,19	28,53	24,84	20,01	31,73	27,61	22,22
		B	3,19	25,94	22,70	18,47	28,73	25,13	20,42
		C	3,19	22,71	19,80	15,98	25,23	21,99	17,74
		D	3,19	18,98	16,54	13,33	21,09	18,37	14,80
		E	3,19	N/A	10,15	N/A	N/A	11,25	N/A

Market charge (RM)					
PKM (€ ex. VAT per train path-km)		On Conventional Line (LC)	On High-Speed Line (LGV)		
			USA	MU	
Passenger trains capable of high speeds (TAGV)	International traffic**	International inter-sectors - type 1	3,19	9,98	11,13
		International inter-sectors - type 2*	3,19	4,82	5,37
		Belgium, Netherlands and Germany Radial <i>by North corridor</i>	3,19	20,84	23,24
		Great Britain Radial	3,19	14,82	16,52
		Luxembourg & Germany Radial <i>by East corridor</i>	3,19	14,99	16,70
		Spain Radial	3,19	14,82	16,51
		Italy Radial	3,19	19,16	21,35
Other trains not under contract		Switzerland Radial	3,19	20,10	22,40
		Trains not capable of daytime high speeds	3,19	-	-
		Trains not capable of night-time high speeds	-	-	-
		Auto-train	-	-	-
		Historical and tourist trains	-	-	-
		Test trains and AEF	3,19	10,46	10,46

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

**The market charge for international train paths suitable for high-speed trains with a domestic stop applicable to loaded trains on the national rail network is €3.19 per train path-km (on a conventional line). The high-speed line market charge for international train paths suitable for high-speed trains with a domestic stop applicable to loaded trains is determined according to the methodology indicated in appendix 6.1.1.

N.B.: Capacity reservations (train paths-kilometres) not recorded by the information systems are invoiced as a lump on the basis of € 3.55 ex. VAT per train path-kilometre for passenger activities.

Congestion charge (RS)	
Unit price (€ ex. VAT) per train path with a route that passes through the section declared congested during declared congestion times	
Congestion charge (RS)	Amount of congestion charge
TAGV	not applicable in 2021
Passenger under contract & GL	not applicable in 2021

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)		
	Regional, national and international passenger trains suitable for high speeds	0,117
	Other national and international passenger trains	0,075
	Other trains (light running, rolling stock, etc.)	0,043

APPENDIX 6.2.3

CHARGES FOR THE 2021 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 [	0,87	0,57
[350 - 750 [	1,04	0,50
[750 - 1050 [	1,56	0,64
[1050 - 1550 [	2,17	0,82
≥ 1550	2,40	0,87

*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 [	0,87	0,57
[350 - 750 [	1,70	0,81
[750 - 1050 [	2,54	1,05
[1050 - 1550 [	3,56	1,35
≥ 1550	5,22	1,82

* 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	0,294

Observed Congestion Charge (RS)		
Unit price (€ ex. VAT) per train path with a route that passes through the section declared congested during declared congestion times		
Activities concerned	Amount of congestion charge	
Freight	not applicable in 2021	

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	0,085
	Other trains (light running, rolling stock, etc.)	0,043

APPENDIX 6.2.4



CHARGES FOR THE 2021 TIMETABLE

Scale of minimum services for special charges

in Euros (current price, ex. VAT)

LGV+ Paris-Lyon Charge*		
Type of service	Procedure for calculating the charge	Unit price
Use by trains capable of high speeds of high-speed line infrastructure on the Paris-Lyon line	Price per train path-kilometre on high-speed line, in consideration of the investment made by SNCF Réseau	0,360

*Scale for information purposes; the charge will not come into force until the 2023 timetable.

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	1,072

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, except piggyback corridor trains, On 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	0,525

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	1,356

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	0,721

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	409,178

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	6,803

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	0,943