

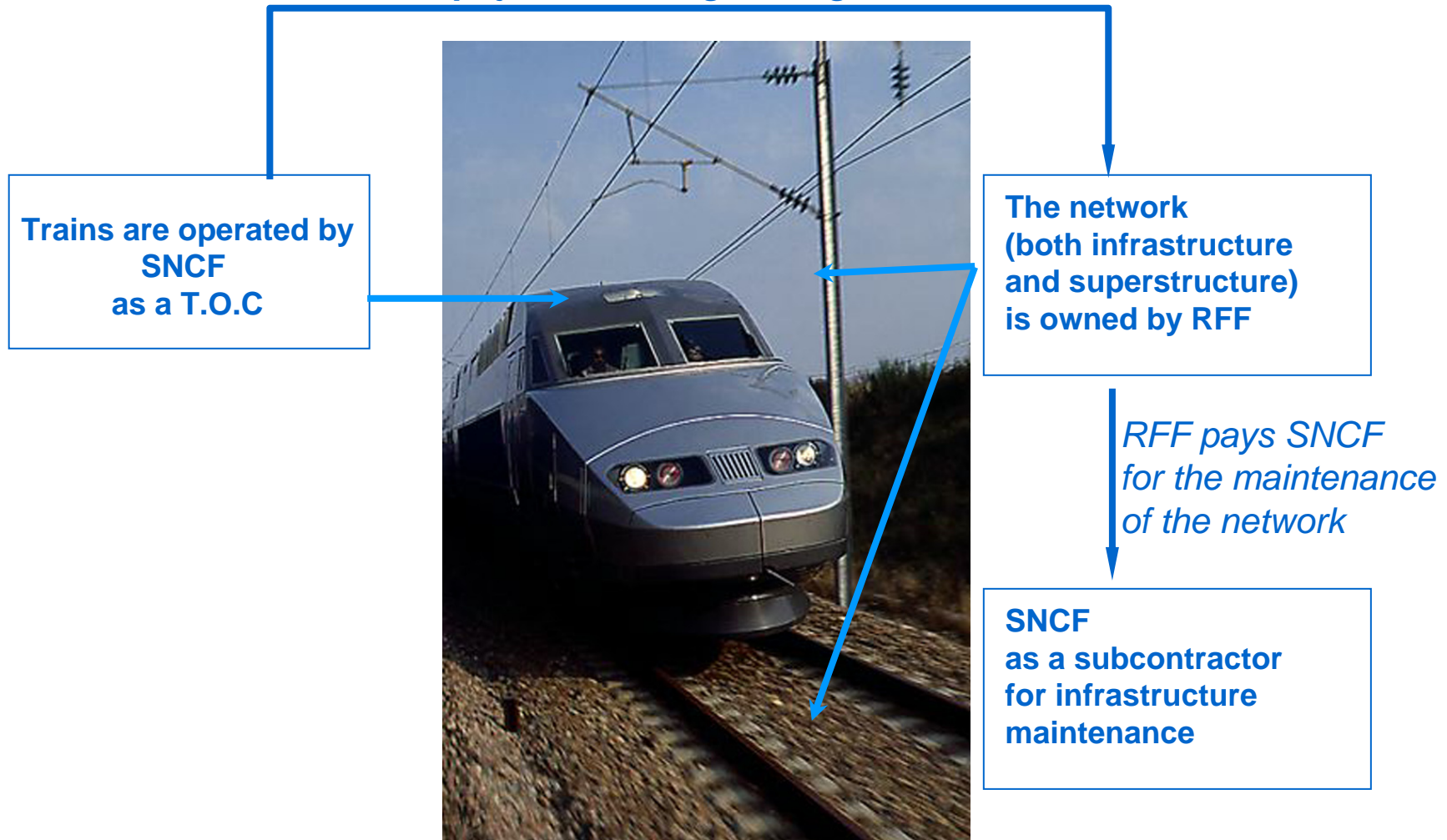


## The infrastructure access charges issue in France

Michel LEBOEUF

# How is the French organization working?

*SNCF pays track usage charges to RFF*



Amsterdam 2008

# *SNCF is the Station Manager*



In the perspective of the 2010 open access for international services,

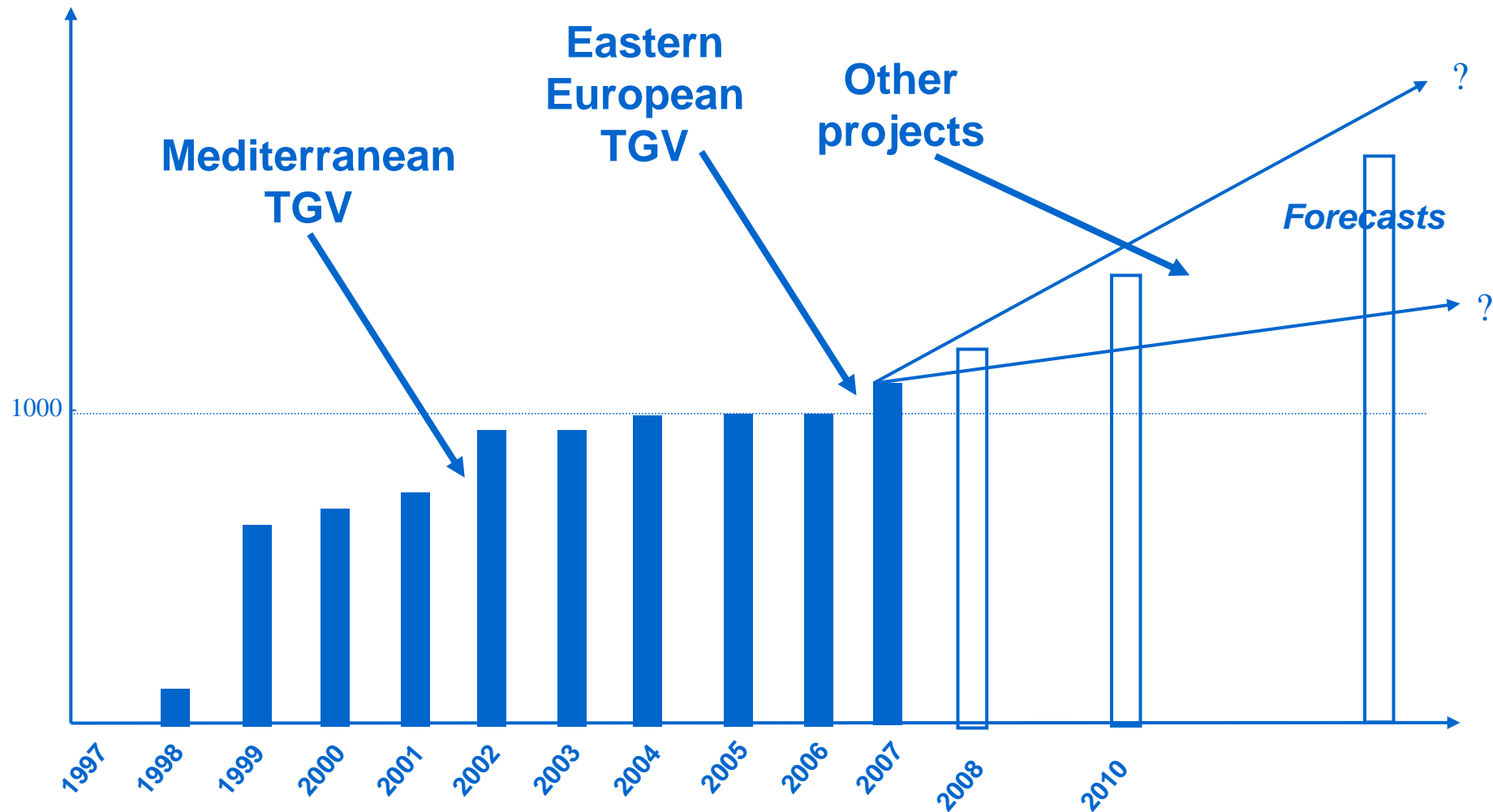
SNCF is preparing its own “station statement” dedicated to the access to station buildings by new comers.

This document will set out the general rules, procedures, and charging policy for the service facilities offered in the stations.

Amsterdam 2008

# High speed train access charges in France

Million €



Amsterdam 2008

# *Infrastructure toll level for high speed*

**2001-14 EU Directive  
Article 7-3:**

**Without prejudice  
to §4 and 5 and to Article 8,  
the charges ... will be set  
at the cost that is directly  
incurred as a result of  
operating the train service.**

**§4 – Congestion**

**§5 - Environmental effects**

**Art 8 – specific investment  
projects...**

## **In France:**

According to SNCF,  
TGV pays more  
than the full infrastructure cost

whereas no section of line  
is presently stated  
as congested.

SNCF fears  
the infrastructure charges  
will continue to grow

# System Regulation

**2001-14 EU Directive  
Article 30:**

**Member States will  
establish  
a Regulatory Body.**

## In France:

This Directive is being transposed into the French legal system.

The **Regulatory Body** will mainly have two functions:

- 1) Avoid any unfair treatment or any discrimination by the Infrastructure Manager against any applicant for capacity
- 2) Make sure there is no cross subsidy in the accounts of the Railway Undertakings

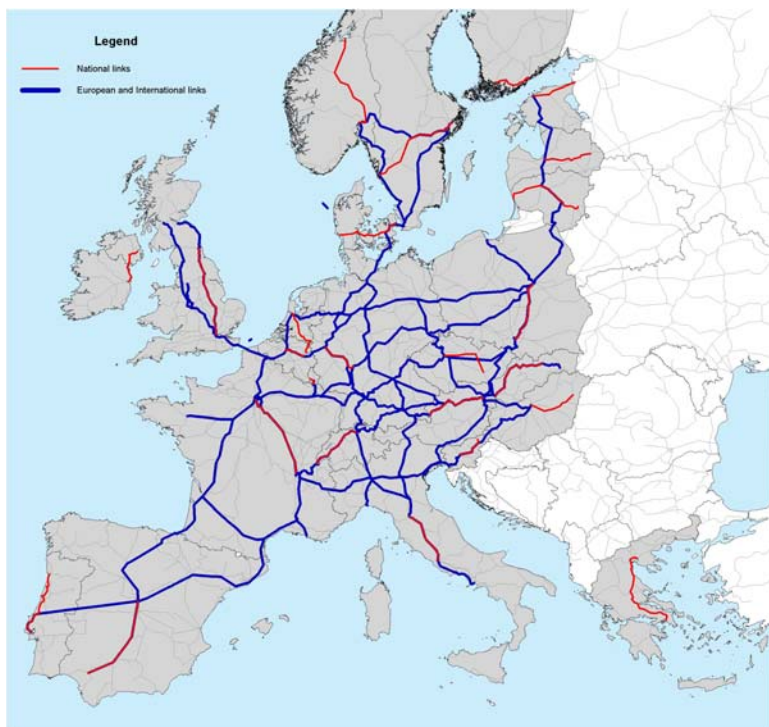
But the Regulatory Body will not be empowered in relation with the level of the track access charges which remain a State privilege.

For example, a Railway Undertaking will not be allowed to prosecute the Infrastructure Manager if he does not “respect the productivity increases achieved” within his own organization.

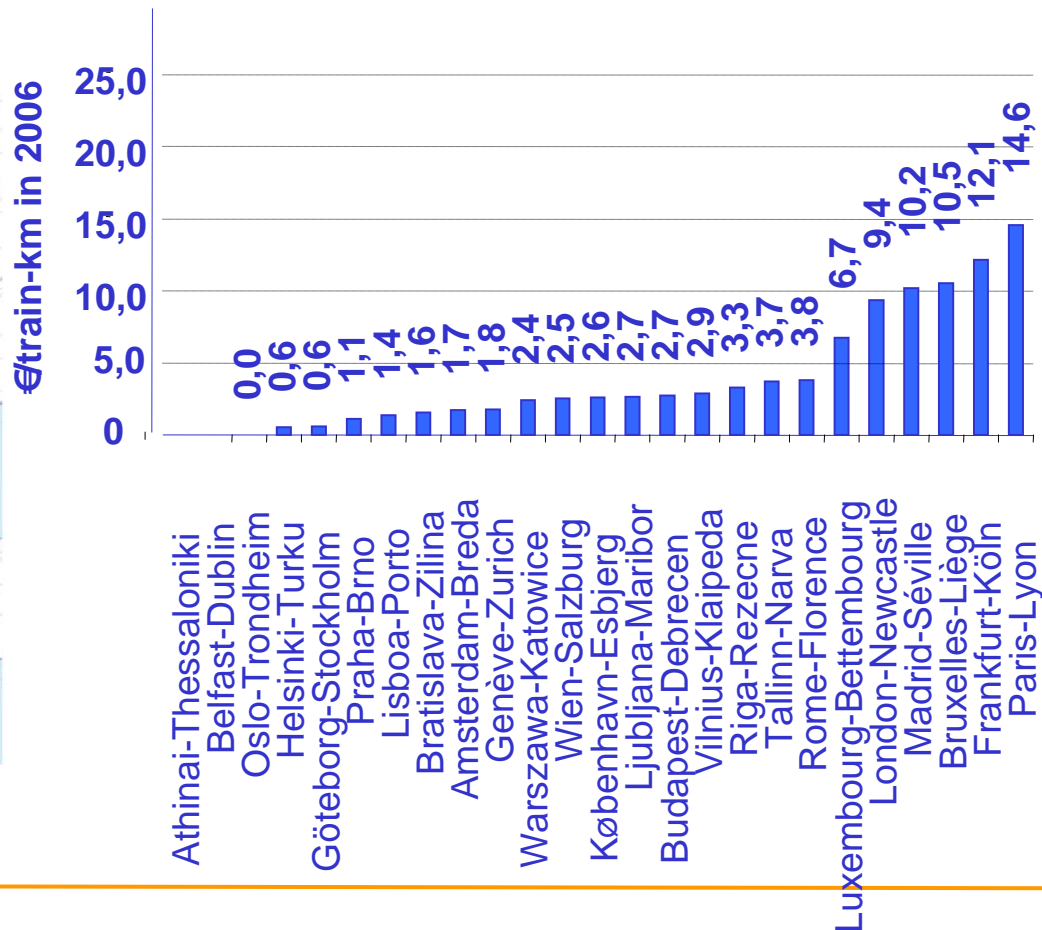


# Comparison of tolls per km for high speed rail in Europe

## 25 best national links

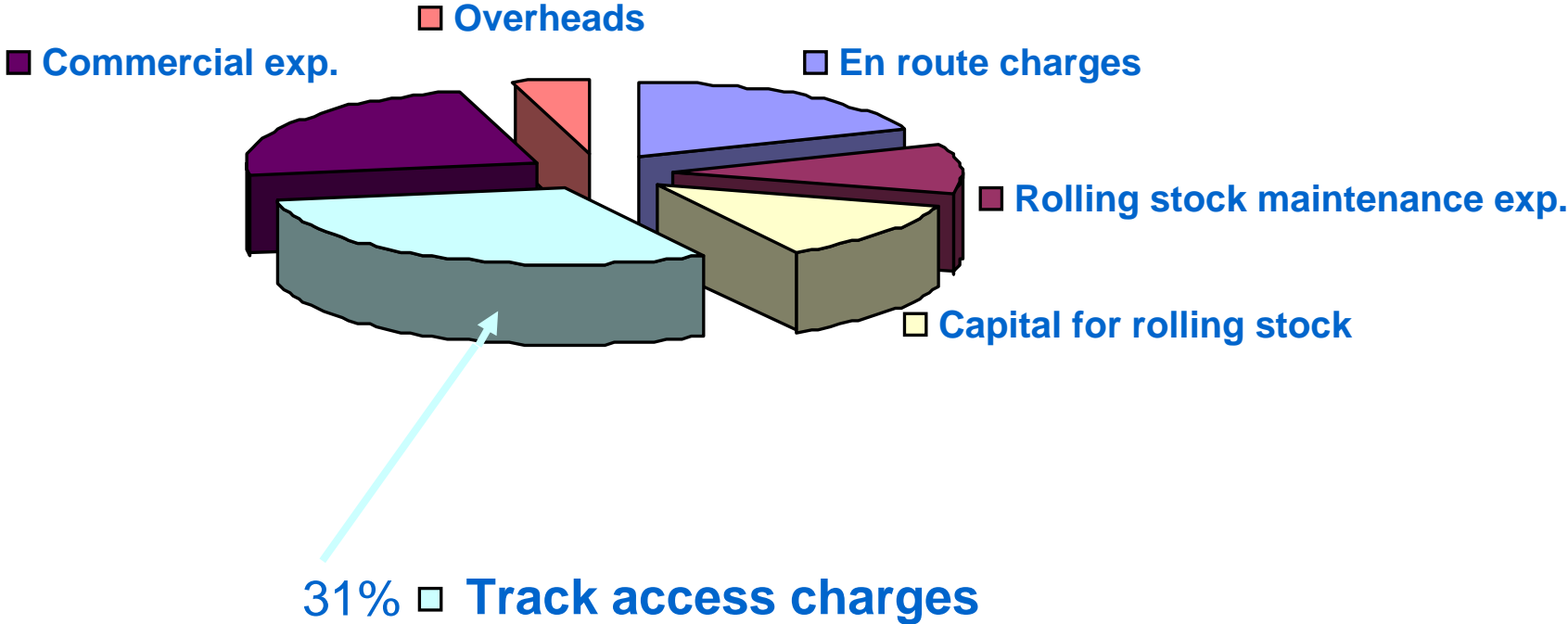


(From UIC sources)



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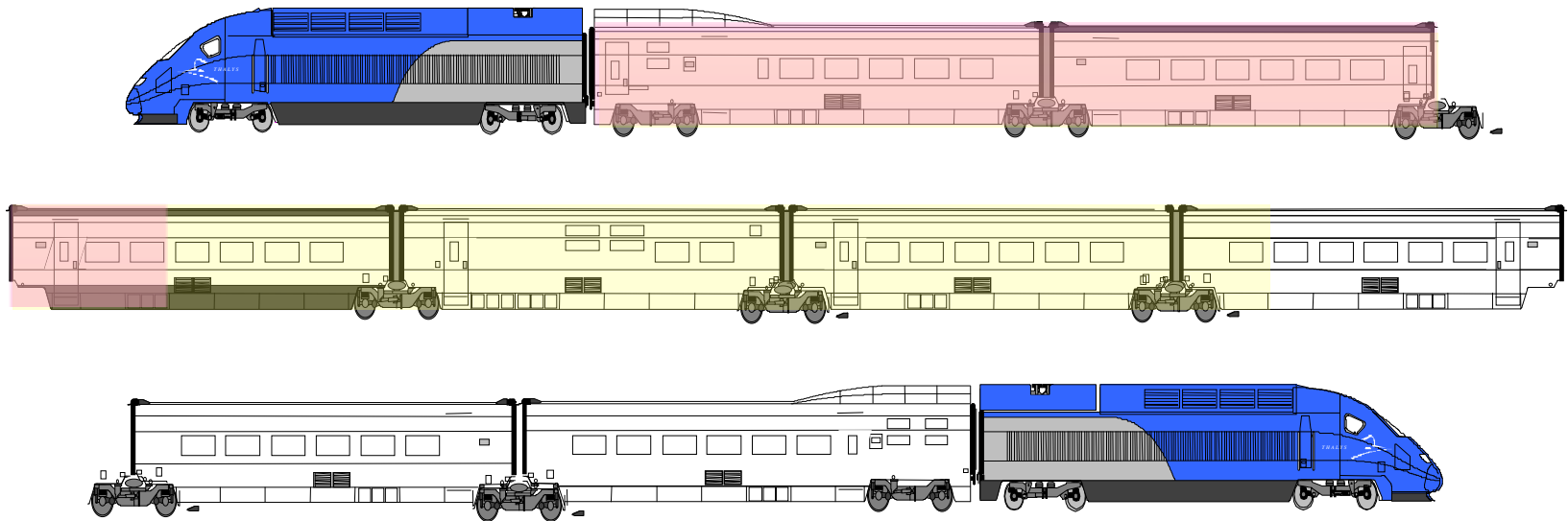
# TGV OPEX & CAPEX





# The infrastructure tolls in the TGV business

## Single-decker trainset (350 seats)



65% dynamic  
occupancy rate

43% of passengers revenue  
are dedicated  
to infrastructure tolls

# *Main issues with the infrastructure charge system*

1. The present and future level of the toll in absolute and relative values
2. The variability along the years of the policy both in the level of charges and in the calculation formula of the toll for a path
3. The total inconsistency of the French infrastructure policy with the neighbouring infrastructure policies whereas international traffic represents a quarter of the whole TGV traffic