



# **GREEN SHOOTS FROM THE COVID “ASHES”? WHAT TO LEARN FROM THE PANDEMIC FOR FUTURE ACCESS CHARGES**

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Rotterdam

# About us

## Your speaker – Dominik Huebler



- Associate Director in NERA's Berlin office; co-Head of NERA's European transport economics group
- c. 15 years of experience in consulting for transport companies, investors, law firms and public institutions, e.g.,:
  - Regulatory support for various IMs on regulatory framework design, tariff design, cost of capital, risk sharing / incentives, ...
  - Economic advice in litigation/ arbitration proceedings relating to regulatory decisions, long-term contracts, service interruptions, ...
  - Economic advice to rail undertakings on restructuring, state aid, operating models, ...
  - Provided economic analyses on Heathrow Airport London's pandemic response.
  - Due diligence for transport sector airport acquisitions including in the rail, road and airport sectors including regulatory framework review, risk modelling, investment appraisal, traffic forecasting.
- Economist with a double master's degree from the Universities of Oxford and Cambridge

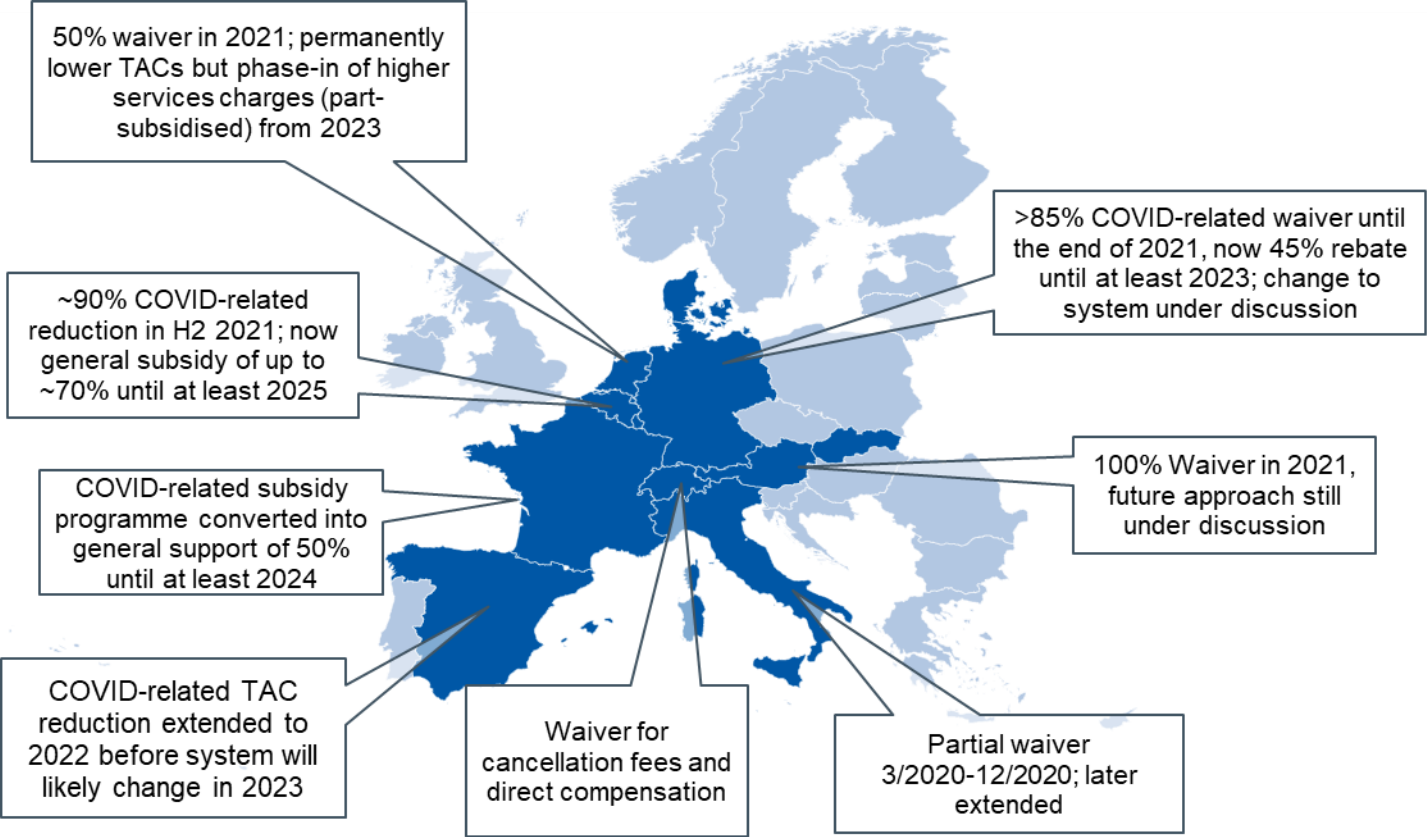
## About NERA Economic Consulting



- International consulting firm with a focus on economic consulting
- Part of Marsh & McLennan Companies and Oliver Wyman Group
- 500 economists worldwide, c. 100 economists in Europe (Berlin, Frankfurt, London, Madrid, Milan, Paris)
- Main practice areas:
  - Transport (and other infrastructure) economics
  - Competition and regulatory economics
  - Transfer pricing
- Core business in transport economics: access charging, incentive evaluation, regulatory due diligence, arbitration / litigation support, transport policy and evaluation.
- Our experts have extensive experience in the rail, aviation, urban transport, and maritime industries and regularly address sector-wide issues.

# Countries are taking different approaches to moving from COVID-”fixes” to permanent TAC solutions

Selected developments in access charging  
(retroactive applications of EU Regulation 2022/312 may bring further changes)



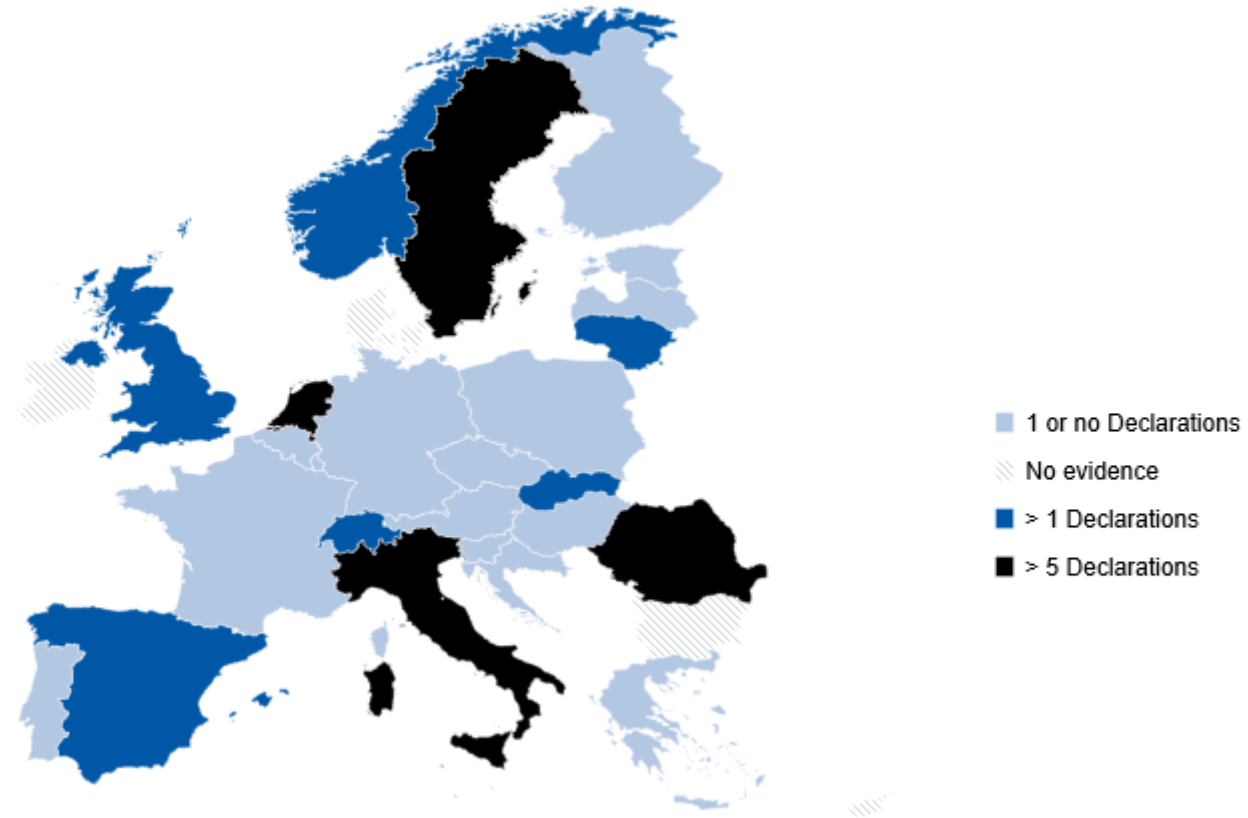
■ Waiver ■ No evidence

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Source: NERA analysis based on national track access charges decisions. EU regulation 2022/312.

# Congestion will return and will need to be addressed in the charging system

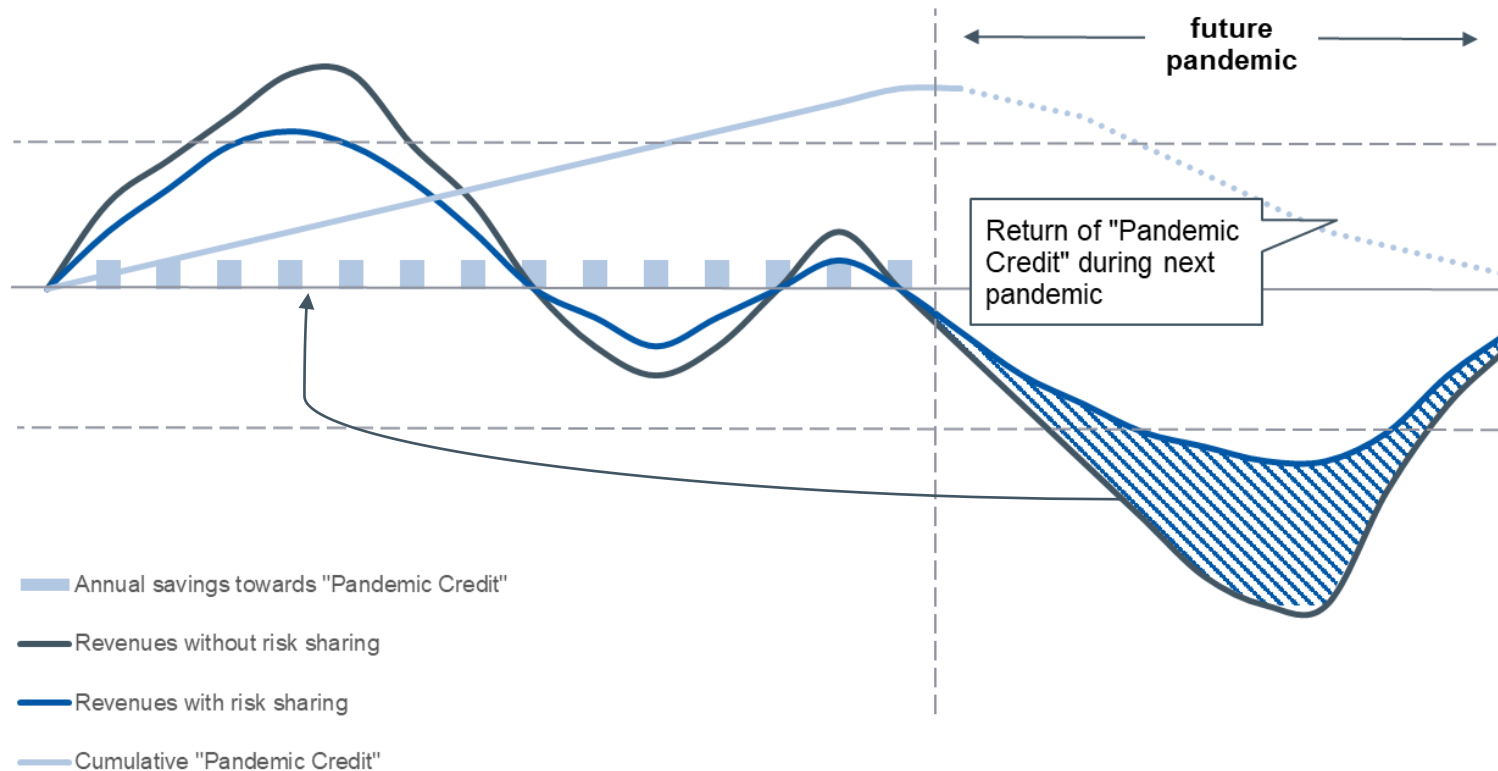
Frequency of congestion declarations (pre-pandemic) as per IRG Rail



Source: IRG-Rail (2019), A survey of congested infrastructure, priority criteria and capacity charges in Europe.

# “Risk sharing” and “preparing” for future crises – can the rail sector learn from others?

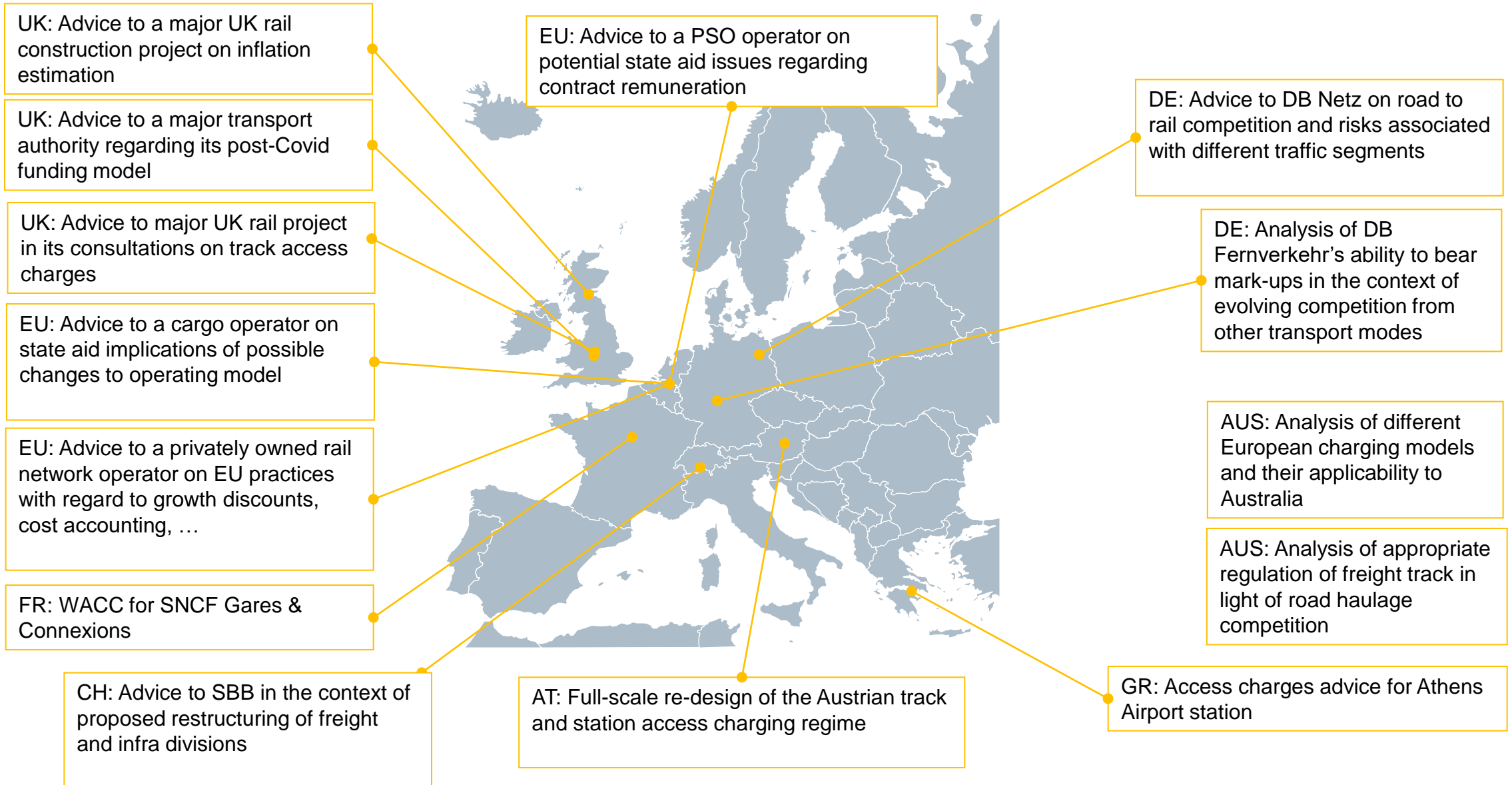
## Example: Pandemic preparedness scheme the CAA proposes for Heathrow



1. Partial sharing of the current pandemic impact through asset base adjustment
2. Introduction of symmetric traffic risk sharing mechanism
3. Introduction of a “saving for future pandemics” component to improve resilience against future crises
4. Reduction of cost of capital allowance to reflect lower risk exposure going forward

Source: NERA illustration.

# We have worked on a wide range of infrastructure charging issues across Europe and beyond





## CONTACT US

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