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Challenges to face in addressing the right charges for the use of the railway infrastructure – case Serbia

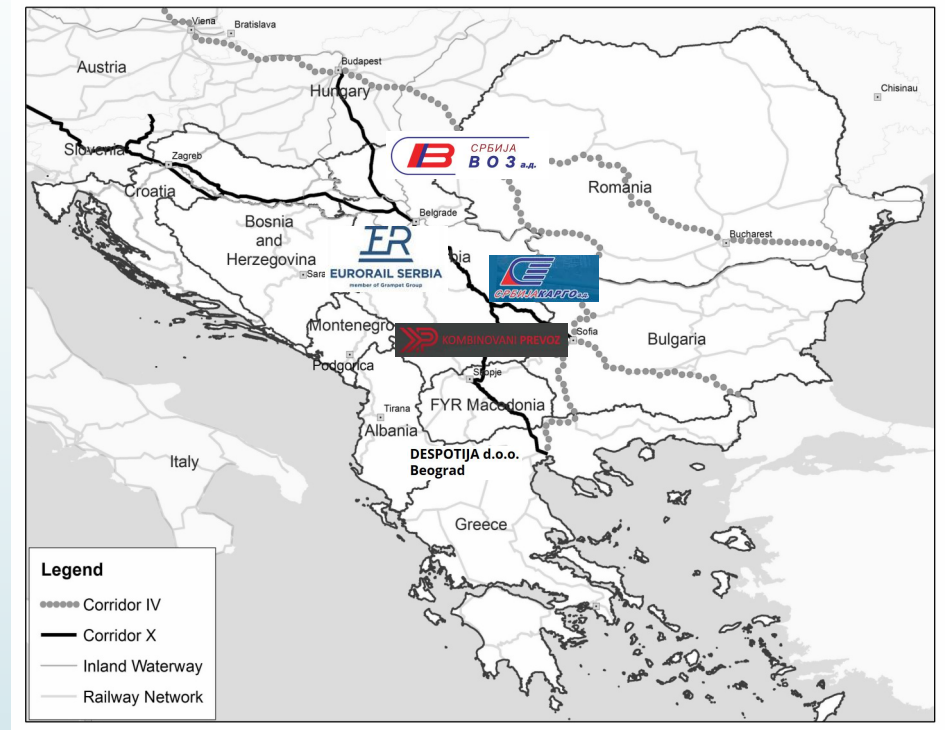
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Ambient - Serbian railway market

In 2020

- Network - 3735,8 km, out of which 3441,1 km of single-track and 294,7 km of double-track standard-gauge lines
- In this network 21 operators are licensed and operate:
 - 1 active incumbent operator for passenger – SRBIJA VOZ
 - 1 active incumbent operator for freight – SRBIJA KARGO
 - 7 active private operators for freight
- Dominate freight transit traffic; the aggressive rise of private transport operators in market share



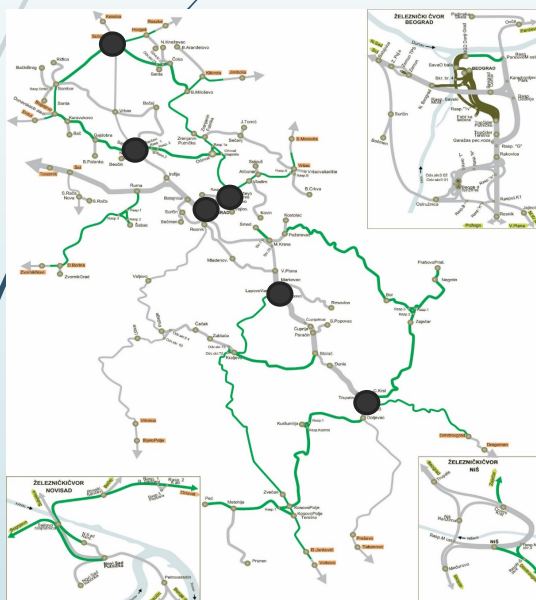
Serbian railway TAC for minimum access package

Chronology of TAC methodology development

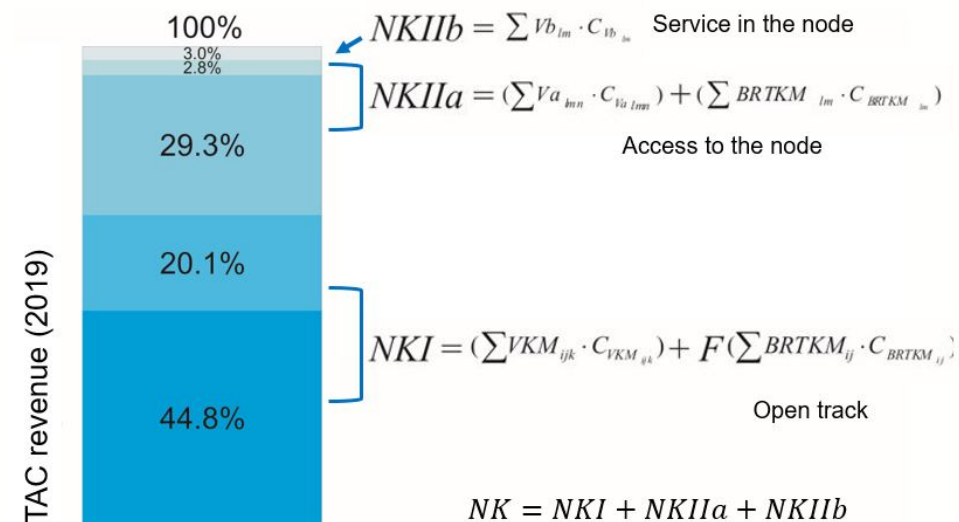
1st – 2007 – MC+, engineering methods combine with bottom up method

2nd – 2013 – MC+, cost model fitted to principles for charging and staff redeployment

3rd – 2020 – improving the existing one or new methodology? – unit cost equal to direct cost from directive 2015/909



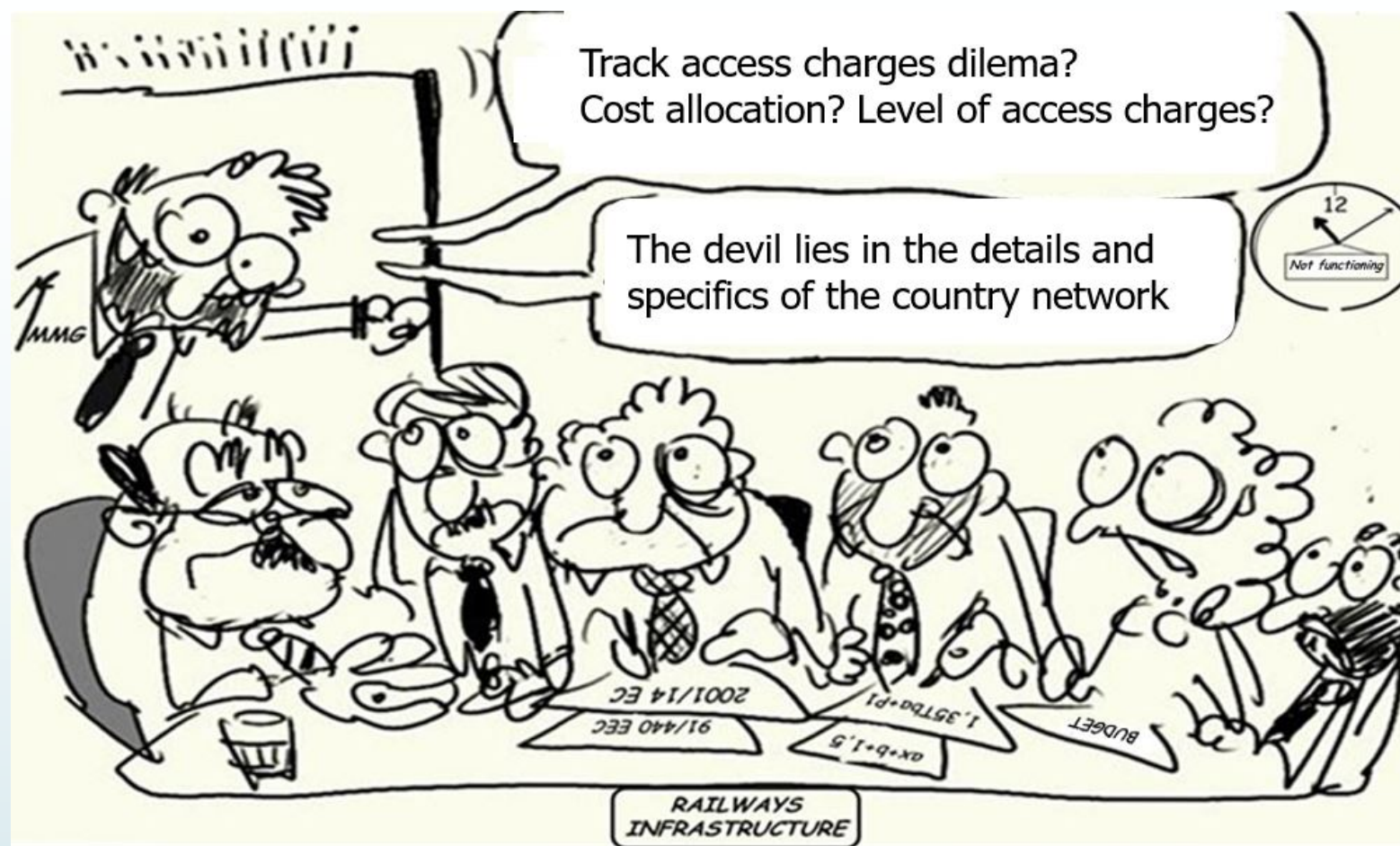
- Three categories of line (main, regional, local)
- 6 nodes
- 2 types of traffic (passenger, freight)
- 2 types of traction (diesel, electric)
- Train-kilometers and gross tonne-kilometers



Minimum access package formula and revenue

Challenges to face in cost allocation and defining the formula

- ▶ Unchanged way of **keeping accounting data** - their transformation into the way required by the 2015/909/EU still represent “an accurate sum of inaccurate data”
- ▶ **Estimation of cost allocation** by line and by types of traffic - still an engineering method
- ▶ **The costs distribution** incurred by civil work, traffic regulation, signalling and telecommunication is still the **result of certain expert assessments**.
- ▶ **Coefficients** (wear and tear, train class, etc) in a formula, mostly based on benchmarking of different countries formulas.
- ▶ Coefficients/weights for lines category are not determined on the basis of defined criteria or calculation but by free assessment in comparison with other networks.



► Thank you for your attention

► Questions/ Answers

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