

SHORT BIOGRAPHY:

Aleksandr is a researcher and Ph.D. Student at the Technical University of Lisbon, as part of the MIT Portugal program in the area of Railways. Among other things, Aleksandr is researching the link between infrastructure maintenance and infrastructure tariff systems.

Aleksandr obtained an M.S. in Complex Transportation Infrastructure Systems at the Technical University of Lisbon (MIT Portugal Program), Portugal in 2011 and a B.S. in Computational Engineering Systems at University of California, Berkeley (USA) in 2007.

Aleksandr was a key team member in *INFRA**CHARGES* and *STATION**CHARGES*, two recent UIC studies on railway infrastructure charges in Europe, performed in 2012 and 2013.

UIC STUDY ON RAILWAY STATION AND AUXILIARY CHARGES IN EUROPE

Authors: Aleksandr Prodan (Presenter), IST, aleksandr.prodan@ist.utl.pt
Paulo Fonseca Teixeira, IST, pft@ist.utl.pt
André López-Pita, UPC, andres.lopez-pita@upc.edu
Patrícia Afonso Ferreira, IST, pat@civil.ist.utl.pt

Contact Information:

Paulo Fonseca Teixeira
Instituto Superior Técnico (IST),
Universidade Técnica de Lisboa
Av. Rovisco Pais s/n, DECIVIL, SUTVS, Gab.3.02
1049-001 Lisboa
Tel: +351 21.841.83.02

Abstract:

This study examined station and infrastructure charges in the European Union, by looking at charges that Railway Undertakings (RUs) pay Infrastructure Managers (IMs) for utilizing stations, parking facilities and other auxiliary services.

The study examined station and auxiliary infrastructure charging systems in the 25 European Union countries with railway infrastructure, and two non-EU countries that are also subject to the EU Directive on railway infrastructure pricing, namely Switzerland and Norway. Network statements from each IM for the timetable year 2013 (validity period Dec 2012 – Dec 2013) were be used.

First, a qualitative analysis of station and auxiliary charges was performed. In this analysis, an overview of each country's charging system was made, including a comparison of variables for each country. Next, a quantitative analysis was performed, comparing station prices between each of the evaluated countries. Finally, 61 Origin-Destination (OD) pairs were evaluated, including 27 national OD pairs, one per country, 10 intercity OD pairs, 10 local OD pairs, 3 night train OD pairs and 11 additional high-speed OD pairs.

The findings of the evaluation show that in a significant number of countries, no charging systems exist for station and/or auxiliary charges, even if they exist for line charges. A group of countries have very simple station and auxiliary charging systems, and a few countries have very complex charging systems, sometimes involving multiple infrastructure managers. Most countries tend to differentiate station charges mainly using station importance. Only a few countries have high or very high station charges, while most countries' charges are low.

Finally, station charges play a sizeable role in infrastructure charging systems. This role is particularly significant in charges for local trains with many station stops, reaching on average 40% of total infrastructure charges (up to 80% in some cases). For intercity services, the percentage of station fees is low (generally below 10%), although for some ODs in some countries, this charge can be significant (25%).