

Schieneinfrastruktur- Dienstleistungsgesellschaft mbH

Ulrich Puz
Managing Director SCHIG mbH

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OPEN ACCESS AND OPEN RAIL MARKETS:

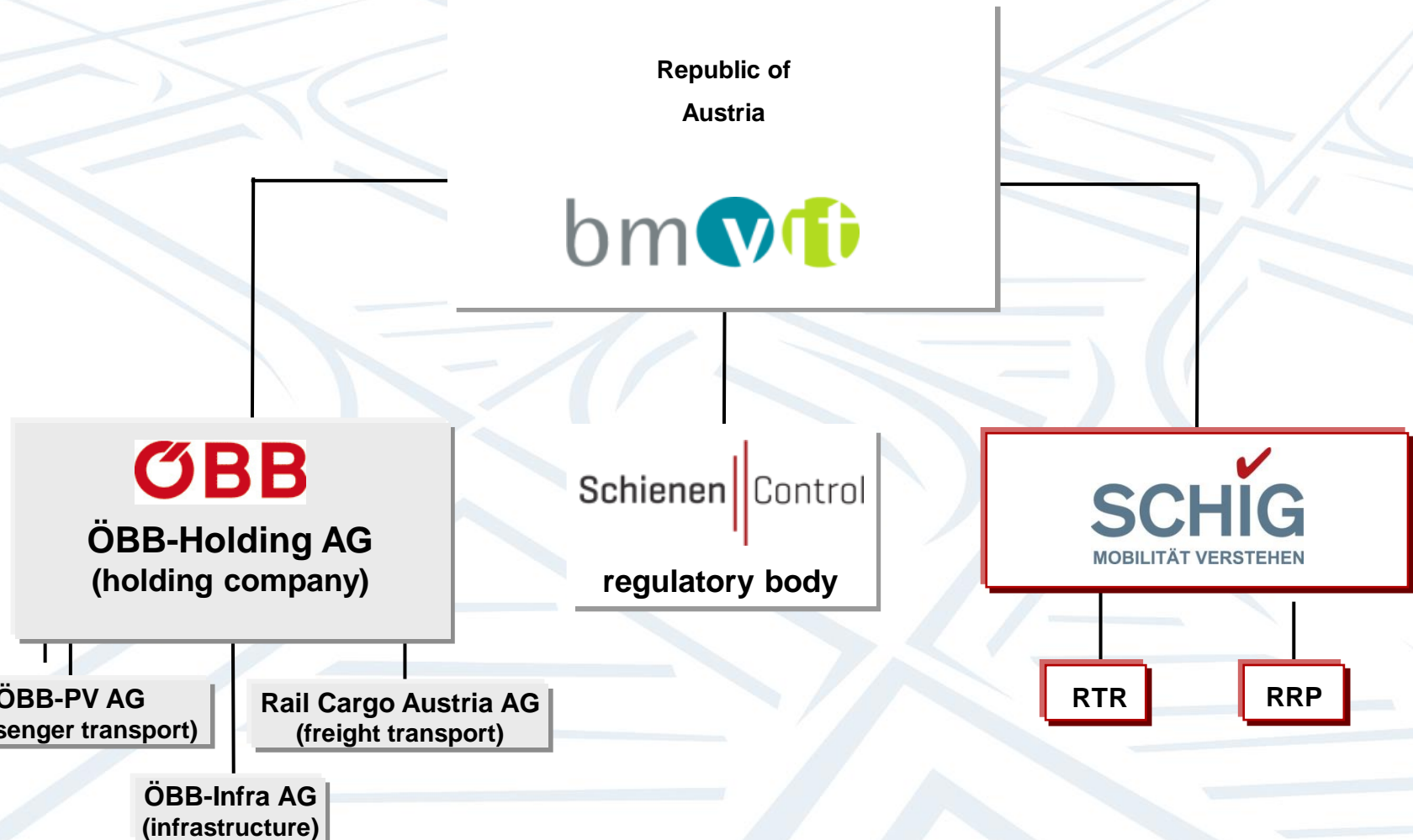
How to provide integrated public rail passenger services

SCHIG mbH

- Foundation as Railway Infrastructure **Financing** Company
 - Federal Law Gazette No. 1996/201; foundation charter of 1996
 - tasks: financing of investments in railway infrastructure
- Reorganization – elimination of financing function – into Railway Infrastructure **Services** Company
 - Federal Law Gazette No. I 2003/138; January 1, 2005
- Owned by the Federal Ministry of Transport, Innovation and Technology (bmvit)
- Today: About 80 employees perform various activities to "enable" railway transport – especially in the context of organization of financing



SCHIG mbH's role in Austria's railway sector



Aims of transport policy and infrastructure development

To maximise the share of public passenger transport, Austrian transport policy aims at rendering especially railway passenger transport more attractive by

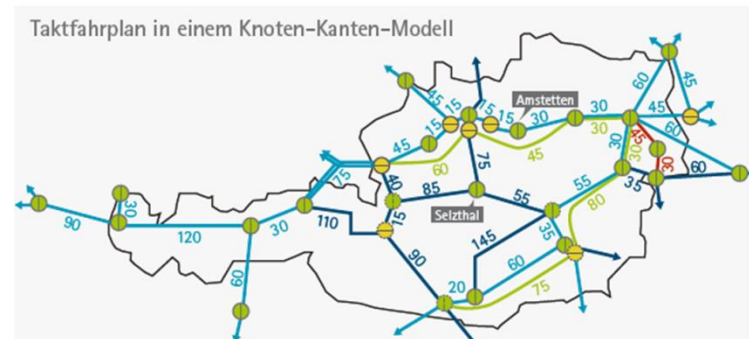
- reducing travel times,
- intensifying and synchronising transport services by implementing an integrated synchronised timetable and
- offering affordable tickets.

To provide the basis for implementing an integrated synchronised timetable, large investments in rail infrastructure have been made.

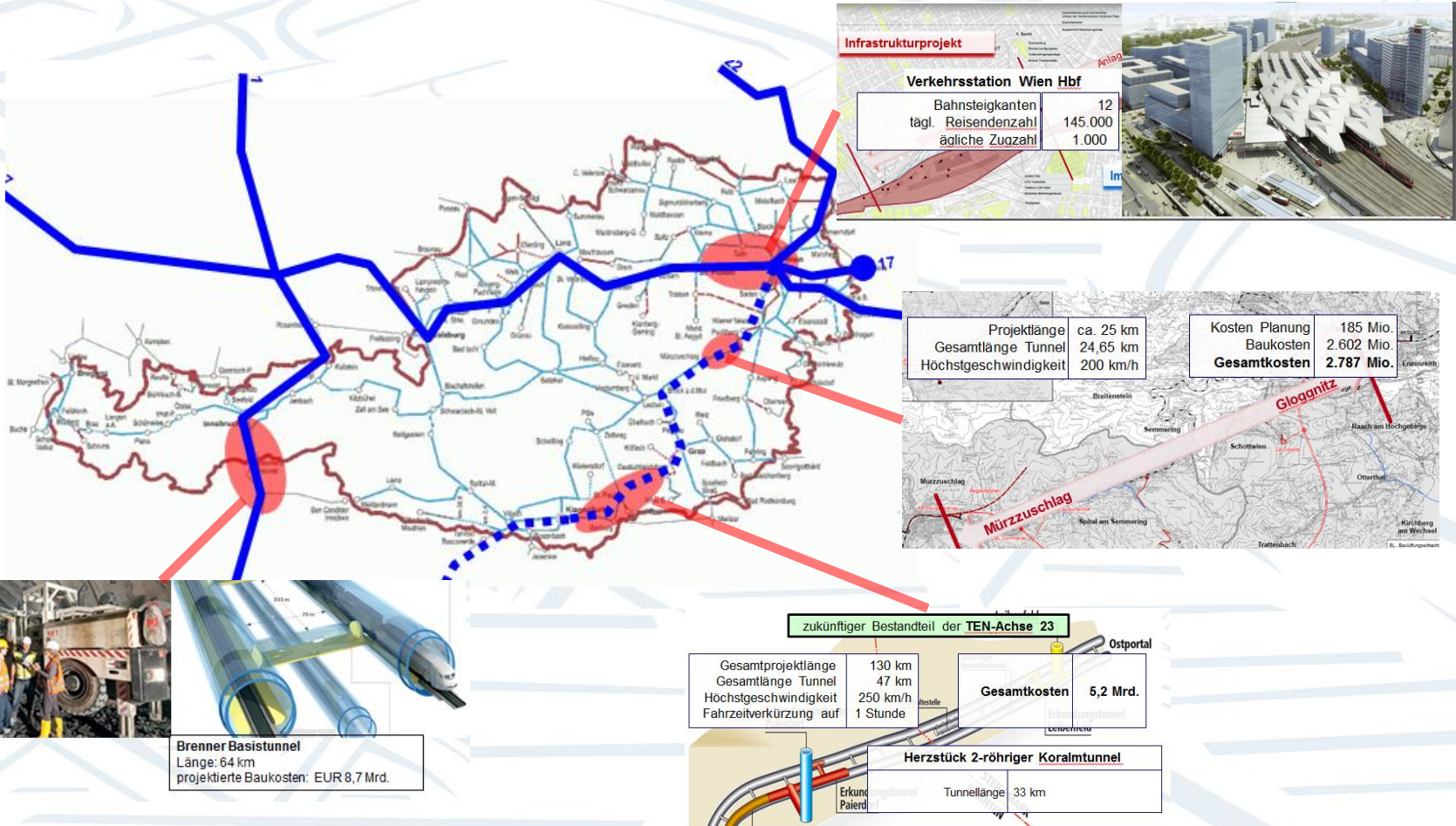
Die Investitionen in die hochrangige Schieneninfrastruktur 2013 bis 2018 im Detail

Erforderliche zahlungs-wirksame Finanzmittel (in Mrd. Euro, gerundet)	2013	2014	2015	2016	2017	2018
Erweiterungsinvestitionen (ohne Brenner-Basistunnel)	1,1	1,2	1,4	1,4	1,4	1,4
Brenner-Basistunnel	0,1	0,1	0,2	0,3	0,4	0,4
Reinvestitionen	0,6	0,6	0,5	0,5	0,5	0,5
Summe Investitionen	1,8	1,9	2,1	2,3	2,3	2,3

Quelle: Ministerratsvortrag ÖBB-Rahmenplan 2013-2018



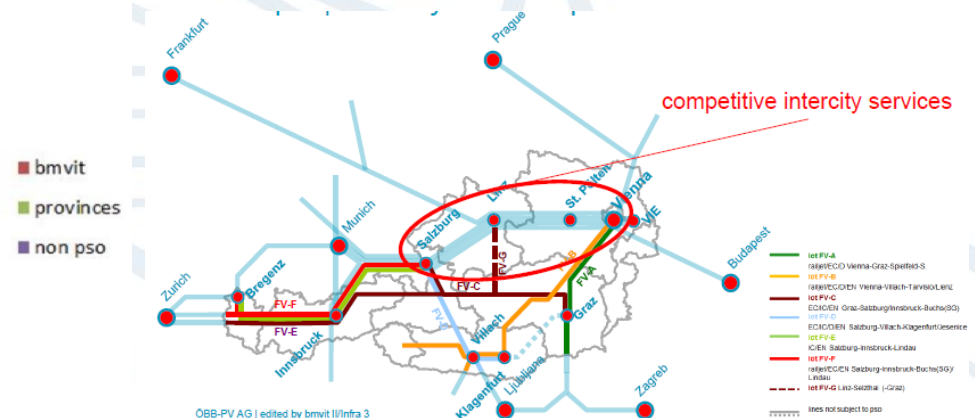
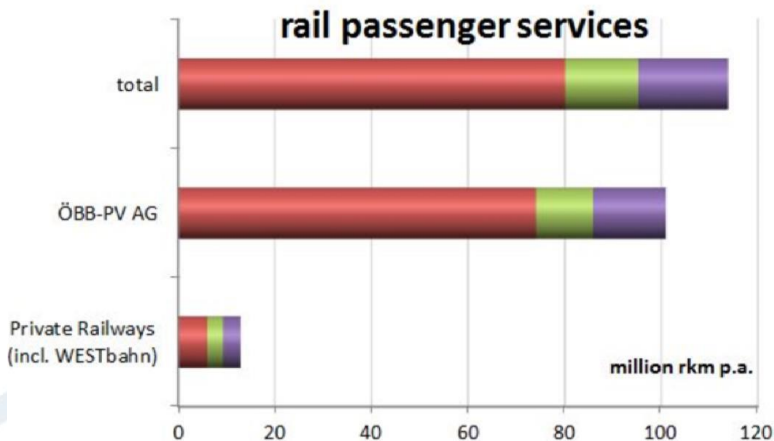
Development of railway infrastructure in Austria



Rail passenger transport in Austria

80% of all rail passenger transport services provided in Austria are publicly financed under PSO regime (Regulation (EC) No 1370/2007).

Rail passenger services which are not publicly financed are mainly provided in open access on the axis Vienna – Salzburg which has been expanded to a fast route.



TAC in Austria concerning PSO and open access transport services (status as at 2018)

The infrastructure manager's (ÖBB-Infrastruktur AG) current TAC regime distinguishes between open access and PSO long-distance rail passenger services, PSO services being priced at EUR 0,475 or 22% less.

Since local and regional rail passenger transport services cannot be operated commercially in Austria at present, ÖBB-Infrastruktur AG's current TAC regime does not distinguish between open access and PSO services in this sector.

Nr.	Marktsegmente	Einheit	Entgelt in Euro
Zugkilometerkomponente			(z)
1.1.1.a	Eigenwirtschaftlicher Personenverkehr	Zugkm	2,157
1.1.1.b	Gemeinwirtschaftlicher Personenfernverkehr	Zugkm	1,682
1.1.1.c	Nahverkehr stark	Zugkm	1,834
1.1.1.d	Nahverkehr schwach	Zugkm	1,639
1.1.1.e	Güterverkehr manipuliert	Zugkm	0,948
1.1.1.f	Güterverkehr nicht manipuliert	Zugkm	1,580
1.1.1.g	Dienstzug *)	Zugkm	0,948
Bruttotonnenkilometerkomponente			(btk)
1.1.2.a	Eigenwirtschaftlicher Personenverkehr	Btkm	0,001746
1.1.2.b	Gemeinwirtschaftlicher Personenfernverkehr	Btkm	0,001746
1.1.2.c	Nahverkehr stark	Btkm	0,002894
1.1.2.d	Nahverkehr schwach	Btkm	0,002894
1.1.2.e	Güterverkehr manipuliert	Btkm	0,001487
1.1.2.f	Güterverkehr nicht manipuliert	Btkm	0,001487
1.1.2.g	Dienstzug *)	Btkm	0,001487

Implementing an integrated synchronised timetable in consideration of open access transport services

Problem No 1:

The first steps in realising an integrated synchronised timetable for the year 2018 showed that not all train paths commissioned under PSO regime to implement a synchronised timetable could be allocated by the infrastructure manager, since they were in conflict with train paths requested under open access.

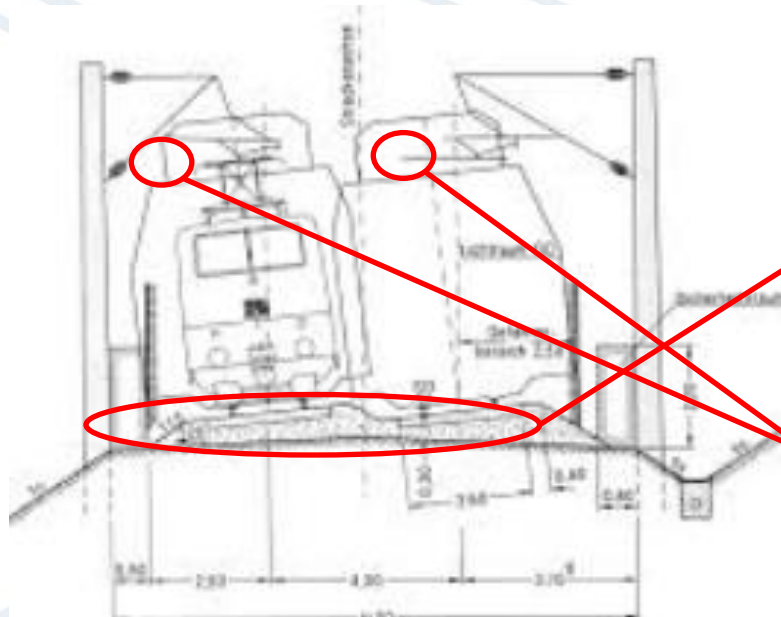
Thus connections for PSO train runs planned in the synchronised timetable could not be realised.

Problem No 2:

For further steps in the implementation of an Austrian-wide integrated synchronised timetable the question arises how transport services currently provided under open access can be effectively integrated into a synchronised timetable commissioned under PSO regime.

Problem-solving by means of TAC provisions of Directive 2012/34/EU or 'Direct Cost' Implementing Regulation (EU) 2015/909?

Eligible costs for the **minimum access package** (= product „train run“) are only the costs incurred by the impacts of the respective train run on:



1. superstructure (rails, sleepers, ballast): only repair and replacement investment – no time-dependent costs (inspection and maintenance)

2. change of contact wires

Due to this provision, TAC for the minimum access package cannot be differentiated regarding open access and PSO train runs nor regarding the train runs' conformity with a synchronised timetable.

Problem-solving by means of TAC provisions of Article 32 of Directive 2012/34/EU (mark-ups)?

The possibility to levy mark-ups for specific market segments as provided in Article 32 of Directive 2012/34/EU has obviously been taken into account in ÖBB-Infrastruktur AG's 2018 TAC regarding the market segment 'open access long-distance passenger transport':

Nr.	Marktsegmente	Einheit	Entgelt in Euro
Zugkilometerkomponente			(z)
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1.1.1.g	Dienstzug *)	Zugkm	0,948

However, the mark-ups levied by ÖBB-Infrastruktur AG in 2018 could not prevent requests for train paths that were in conflict with a synchronised timetable.

Problem-solving by means of provisions of Chapter IV Section 3 of Directive 2012/34/EU (allocation of railway infrastructure capacity)?

Implementing an integrated synchronised timetable in consideration of open access transport seems to be feasible by allocating pre-planned system train paths:

Article 47 (4.) of Directive 2012/34:

The priority criteria shall take account of the importance of a service to society relative to any other service which will consequently be excluded.

Conclusion:

If train paths are exclusively allocated on the basis of pre-planned system train paths which are adapted to infrastructural characteristics, the rail passenger transport market may be determined by the infrastructure manager and the public authority financing this infrastructure.

Thank you for your attention!

SCHIG – understanding mobility

Schieneinfrastruktur-Dienstleistungsgesellschaft mbH
Lassallestraße 9b | 1020 Vienna | Austria
T. +43 1 812 73 43
F. +43 1 812 73 43 1100
office@schig.com | www.schig.com