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Access to the rail network in some European countries

Access to services facilities and general access conditions



Cover photo: Bertil Hylén, VTI

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Annex 2: Summary of information concerning Services facilities

Cover photo by Bertil Hylén: Green Cargo's shunting in Norrköping, Sweden, involves running on tracks belonging to Banverket, Green Cargo, the port of Norrköping and various industries.

Abbreviations

ABB	Allgemeine Benutzungsbedingungen	DE
ABN	Allgemeine Bedingungen für die Nutzung der Eisenbahninfrastruktur	DE
ATC	Automatic Train Control (Protection)	
ATOC	Association of Train Operators	GB
BEV	Bundeseisenbahnvermögen	DE
DB	Deutsche Bahn	DE
DSB	Danske Statsbaner	DK
EBA	Eisenbahn-Bundesamt	DE
EIBV	EisenbahnInfrastruktur-BenutzungsVerordnung	DE
EU	European Union	
EWS	English, Welsh & Scottish Railway	GB
HGV	Häfen und Güterverkehr Köln	DE
HMRI	Her Majesty's Railway Inspectorate	GB
IM	Infrastructure Manager	
LCC	Life Cycle Cost	
NE	Nichtbundeseigene Eisenbahnen	DE
NS	Nederlandse Spoorwegen	NL
ORR	Office of the Rail Regulator	GB
RIC	International rules for passenger carriages	
RIV	International rules for freight wagons	
RFF	Reseau Ferré de France	FR
ROSCO	Rolling Stock Leasing Companies	GB
SNCF	Société Nationale des Chemins de Fer Francais	FR
SRA	Strategic Rail Authority	GB
TOC	Train Operating Company	GB
UIC	Union Internationale des Chemins de Fer	
VTI	Väg- och Transportforskningsinstitutet	SE

Summary

In February 2001 the Swedish National Rail Administration (Banverket) commissioned the Swedish National Road and Transport Research Institute (VTI) to carry out a study of railway access conditions in a few countries. The study should deal with access conditions in general with special focus on responsibilities, financing, regulation and pricing of the so-called services facilities mentioned in the European Union (EU) Directive 2001/14, Annex II, 2. The purpose of the study was to highlight these matters as input in the ongoing work of implementing the new EU Directives.

In the railway field the EU aims at making access for international (freight) traffic easier in various ways. Standardisation, co-ordination, simplification etc. are some important key words. The EU member states have not only different safety regulations, signalling, ATP, electrical traction systems – but they also have an astonishing range of organisational peculiarities topped up by different access regimes and –charges. Finally the regimes for the services facilities (terminals etc.) mentioned in the EU Directive's Annex vary a lot. It is therefore very difficult for a potential international operator to get a clear picture of the whole chain of events from loading in one country to unloading in another, especially if he wants to operate the service with his own traction and staff all the way.

Denmark has a generally liberal attitude towards new entrants. All licensed operators may run train services on the Danish Railway Agency's infrastructure. Their web-site gives a very good step-by-step description of the Danish approval process. The information is, however, only available in Danish. The liberal attitude towards new entrants is fairly recent and has not yet led to any major changes on the operator scene.

Germany differs from most other Member States in the way that apart from Deutsche Bahn, DB, there are more than 150 non-federal railways. About 50 of these operate passenger services. There are reciprocal rights to use each others infrastructure demanded by federal legislation and fairly elaborate systems of access charges for running lines and some services facilities. The terms of use for other facilities must be agreed between the parties concerned. A potential operator may have to deal with both federal and regional authorities to get all the necessary permits.

The Netherlands resembles Denmark but there is already a handful of new operators. These new companies either operate regional passenger services or freight trains to the big Dutch ports.

In Great Britain the railway sector is privatised – although with state support. Infrastructure and operations are in the hands of private companies, often listed on the stock exchange. The infrastructure manager Railtrack has a wider brief than its counterparts in other EU Member States. Railtrack owns land, tracks, traffic control facilities, rolling stock maintenance facilities, stations and some freight terminals. These facilities are let to the operators on commercial terms agreed between Railtrack and operators or other parties concerned. As a rule the Office of the Rail Regulator must approve all agreements. Railtrack is also responsible for timetable construction, train path allocation, traffic control and the public passenger traffic timetable.

1 Background

1.1 General

During the 1990s the “capillary” rail network in Sweden has been the subject of a number of studies, enquiries and regulatory changes. “Capillary”, in Swedish parlance, refers to sidings, access to industries, harbour tracks etc., resembling the Services facilities listed in the EU Directive’s Annex mentioned below. A limited European survey was made by the Swedish National Road and Transport Research Institute (VTI) in 1997¹.

Facing further possible changes the Swedish National Rail Administration (Banverket) commissioned VTI to survey possible changes since 1997 in the countries involved. (Germany, the Netherlands, the United Kingdom and France. Denmark was later added).

The study, carried by Bertil Hylén at VTI, was to focus on a) access conditions and barriers to entry in general and b) responsibilities, financing, regulation and pricing of the so-called services facilities mentioned in the EU Directive 2001/14, Annex II, 2². The phrase “services facilities” will be used in this report. The general purpose of the study is to highlight these matters as input in the ongoing work of implementing the new EU Directives.

1.2 Survey method

A questionnaire was sent to the relevant organisations in the countries concerned. (See Contact Persons). Most of them replied willingly to the questionnaire and supplied complementary information. A draft in English was later sent to them for comments and suggestions. The French Section was made up from material in the 1997 study and completed by fresh information. In the United Kingdom representatives of Railtrack and the Rail Freight Group were interviewed. Bernd Seidel at the University of Hannover in Germany has provided valuable information and assistance. The author is most grateful for all assistance provided by all organisations and contact persons. As usual with international comparisons some reservations are in order, the national classifications do not necessarily follow the listing in the Annex of the EU Directive. A secondary aspect of the study has been to observe the availability of information; this has been mentioned in the respective sections.

A Summary of the information concerning Services Facilities (including also Sweden) is found in Annex 2.

The conclusions, suggestions and views are entirely the author’s own and are not necessarily shared by the Swedish National Road and Transport Research Institute (VTI). All errors, omissions and misunderstandings – language-wise and otherwise – are entirely the author’s. The author and the Swedish National Rail Administration (Banverket) welcome any suggestions, comments and corrections.

¹ Det kapillära bannätet i ett europeiskt perspektiv, VTI Notat 55-1997.

² Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification.

1.3 Other related work

Technical and safety related access conditions are dealt with extensively in the report Safety Regulations and Standards for European Railways³ written by National Economic Research Associates (NERA) et al. for the EC in 2000. The author considers some of the issues in the NERA study quite relevant for the access discussions in general.

The objective of this study was i. a. to provide

- An overview of which organisations/bodies supervise railway safety with regard to traffic operations and with regard to rolling stock
- Assess to what extent are safety standards – for operations/equipment – set by the railways themselves or by legislation
- Assess the impact of existing differences in safety regulations and/or practices among Member States on seamless rail traffic operations

A general observation was that the international acceptance of previously RIV-registered freight wagons and RIC-registered passenger carriages works well. (There may, however, exist problems with RIV/RIC registration of rolling stock belonging to new entrants through the incumbent operators.) The study revealed that most of the obstacles to cross-border traffic are unrelated to safety regimes but arise from infrastructure differences such power supply, signalling and also language problems. Where traction crosses a border “levelling-up” is the norm. Each regime requires all of its conditions to be met, in addition to the conditions of the neighbouring regime. Any company with an idea about running railway services must have some “old railway staff” on its team or forget about the idea completely. – Some of the case studies are interesting and worth relating quite briefly:

Danish class EG locos haul freight trains on the Öresund link Köbenhavn-Malmö-Northern Germany. These locos have two systems for traction power, three ATC-systems, different radios etc., additional costs for the safety related systems were estimated at about 100 000 €. The manufacturer reports that few acceptance problems were encountered as the Danish and Swedish rules are similar to the German rules but less detailed. However, at VTIs annual research assembly in January 2001 a representative of DSB/Railion claimed that the locos are still not formally accepted in the three countries and it had better remain that way, a complete formal acceptance would probably demand a totally new construction.

In 1999 German HGK and Dutch Shortlines started a freight service between Köln and Rotterdam. Crews but not locos change at the border. The (mainly German) trains presented no novel technical features and were easily accepted in Germany. In the Netherlands, however, the operators felt that the cost and time to obtain approval by Railned was disproportionate to any safety benefit. Railned on the other hand claimed that new operators have little notion of the requirements for rolling stock, safety regime, staff certification etc.

The British company EWS using British class 92 electric locos operate freight services through the Channel tunnel. EWS reports that severe problem were

³ Safety Regulations and Standards for European Railways. (version 4 Feb. 2000) Final Report to the European Commission. National Economic Research Associates, London, 2000.

encountered in obtaining approval from the Channel Tunnel Safety Authority and from the British authorities for the class 92 loco. The crews change at the British tunnel end; this is a free management choice. Both locos and crews change at the French tunnel end but this is presented as unquestioned fact of life.

2 Conclusions

In the railway field the EU aims at making access for international traffic easier in various ways. Standardisation, co-ordination, simplification etc. are some important key words. The EU member states have not only different safety regulations, signalling, Automatic Train Protection, electrical traction systems (diesel is easier) – but they also show an astonishing range of organisational peculiarities topped up by different access regimes and –charges. Finally the regimes for the services facilities (terminals etc.) mentioned in the EU Directive's Annex vary a lot. It is therefore very difficult for a potential international operator to get a clear picture of the whole chain of events from loading in one country to unloading in another, especially if he wants to operate the service with his own traction and staff all the way

During the 1990s the Freight Freeways were introduced. They did not become the expected renaissance for international rail freight; one reason may have been that access to other than the main lines was not sufficiently analysed. (Loading/unloading on the main lines is not very practicable). However, in Directive 2001/14 Annex II, 2 the EU has listed certain services facilities to be supplied to the railway undertakings. This is a laudable ambition but the operator would probably also want fairly uniform definitions of these facilities, easy access to information about them and perhaps also fairly uniform pricing. This is clearly some way off. To achieve this the European railway sector needs earnest ambitions from all parties concerned, it will also take a lot of hard continuous work especially as the sector is undergoing almost constant change.

This report is mainly aimed at freight matters but the new EU Directives of course also apply to passenger services. From the Scandinavian perspective the scope for international passenger services will, except for the Öresund region, always be limited. However, the EU Proposal⁴ of 26 July 2000 for a Regulation concerning the award of public service contracts must be kept in mind. This Proposal sees competitive tendering of non-commercial services as the normal procedure. If it is implemented in earnest (the opposition against it is fierce) the international market for passenger services will look vastly different in the future.

⁴ Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on action by Member States concerning public service requirements and the award of public service contracts in passenger transport by rail, road and inland waterway. COM(2000) 7 PROVISIONAL 2000/0212 (COD)

3 Denmark

3.1 General description

Denmark has a generally liberal attitude towards new entrants. All licensed operators may run train services on the Danish Railway Agency's (Banestyrelsen) infrastructure. For passenger services there is a contract between the State and DSB, competition on a commercial basis may therefore be difficult. Competitive tendering of non-commercial services is now being implemented

3.2 Regulatory features in general

The Danish acceptance process can be summarised as follows;

1 Licence	<i>Tilladelse x)</i>	Railway Inspectorate
2 Safety Certificate	<i>Sikkerhedscertifikat x)</i>	“
3 Compatibility certificate	<i>Overensstemmelseserklæring</i>	Danish Railway Agency
4 Rolling stock approval	<i>Ibrugtagningstilladelse</i>	Railway Inspectorate
5 Capacity allocation appl.	<i>Ansøgning om kapacitet</i>	Danish Railway Agency

x) = Not needed for international operators with a license issued in another EU-state according to EU Directive 2001/13.

1) An operator needs a Licence (*Tilladelse*) from the Railway Inspectorate (*Jernbanetilsynet*).

To obtain this the operator needs to prove i. a. that

- His main business objective is rail transport
- His financial situation is in order with no major debt to the public exchequer etc.
- He has no record of serious convictions
- He is professionally competent in the rail field

2) Furthermore, the operator needs a Safety Certificate (*Sikkerhedscertifikat*) from the Railway Inspectorate who charges 5 000 DKK for this. This demands that the operator have i.a.

- Rules, norms and internal guidance relevant for a safety “level” commensurate with the traffic in question.
- A systematic approach to training in safety matters
- Procedures for monitoring safety related events
- Lists of staff with safety related jobs
- Lists of safety approved rolling stock
- Appropriate procedures for sub-contracting of safety related tasks

3) To be able to run on the lines of the Danish Railway Agency, *Banestyrelsen*, an operator needs a Compatibility certificate (*Overensstemmelseserklæring*). RIC/RIV rolling stock does not need this certificate.

Rolling stock should be compatible with existing track, structure gauge, ATC, radio, traction power, electronic disturbance levels, noise and other environmental criteria. Many Danish criteria correspond with the relevant UIC Leaflets.

Banestyrelsen claims that it as a rule needs six weeks to issue this certificate. Documents may be submitted in Danish, Swedish, Norwegian, English and German. The certificate will, however, be issued in Danish.

- 4) The operator may now return to the Railway Inspectorate for their Rolling Stock Approval (*Ibrugtagningstilladelse*). The Inspectorate demands that the rolling stock should be ASARP, As Safe As Reasonably Practicable, considering for instance the traffic in question, brakes, fire precautions, evacuation etc.
- 5) Finally the operator has apply to Banestyrelsen for capacity allocation. This process will not be dealt with further in this report.

Availability of information (in various languages)

The web-site of *Banestyrelsen* (www.bane.dk) gives a very good step-by-step description of the Danish approval process. The information is, however, only available in Danish.

Other barriers to operations

Any operator must have insurance worth 250 M DKK. (Small Swedish operators have claimed that (Swedish) insurance companies have insufficient knowledge of the rail sector, this leads to unreasonable costs.)

The Danish ATP system is totally different from the Swedish and German systems. The 25-kV/50Hz overhead catenary voltage is different from Sweden and Germany. This may be less important for freight traffic where diesel traction is often favoured.

3.3 Access conditions for sidings, stations and other facilities mentioned in Annex II, 2, of EU Dir. 2001/14.

The generally liberal attitude towards new entrants is fairly recent and has not yet led to any major changes on the operator scene. The pioneer operator PrivatBanen Sønderjylland went bankrupt in 2001. The responsibilities outlined below are shared between Banestyrelsen and DSB. If new operators enter the market as a result of the on-going competitive tendering of passenger services things may change, however.

A) Electrical supply

The network functions of Banestyrelsen (*Netfunktioner*)

B) Refuelling facilities

DSB Operations (*Drift*)

C) Passenger stations, their buildings and other facilities

DSB Sales and Stations (*Salg & Stationer*)

D) Freight terminals

DSB Cargo division – now part of Railion. According to the web-site information terminals for combined transport owned by DSB are open to other operators free of charge.

E) Marshalling yards
DSB Cargo division – now part of Railion and Banestyrelsen Operations
(*Driftsområder*)

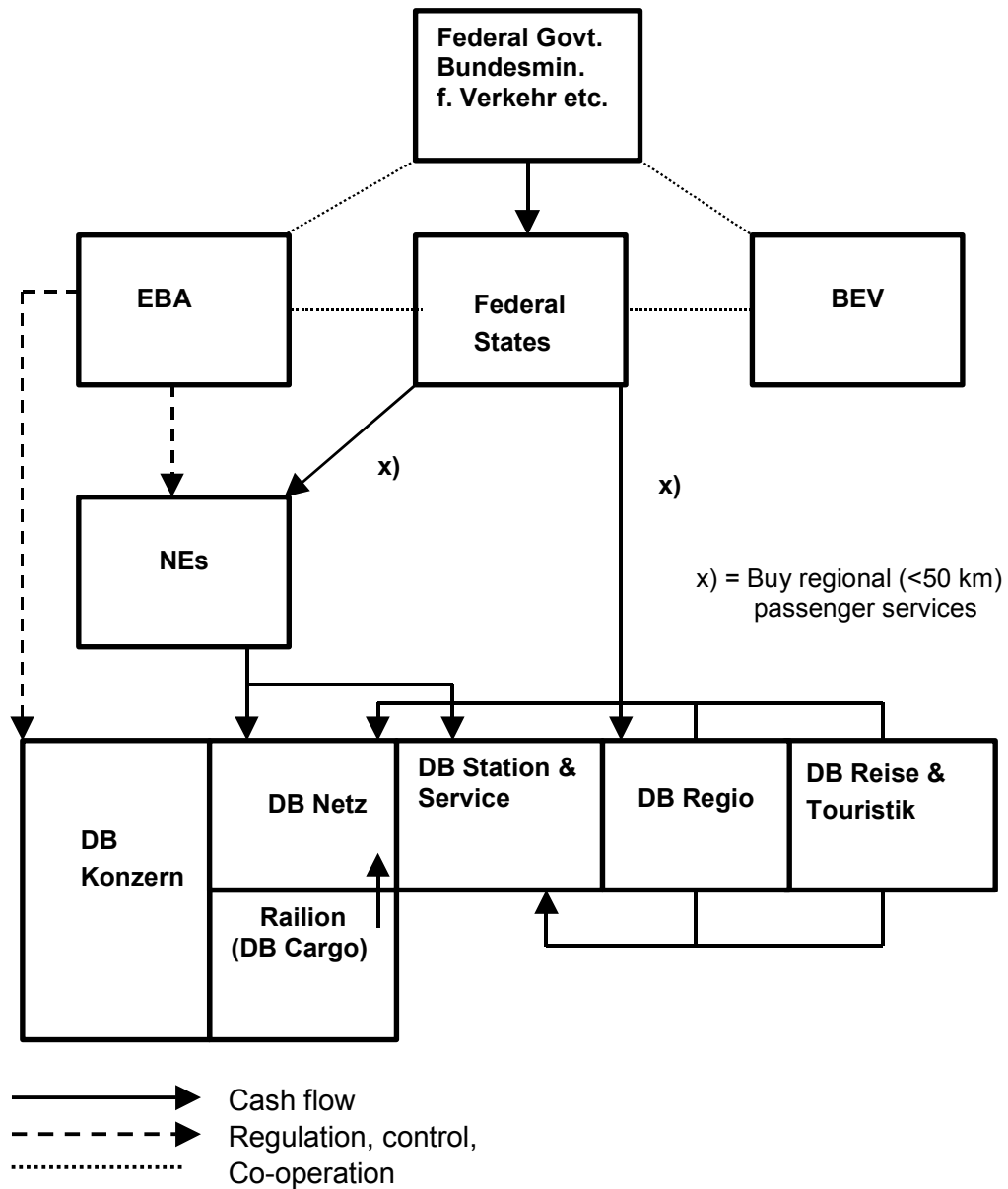
F) Train formation facilities

G) Storage sidings

H) Maintenance and other technical facilities

DSB Operations (Drift) and Banestyrelsen Operations (*Driftsområder*)

4 Germany



EBA	Eisenbahn-Bundesamt Federal Railway Authority	Government agency
BEV	Bundeseisenbahnvermögen Federal Railways Fund	Government agency
NE	Nichtbundeseigene Eisenbahnen Non Federal Railways	Companies (Various owners)
DB	Deutsche Bahn	Company (Owned by the Federation)

4.1 General description

In the railway field Germany must be said to be a liberal and deregulated nation. In principle, all accepted railway operators have access to all public railway infrastructure. The organisation (see above) and the regulations are complicated, however, as will be shown below.

Apart from Deutsche Bahn, DB, Germany has more than 150 non-federal railways, Nichtbundeseigene Eisenbahnen (NE). About 50 of the NEs operate passenger services. The German phrase indicates that these railways are not owned by the Federation but by private companies, local authorities the Federal States. As a rule the NEs have their own infrastructure, often an old freight or industrial line, the NEs may therefore be said to be “vertically integrated”. The “operator-only NEs” described below are the exception.

In the context of this report the most important organisation is Eisenbahn-Bundesamt (EBA), the Federal Railway Authority. EBA does not at present, however, seem to have as far reaching powers as the Office of the Rail regulator in the UK. For instance both DB Netz and the NEs set the access charges themselves of without any approval from EBA or the Federal Ministry of Transport. (This is probably unique within the EU). Access conditions for the services facilities mentioned in the Annex are supposed to be agreed between the parties concerned in a non-discriminatory manner. EBA has the powers to deal with appeals concerning access to the facilities A-F in Section 4.3 as far as DB is concerned but claim that they have had no cases to deal with so far. According to a statement by the German Minister of Transport, Kurt Bodewig, in April 2001 EBA will get more extensive powers in this field, however. Fines up to 1 M DEM will also be possible⁵.

Similar powers for the NEs rest with the Transport Ministries in the Federal States. They in turn have the possibility to hand over these powers to EBA; all but three states have in fact done so.

There are three kinds of Nichtbundeseigene Eisenbahnen, NEs:

- “Closed NEs” (NE des nichtöffentlichen Verkehrs). Example: a mining railway with highly specialised traffic. Closed NEs are not obliged to admit other operators. However, if one of them wants access to another NE, it has to admit other operators on its own infrastructure.
- “Open NEs” (NE des öffentlichen Verkehrs), the most common kind of NE. Open NEs have access to the infrastructure of DB Netz and other NEs and vice versa. Most Open NEs have some kind of simple access charge system.
- “Operator-only NEs”. This new category has appeared mainly as a result of the competitive tendering of regional passenger services. They lack the traditional connections to old freight lines etc. Most of them are engaged in regional passenger traffic only but there are some new freight operators such as BASF. Many of them are affiliated with the French Connex and Keolis (VIA-Cariane) groups.

⁵ Bus & Bahn 7-8/2001, p. 5

4.1.1 Use of Infrastructure

The reciprocal rights to use each others infrastructure are demanded by federal legislation, *EisenbahnInfrastruktur-BenutzungsVerordnung*, EIBV. Operators on DB Netz have to observe DB Netz' general operating conditions, *Allgemeine Bedingungen für die Nutzung der Eisenbahninfrastruktur* (ABN). For operators on NEs there are recommendations, *Allgemeine Benutzungsbedingungen* etc. (ABB), issued by Verband Deutscher Verkehrsunternehmen (VDV). These documents have a rather managerial and economic character, operational matters are dealt with in the respective railways' operational manuals, *Fahrdienstvorschriften*.

VDVs counterpart in Sweden is Branschföreningen Tågoperatörerna, in the UK ATOC and in Denmark Privatbaneföreningen. One should bear in mind that comparisons are difficult, though.

ABN and ABB both apply to the entire infrastructure, that is both main lines (*Trassen*) and sidings, (*Anlagen*). (See below.) ABN and ABB both deal with quality and responsibility matters but the operators seem to have little influence. However, ABN 1.7.1 states that significant deviations from agreed normal standards should be compensated. In this context it should be mentioned that DB Netz' access charges per train differ greatly, a fast main line train pays a lot more than a slow train on a branch line.

The German access charge system basically consists of these groups:

- DB Netz' access charges (*Trassenpreise*).
- DB Station & Service' charges for the use of stations. See item C below
- Charges for the use of terminals. See items C, D below.
- DB Netz' charges for the use of sidings etc. (*Anlagenpreise*). See items F, G below.
- NE charges for access to main lines and other facilities they wish to charge for.

4.2 Regulatory features in general

Gaining access to the German rail network may briefly be described as follows:

Acceptance as an operator	EBA and/or Federal States
Acceptance of rolling stock (other than RIV/RIC)	EBA -“-
Capacity allocation on DB infrastructure	DB Netz
Capacity allocation on NEs	various NEs
Access to services facilities	DB Netz, NEs, various operators

Acceptance as an operator

Acceptance (*Genehmigung*) as an operator is automatically granted to operators holding a license in another EU Member State according to EU Directive 2001/13. Other applicants must fulfil certain minimum requirements concerning financial status, organisation, staff training, safety standards etc. to be able to obtain an Acceptance. These requirements are specified in federal legislation, especially the *Allgemeine Eisenbahngesetz* (AEG), the *Eisenbahnunternehmer-Berufszugangsverordnung* (EBZugV) and the *Eisenbahn Bau- und Betriebsordnung* (EBO).

With an Acceptance from EBA an operator may use the infrastructure of DB Netz and most other DB infrastructure. The Transport Ministries in the respective Federal States can also grant acceptances for operations on NEs. (In many cases the States have handed over the practical work to EBA.) Regardless if the Acceptance has been granted by EBA or by one of the States the operator may use the infrastructure of both DB and the open NEs.

VDV has recently – in co-operation with EBA, the Ministry of Transport and the trade unions – introduced a Train Drivers Licence⁶. The intention is to tighten the existing regime for driver training but also to make operations on each other's infrastructure easier. There will be three classes of Drivers License, a driver holding a Class 3 License will be permitted to run on all German railway lines belong to DB and the "open" NEs.

Acceptance of rolling stock

RIC/RIV rolling stock is automatically accepted. For the acceptance of other rolling stock EBA has published guidelines for locomotives, multiple units and passenger stock (*Unterlagen für die Bauart-Prüfung des Schienenfahrzeuges*) and freight wagons (*Unterlagen-Katalog*). In these documents an applicant may get an overview of requirements such as necessary drawings of vital parts, minimum braking requirements, signalling interference, radio, ATP etc. As a rule certificates issued by a certified body are accepted. In general EBA refers to the relevant UIC Leaflets but there are deviations. For instance: According to EBA/UIC the maximum distance between two neighbouring axles may not exceed 17,5 m for signalling reasons (track circuits). However, according to the regulations of DB Netz a longer distance may be in order.

EBA is responsible for acceptance for operations on DB infrastructure. The respective federal states are responsible for acceptance for operations on NEs. (In many cases the States have handed over the practical work to EBA). Rolling stock that has been accepted by EBA or one Federal State is automatically accepted on all open NEs. There may, however, be "technical" exceptions from this important universal acceptance, for instance excess axleload, ATC systems etc.

Access conditions for main lines

The operator will have to approach DB Netz or the NEs concerned for Train path allocation. This process is not dealt with further in this report. Access charges, *Trassenpreise*, will be paid to DB Netz and to the NEs for the use of the main lines.

⁶ Bus & Bahn 7-8/2001, p. 18

Availability of information (in various languages)

EBA has an easily navigated web-site (www.eisenbahn-bundesamt.de) which describes EBA's organisation and functions. Most of the information is available only in German. In the *Unterlagen für die Bauart-Prüfung des Schienenfahrzeuges* (information about locomotive and passenger stock approval). EBA states that an approval is granted (or rejected) eight weeks after EBA has received the necessary documentation. The information about Anlagenpreise (see Annex) was available on DB's web-site (www.bahn.de); this is probably the best information of this kind that the author has come across.

Barriers to operations

In Sweden and Denmark the legislation is rather general and the respective Railway Inspectorate and other authorities concerned are given a fairly large degree of freedom. The German railway legislation, however, is extensive, detailed and complicated; there is also the complicating factor of federal and state legislation in parallel.

Finally, DB Netz' high access charges are seen by many other countries as a barrier but this is outside the scope of this report. A detailed description is available on DB's web-site www.bahn.de.

4.3 Access conditions for sidings, stations and other facilities mentioned in Annex II of EU Dir. 2001/14.

EBA answered VTIs questions concerning the services facilities as described below. EBA mentions that quality criteria are set up by the respective infrastructure managers, this is outside EBA's scope of competence. EBA has not commented on any possible changes as a result of the implementation of the new EU Directives.

- A) Electrical supply
- B) Refuelling facilities

These facilities belong to DB Netz but will be transferred to a new company DB Energie

- C) Passenger stations, their buildings and other facilities

These facilities belong to DB Station & Service. All operators pay a charge per stopping train. As in the Netherlands (Section 5) the charge covers a train path and "basic" access from street to platform. Unlike the Netherlands the charge differs greatly between train categories and stations.

- D) Freight terminals
- E) Marshalling yards

Belong as a rule to DB Cargo. There does not seem to exist any established tariffs, the parties concerned have to agree upon how much to pay for the use

- F) Train formation facilities
- G) Storage sidings

These facilities (*Anlagen*) belong, as a rule, to DB Netz. There is a list of published tariffs (see Annex 1) distinguishing between

- “Quality” levels, sidings controlled by a signal box or locally etc.
- If the siding is connected to other tracks in one or both ends
- Electrification or not

There are furthermore so called peripheral facilities for storage, washing and watering. Special charges apply for the uses of these facilities. (This information is available on DB’s web-site www.bahn.de)

- H) Maintenance and other technical facilities

Belong as a rule to the various operators, for instance DB Regio or DB Reise&Touristik.

4.4 Financing of railway infrastructure

The main rule is that federal grants may be used for investment in DB Infrastructure. Maintenance, however, should be financed through access charges.

DB’s grant aided infrastructure is defined as follows

- Running tracks
- Sidings in stations
- Marshalling yards
- Train formation facilities
- Combined transport facilities

- Catenary (probably also third rails)
- Transformer stations
- Platforms
- Platform roofs
- Platform tunnels/bridges

Industrial sidings and their connecting points are not eligible for grants, as they are not part of DB’s infrastructure. Stations are the financial responsibility of the operators (mainly DB Station & Service), the exception is space for access to platforms when this can only be provided through the station building.

Investments in NEs are not eligible for federal grants. The respective states may, however, provide investment support according to their own regulations. N. B. that many NEs are partly owned by the various federal states.

5 The Netherlands

5.1 General description

The Netherlands can be regarded as a country with a cautiously positive attitude towards railway deregulation and new entrants. (Its southern neighbour, Belgium, is most notably different.) However, also in the Netherlands the railway is a politically sensitive area, reform is not proceeding as quickly as originally foreseen.

The separation between infrastructure and operations has been implemented even if several functions still remain with Nederlandse Spoorwegen, NS. (NS stills holds shares of infra-management companies, but has resigned from any management influence in those companies). The principal actors (with reference to their Swedish counterparts) are:

1. Railinfrabeheer – Banverket’s production division
2. Railverkeerleiding – operative train traffic control functions
3. Railned – Banverket’s sector functions and the planning functions of Banverket Trafik. The three organisations above are to form the new body called Railinframangement and assume the functions of the IM as mentioned in the EU Directives
4. NS Stations – Jernhusen (ex SJ real estate division)
5. NS Reizigers – SJ AB
6. Nedtrain – some kind of mix of TrainMaint, TGOJ and Transitio?
7. Syntus, NoordNed, Oostnet – new small passenger operators, often with NS involvement
8. Railion – new freight operator owned by DB Cargo, NS and DSB
9. ACTS, Shortlines, – new small freight operators
10. The Dutch provinces and regional authorities with power to tender out regional passenger services in competition

Just as in Sweden, Denmark, Germany and the UK there is open access for freight operators, this does not seem to have been politically sensitive. Passenger services are different, though. The definition and delimitation of NS’ role and competitive tendering of (unprofitable) regional passenger services has not proceeded as quickly as expected. The discussion about how to organise the IM functions 1–3 above has also taken longer than expected and will now result in a merger of the three functions, abandoning the former ideas of separation of functions.

5.2 Regulatory features in general

Dutch rail network Railway Act “*Spoorwegwet*”: present (May 2001) situation:

- for the use of the railway network (“to participate in traffic on the railway infrastructure”), no license (stating the quality of “railway undertaking”) is required;
- to provide services of railway transport of goods (or private domestic passenger transport), no license (for market access) is required; “the rail freight market is open”;
- to provide services of domestic public passenger railway transport, a license according to “*Wet personenvervoer 2000*” is required;

- entities holding a license according 95/18/EC are granted the right to provide services of international public passenger transport, cf. Dir. 91/440, (from, to or transit the Dutch railway network);

Dutch rail network new Railway Act “*Spoorwegwet*”: future (2002?) situation:

- for the use of the railway network (“to participate in traffic on the railway infrastructure”), a license (stating the quality of “railway undertaking”) is required; such licenses are issued on terms equivalent with 95/18/EC;
- to provide services of railway transport of goods (or private domestic passenger transport), no license (for market access) is required; “the rail freight market is open”;
- to provide services of domestic public passenger railway transport, a license according to “*Wet personenvervoer 2000*” is required;
- entities holding a license according 95/18/EC are granted the right to provide services of international public passenger transport, cf. Dir. 1991/440 (from, to or transit the NL railway network);

Present Infrastructure access charges 1 Jan. – 31 Dec. 2001.

Tariff in EUROS

Passenger trains per train kilometre	0,2820
Call at Category 1-station (passengers)	0,9416
Call at Category 2-station (passengers)	0,2131
Freight trains per train kilometre	0,1128

Safety requirements

A safety certificate is required; the certificate is issued on the basis of the safety management plan that the railway undertaking has established and implemented; Railned analyses the safety management plan to check whether the plan covers the proposed railway operations, is compliant with regulations and to check that it has been adequately implemented in the organisation. The safety management plan describes the risks to which the railway undertaking is exposed, and the measures taken to control them.

The most relevant rail traffic regulations are issued by Railned in:

- the “*Reglement Railverkeer*” (RVV) (<http://www.railned.nl/veiligheidsreglementering/rrv.htm>),
- in *Normbladen* (standards), <http://www.railned.nl/veiligheidsreglementering/normbladenregister.htm>
- in the *Seinenboek* (signals), to be considered as a part of RVV <http://www.railned.nl/seinenboek/index.htm>

Access conditions for railway infrastructure network

- until implementation of the new Spoorwegwet: access to the network on the basis of a Access Agreement (*Toegangsovereenkomst*) with conditions (*Voorwaarden Railned 1997*) including insurance up to at least NLG 20 million;
- after implementation of the new Spoorwegwet: (In June 2001 still under development) Access to the network on the basis of public law regulations (no agreement required)

Availability of information (in various languages)

Legislation is available (in Dutch) on www.overheid.nl;

Railned's safety regulations are available (in Dutch) on www.railned.nl;

Other documentation will on request to Railned be made available.

For the access agreement and conditions, an English translation is available.

5.3 Access conditions for sidings, stations and other facilities mentioned in Annex II, 2, of EU Dir. 2001/14.

Information from Railned and the so-called Prognos report⁷.

A) Electrical supply

The hardware belongs to the Infrastructure Manager (IM) who is, however, not engaged in the actual supply of power. Power can be bought from any supplier but an operator with electric traction may want to buy power through NS in order to profit from NS' discounts. - With the exception of Lovers Rail (now ceased operations) all new passenger operators have diesel traction; on new freight operator has electric traction.

B) Refuelling facilities

Some belong to the IM; others belong to the operators. The IM makes the facilities available to the operators but does not interfere in fuel deliveries, handling etc., there have until now not been any agreements concerning these matters. Neither have there been any user charges but the IM considers some kind of charge to get a better view of the costs incurred by various operators. It should be noted that, apart from the new operators, diesel traction is just as marginal as in Sweden.

C) Passenger stations, their buildings and other facilities

Passenger station buildings belong to NS Stations. Platforms and passenger access/transfer functions (tunnels, bridges, stairs, escalators etc.) belong to the IM. Access/transfer functions in the station buildings are under the control of the IM. The operators including NS Reizigers pay access charges to the IM for the use of passenger access/transit facilities according to a simple scheme. (See Table

⁷ "Netzzugang und Trassenpreisbildung im westeuropäischen Schienenverkehr", Prognos AG, Basel, 2001.

above). The charges cover one train path and “basic access” from street to platform and transit between platforms. Areas for ticket sales etc. must be rented separately from NS Stations.

D) Freight terminals

The few freight terminals owned by the IM are very simple without any real loading equipment (They are really to be seen as loading and unloading sidings). At present there is no specific user charge. Other terminals (serving almost 100% of the rail freight volume) are owned by industries, ports and forwarding agents but not by Railion. This is at the moment an unregulated area but the owner of terminal is not permitted to discriminate between any users.

E) Marshalling yards

Marshalling yards belong to the IM, at present there is no specific user charge. Hump tower staff belong to Railverkeerleiding, other staff belong to the operator.

F) Train formation facilities

Train formation tracks belong to the IM, at present there is no specific user charge. Other facilities (for washing etc.) belong to the operators.

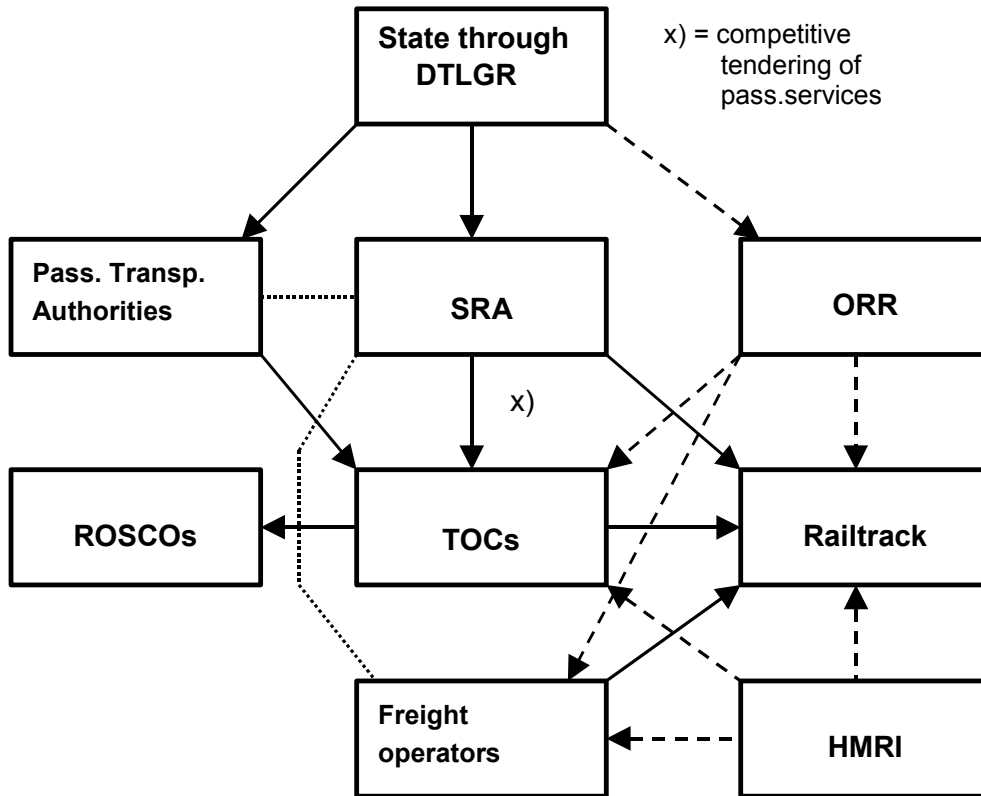
G) Storage sidings

Storage sidings belong to the IM, at present there is no specific user charge. Train heating facilities belong to the IM, the energy consumed has to be paid by the operators who may profit from agreements between NS and the electricity suppliers.

H) Maintenance and other technical facilities

Some simple facilities such as inspection pits, facilities for the inspection of pantographs belongs to the IM, at present there is are no user charges. Maintenance facilities and workshops belong to Nedtrain or the operators who may serve whom they like on a fully commercial basis.

6 Great Britain



- > Cash flow
- - - - -> Regulation, control
-> Co-operation

DTLGR	Department of Transport, Local Government and the Regions	Government
SRA	Strategic Rail Authority	Government Agency
ORR	Office of the Rail Regulator	Government Agency
HMRI	Her Majesty's Railway Inspectorate	Government Agency
ROSCOs	Rolling Stock Leasing Company	Private companies
TOCs	Train Operating Companies	Private companies
Railtrack	Infrastructure Manager	Private company (so far)

6.1 General description

In October 2001 the British Government has announced far-reaching changes to Railtrack's status etc. These changes have not been dealt with in this report.

In Great Britain (which excludes Northern Ireland) the railway sector is privatised – although with state support. Infrastructure and operations are in the hands of private companies, often listed on the stock exchange. The infrastructure manager Railtrack has a wider brief than its counterparts in other EU Member States. Railtrack owns land, tracks, traffic control facilities, rolling stock maintenance facilities, stations and some freight terminals. These facilities are let to the operators on commercial terms agreed between Railtrack and operators or other parties concerned. As a rule the Office of the Rail Regulator, ORR, must approve all agreements. Railtrack is also responsible for timetable construction, train path allocation, traffic control and the public passenger traffic timetable.

The information in this section has been submitted by Railtrack, The Rail Freight Group, Freightliner, the report "Netzzugang und Trassenpreisbildung im westeuropäischen Schienenverkehr", Prognos AG, Basel, 2001 has also been used.

All the author's British contacts have claimed that Great Britain already complies with the new EU Directives.

6.2 Regulatory features in general

The privatisation has created or perhaps necessitated an *extremely* complicated system of regulators, supervisors and watchdogs. Railtrack may in fact, in various ways, have to deal with the Department of Transport, Local government and the Regions (DTLGR), the Strategic Rail Authority (SRA), the Office of the Rail Regulator (ORR) and Her Majesty's Railway Inspectorate (HMRI). A potential operator has to obtain a safety approval from HMRI and a licence from the ORR. The approval process for new rolling stock, station management or new signalling or any other aspect of railway operations must be described as quite onerous.

From the point of view of international rail transport two important barriers to entry must be mentioned right away:

- The narrow British loading gauge. This precludes "normal" RIV/RIC approved rolling stock from operating in Great Britain. RIV freight wagons that comply with the British loading gauge are of course approved; RIC passenger carriages fit for Great Britain do not exist at the moment.
- The Channel tunnel. Having cleared the loading gauge obstacles any potential international operator also has to comply with the very strict Channel tunnel safety regulations. Without going into detail they must be described as much more strict and complicated than those applying to the Great Belt and Öresund links.

The author must point out that most of the organisations involved have excellent web-sites with rather in-depth information about their roles and activities. For instance;

HMRI's web-site states that HM Railway Inspectorate's role is to secure the proper control of risks to the health and safety of employees, passengers and

others who might be affected by the operation of Britain's railways. It does this by:

- ensuring through approval and inspection that **new works and rolling stock** meet acceptable safety standards such as those set out in the Inspectorate's Railway Safety Principles and Guidance;
- considering, accepting as appropriate and monitoring compliance with **Railway Safety Cases**;
- securing compliance with health and safety legislation through a programme of planned **inspection** and, where appropriate, **enforcement** action;
- monitoring accident trends and **investigating selected incidents**;
- **influencing the industry** and others on all aspects of the regulation and management of health and safety on Britain's railways

The ORR web-site states that the ORRs's duties are:

- the issue, modification and enforcement of licences to operate trains, networks, stations and light maintenance depots
- the approval of agreements for access by operators of railway assets to track, stations and light maintenance depots
- the enforcement of domestic competition law in connection with the provision of railway services

Finally, the SRA's key role is to promote and develop the rail network and encourage integration. As well as providing overall strategic direction for Britain's railways, the SRA has responsibility for consumer protection, administering freight grants and steering forward investment projects aimed at opening up bottlenecks and expanding network capacity. It is also responsible for letting and managing passenger rail franchises.

(For the purpose of this report Danish Banestyrelsen's web-information remains in the lead, however).

Furthermore, Railtrack's status as a profit driven organisation means that they have to market the railway in a way that other Infrastructure Managers seldom do. Apart from their web-site there are various booklets and brochures for the potential rail freight operator or freight customer. In for instance the Guide to Rail Freight the basics of the business are described with several practical examples together with the roles of various organisations. On the other hand several critics claim out that Railtrack lacks the proper railway know-how leading to short-sighted planning and poor maintenance, but also unwillingness to take risks, which results in new rolling stock being excluded from the network etc.

6.3 Access conditions for sidings, stations and other facilities mentioned in Annex II, 2, of EU Dir. 2001/14.

A) Use of electrical supply equipment for traction current

The equipment belongs to Railtrack. The operators buy the energy from Railtrack at cost price + a small mark-up for the use of transformers etc. (Catenary/third rail wear and tear is included in the general access charge). In Great Britain five or six

operators may be using the same line, as the traction stock have no meters the energy consumption has to be estimated per tonne-km.

B) Refuelling facilities

Pre-privatisation Refuelling facilities must be accessible to all operators (“open access”) and sell fuel at cost price + a small charge to cover minor expenditure. If you build an entirely new facility the ORR may grant you exemption from the open access rule.

C) Passenger stations, their buildings and other facilities

All stations belong to Railtrack. 14 multi-operator major stations are run directly by Railtrack who agrees the terms of use with the operators. Other (most) stations are let to the major operator who in turns agrees terms with the minor ones in the area. Railtrack – Operator agreements are characterised by a large lump sum per annum + a minor flexible payment depending on changes in traffic volumes during the period of agreement.

Almost all passenger traffic is contained within the 25 Franchise agreements running for 7-15 years. However, in 2000 the new operator Hull Trains established itself on the Hull-London route (re-) introducing direct trains which had been absent for some years. GB Railways own the new company who already runs Anglia Trains in the area. The new rolling stock is maintained within the Anglia regime and stations are used according to the existing Anglia - Railtrack agreement. According to Railtrack there have been few regulatory problems, capacity constraints on the East Coast Main Line have created certain timetable construction problems, however.

D) Freight terminals

Great Britain has about 1 000 freight terminals (in a wide sense) falling into the categories D1 – D4 described below. They can all be claimed to be under ORR regulation, as the ORR has to approve the terms of connection to Railtrack’s network.

D 1) Private terminals owned by industries, ports etc. The owners decide to whom they want to grant access.

D 2) Terminals operated by the rail freight operators (about 400). The privatisation of BR’s freight businesses led to the creation of Freightliner for combined transport and EWS for “other” freight. (There are other small operators mainly specialising in bulk freight). This “division of the market” meant that most D 2 terminals are *operated* by EWS - they may be owned by EWS, they may also be owned by Railtrack and let to EWS. The division of the market introduced in the middle of the 1990s did not last long, however, Freightliner and others are entering the trainload market. At the moment there is a case where Freightliner has demanded access to a terminal owned by EWS. As they can’t agree the terms the matter has been referred to the ORR.

D 3) Open Access Terminals, Freight Villages mainly owned by private companies or local authorities. Open to all operators, charging under ORR regulation.

D 3 bis) So called Strategic Freight Sites (about 100) owned by Railtrack. Terminals and land mothballed for future use.

D 4) Stabling tracks owned by Railtrack which may be used for loading/unloading. The charge is included in the general access charge paid to Railtrack. Similar to F and G below.

Finally loading/unloading on the running line is permitted if traffic conditions allow.

E) Marshalling yards

Marshalling yards are owned by Railtrack and let to a freight operator who must admit other operators on non-discriminatory terms. Marshalling yards are today fairly unimportant, they are practically only used by EWS. There is (practically) no hump shunting any more.

F) Train formation facilities

G) Storage sidings

Owned by Railtrack and let to operators.

H) Maintenance and other technical facilities

Owned by Railtrack and let to the operators or the companies entrusted to carry out maintenance on behalf of the operators. Practically all passenger rolling stock is owned by the ROSCOs who, however, own no tracks or maintenance facilities. New rolling stock is sometimes subjected to LCC agreements linked to purpose built workshops; this may change the scene.

6.4 Miscellaneous

Railtrack's dominant position may seem a simple and practical way of organising the railway sector. However, one should remember that apart from the complicated regulatory structure the British access charges are much higher than in Sweden and many other EU Member States. According to Prognos' report the average charge in Britain is 7,80 € per train-km whereas the Swedish charge is less than 1 € per train-km

The general access charges for freight (and passenger) services have until now been very much in the shape of a negotiated "lump sum" per operator with a large fixed portion + small marginal charges. Partly because of the appearance of new freight operators this order has recently been reviewed. Passenger charges have been reviewed to include lower fixed charges and a higher variable element. The ORR has proposed that freight charges should be lower, more transparent and with a higher variable proportion. No final decision has been made in June 2001.

The areas described in the paragraphs above may, according to Railtrack, be difficult but capacity allocation and lack of capacity is much more difficult. Passenger and freight traffic grows and more and more passenger operators want

to run trains at 200 km/h. This means problems both at the planning stage and in day to day traffic control. The “Right to a train path” is another problem: A waste transport contract recently passed from EWS to Freightliner. However, EWS did not want to let go of their previous train paths but wanted to keep them “for further expansion”. There have been no clear “use it or lose it rules”, there are neither any auction mechanisms or congestion priorities. However, in approving EWS’s most recent Track Access Agreement the Regulator has now included a mechanism for the transfer of paths between freight operators when particular traffics transfer between hauliers.

Financing

As a private company (listed on the stock exchange) Railtrack requires full cost recovery. This has led to very high access charges (7,80 € per train-km according to Prognos). A state grant system for passenger (not further dealt with in this report) and freight transport has therefore been considered necessary by the government.

For investments benefiting the environment, the Strategic Rail Authority, SRA, may award a special Freight Facilities Grant. The level of the grant is calculated by taking into account the additional costs of rail transport compared to road transport. It also takes into account the volumes of freight transport that is moved from road to rail, the following key figures apply;

Traffic environment	€ per lorry-km
Motorway	0,20
Rural road	0,95
Urban street	1,35

Longer time commitments mean more grant aid. The SRA may check that a grant-aided terminal is really in use.

There is finally a State Track Access Grant. This takes into account the additional costs for rail freight that is caused by Railtrack’s access charges. The maximum amount is limited by the either the calculable environmental benefits or Railtrack’s access charges, in the end the SRA often pays all the access charges to the operator to be passed on to Railtrack.

7 France

This Section is largely based on material from the 1997 study completed by fresh information from their IM, Réseau Ferré de France, RFF.

France was alone among the EU Member States to reject the EU White Paper on Revitalisation of the Community's Railways. France has only reluctantly implemented the minimum requirements in the EC Directive 91/440; the separation of infrastructure and operations has been achieved through the creation on Réseau Ferré de France, RFF. This is a small organisation with about 200 staff, all infrastructure work (except some new construction) including capacity allocation and traffic control must by law be carried out by SNCF. The reason for this arrangement, according to RFF, has been that for safety reasons only staff accustomed to the railway environment may work in this capacity. However, France very much follows the principle of access charges based on Marginal Costs – see below.

Apart from SNCF only very small other operators exist, mainly daughter companies of the Vivendi conglomerate. They transport materials for SNCF's permanent way, carry out industrial shunting and run a few services sub-contracted by SNCF. Vivendi can only operate with the consent of SNCF. However, their expansion in Great Britain and in Germany has been highlighted in the French trade press.

Services facilities as mentioned in the new EU Directive are quite important in France. According to SNCF there are 5 000 industrial sidings and 77% of the tonne-km transported by rail originated or terminated on these sidings. French rail freight, again measured in tonne-km, consists of 50% train load, 25% wagon load and 25 % other loads.

RFF is responsible for running tracks, marshalling yards, harbour tracks and terminals for combined transport. SNCF is responsible for less than wagonload terminals, stabling tracks and tracks connecting workshops. As no operators other than those approved according to EC Dir. 91/440 or by SNCF have required access to the above-mentioned facilities few charging principles exist. – There are special state grants for the financing of services facilities, in 1996 4,5 M € were invested.

The French access charges for main lines are three-tiered:

- A monthly charge for the access right for a certain section of the network
- A train path allocation charge per timetable period
- A circulation charge

There is also a charge for the supply of electricity

Users of tracks for the transshipment of containers etc. have to pay an annual charge of 588 FRF per metre. Each train using a marshalling yard is charged 306 FRF. Finally there is a charge for the use of stabling tracks.

The French official position is clear - the integrated railway is the best railway and no other operators than SNCF are possible. However, there is growing interest in various circles for other solutions and there is much work going on “behind the scenes”;

The 20 French Regions are or will be responsible for regional passenger services. Today they can only buy these services from SNCF and run them according to timetables suggested by SNCF. However, the Regions are very well aware of the advantages of competitive tendering experienced in for instance Germany and Sweden. The merits of regular interval timetables, deemed impossible by SNCF’s timetable planners are also well known⁸.

Timetable planning and capacity allocation is also subject to intense discussion. A team of high level academic experts from Conseil General de Ponts et Chaussées has been working with these matters but no results or publications have been available to the author. Finally, the independence and transparency of timetable construction demanded by EC Directive 2001/14 is also on the agenda⁹. Today SNCF is responsible for both timetable planning and day-to-day traffic control but something may happen.

⁸ Conference organised by Region Rhone-Alpes June 1998.

⁹ La Vie du Rail 20 juin 2001, p. 46.

8 Printed sources

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Rahmenbedingungen für die Entbringung von Schienenverkehrsleistungen. Memorandum, Gesellschaft für Landeseisenbahnaufsicht mbH, Hannover 2000

A Guide to Rail Freight
A Guide to Freight Connections

Railtrack brochure April 1999
Railtrack brochure October 1998

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DB Anlagenpreissystem

Örtliche Anlagen sind alle Gleisanlagen, die der Bildung von Zügen, der Bereitstellung von Wagen und Zügen oder der Abstellung von Fahrzeugen dienen. Bei der Gestaltung der Preise werden Gleisanlagen nach folgenden Kriterien unterschieden:

1. Qualität der Gleise

Entsprechend der signaltechnischen Ausrüstung und dem betrieblichen Qualitätsstandard der Gleisanlage sind die Gleise in unterschiedliche Qualitätsstufen eingruppiert.

Qualität I, sonstige Hauptgleise

Sonstige Hauptgleise (in Abgrenzung zu den "Hauptgleisen der freien Strecke") verfügen über Weichen und Signale, die von einem Stellwerk aus bedient werden. Hier sind signalgesicherte Zugfahrten möglich.

Qualität II, stellwerksbediente Nebengleise

In diesen Gleisen sind nur Rangierfahrten möglich. Die Weichen und Signale werden von einem Stellwerk aus bedient.

Qualität III, ortsbediente Nebengleise

Wie bei Gleisen der Qualität II sind auch hier nur Rangierfahrten möglich. Die Bedienung der Weichen und Signale erfolgt allerdings vor Ort, in der Regel mit Hilfe eines von Hand zu bedienenden Hebels.

2. Art der Anbindung

Gleise sind entweder nur mit einer Weiche oder mit zwei Weichen angebunden (einseitige bzw. zweiseitige Anbindung).

3. Elektrifizierung

Die Gleise werden unterschieden nach ihrer Ausrüstung mit oder ohne Fahrleitung.

Die Preisliste unterscheidet einen fixen Preisanteil, der unabhängig von der Länge der Gleise "pro Stück" berechnet wird und einen variablen Preisanteil, der neben der Länge des Gleises auch die Ausstattung mit Fahrleitung berücksichtigt. Beide Anteile zusammen ergeben den Mietpreis der Anlage.

Mit dem Mietpreis zahlen Sie außer der Nutzung der Anlage auch die Leistung der Betriebsführung während der Besetzungszeit unserer Betriebsstellen. Die Nutzung peripherer Anlagen wie z.B. einer Zugvorheizanlage oder einer Bremsprobeanlage wird gesondert vereinbart. Gleiches gilt für etwaige Nebenkosten der Vermietung, z.B. Bezug von Wasser oder Strom.

Fixer Preisanteil

DM / Gleis und Jahr	Qualitätsstufe I	Qualitätsstufe II	Qualitätsstufe III
Einseitige Anbindung	18.000,-	10.500,-	4.000,-
Zweiseitige Anbindung	36.000,-	21.000,-	8.000,-

Variabler Preisanteil

DM / Meter und Jahr	mit Fahrleitung	ohne Fahrleitung
	32,-	29,-

Die genannten Preise enthalten keine Mehrwertsteuer und gelten für die Dauer eines Jahres. Sie können natürlich auch längere oder kürzere Mietzeiten mit uns vereinbaren. Wenn Sie die Anlage für längere Zeit mieten, gewähren wir einen Preisnachlass.

Zeitstaffel

Verbindliche Bestellung für mehr als	Preisnachlass
2 Jahre	2%
3 Jahre	3%
4 Jahre	4%
5 Jahre	5%
6 Jahre	6%

Kurzfristige Vermietung

Für kürzere Mietzeiträume als 1 Jahr gelten untenstehende Preise, jeweils zuzüglich eines Aufschlages von 20% des errechneten Betrages:

Für 1 Monat $1/12$ der Jahresmiete

Für 1 Monat $1/365$ der Jahresmiete

Für 1 Stunde $1/24$ der Tagesmiete

Summary of information concerning Services Facilities

– = no relevant information available

A. Electrical supply				
	Hardware		Power	
	Supply	Charging	Supply	Charging
SE	IM	None	IM (or other)	Market rates
DK	IM (Banestyrelsen)	None at the moment	IM	IM tariff
DE	IM (DB Netz), but will be transferred to DB Energie	Included in the general access charges	IM (DB Netz), but will be transferred to DB Energie	IM tariff
NL	IM	None at the moment	Any supplier	Market rates
UK	IM	For use of transformers etc.	IM	Cost price estimated per gross tonne-km
FR	IM	–	–	Yes

B. Refuelling facilities				
	Facilities		Fuel	
	Supply	Charging	Supply	Charging
SE	Operator (OP)	–	Op	Market rates
DK	Op (DSB Operations)	–	Op (DSB Operations)	DSB or other supplier
DE	IM (DB Netz), but will be transferred to DB Energie	DB or NE	IM (DB Netz), but will be transferred to DB Energie	DB or NE
NL	IM or Operators	None	Operators	Market rates
UK	Any supplier? Open access for pre-privatisation facilities	–	Any supplier	Cost price+small charge to cover minor expend.
FR	–	–	–	–

C. Passenger stations, their buildings and other facilities				
	Buildings		Passenger access/transfer functions	
	Owner/manager	Charging	Owner/manager	Charging
SE	Jernhusen	Market rates	IM	None
DK	Op (DSB Sales and stations)	To be agreed under new tendering regime	Op (DSB Sales and stations)	To be agreed under new tendering regime
DE	Op (DB Station & service)	Commercial terms	Op (DB Station & service)	Per stopping train. Differs greatly
NL	Op (NS Stations)	Yes	IM. Inside buildings under the control of the IM	Per train Two different tariffs
UK	IM. 14 major stations are run directly by the IM. Other stations are let to the major operator.	The Op who rents pays a large lump sum per annum + a minor flexible payment	See buildings, same arrangements	See buildings
FR	Op	Not relevant at the moment	Op	Not relevant

D. Freight terminals			
	Owner/manager	Access	Charging
SE	Conventional Combi - Rail Combi/Rail Combi	Open	Non-discr. tariffs
	“Light” Combi – IM/Green Cargo	Open	IM–30% of maintenance costs Green Cargo–commercial terms
	Loading+unloading sidings IM/Others	Open	Non-discr. tariffs
	Special terminals Green Cargo/Green Cargo	At Green Cargo’s discretion	Commercial terms
	System (unit) train terminals Industries or Green Cargo	Open when haulage contract changes hands	Commercial terms
DK	Op (Railion)	Terminals for combined transport open	Terminals for combined transport free
DE	Op (DB Cargo)	According to agreements	According to agreements
NL	Industries, ports and forwarding Agents	Non-discrimination	Non-discrimination
	IM (very simple terminals)	Open	No specific

D. Freight terminals (continued)			
	Owner/manager	Access	Charging
UK	Industries, ports etc.	The owners decide	Agreements
	Op or IM let to Op	–	Agreements?
	Private companies or local authorities (open access terminals)	Open	Under ORR regulation
	IM (stabling tracks)	Open	Included in the general access charge All agreements are subjected to ORR approval provided that connection to IM trackage is involved
FR	IM (harbour tracks and terminals for combined transports)	EC 91/440?	Annual charge for use of tracks for the transshipment of containers
	OP (less than Wagonload terminals and stabling tracks)	Agreements = closed?	-----

E. Marshalling yards			
	Owner/manager	Access	Charging
SE	IM	Open	Yard use – M based tariff Marshalling – non-discriminatory
DK	Railion and IM	Open	–
DE	Op (DB Cargo)	Open	According to agreements
NL	IM	Open	No specific
UK	IM let to Op	Open	Non-discriminatory
FR	IM	EC 91/440?	Charging per train

F. Train formation facilities			
	Owner/manager	Access	Charging
SE	IM Operator	Open	30% of maintenance costs. Commercial terms
DK	Op (DSB Operations) and IM	Open	Where relevant – to be agreed under new tendering regime
DE	IM	Open	Different tariffs dependent on “quality”, that is connection to other tracks and electrification or not. Each track is charged for the time it is used. More expensive when shorter time than one year.
NL	IM	Open	None
UK	IM let to Op	Negotiated	Negotiated
FR	–	–	–

G. Storage sidings			
	Owner/manager	Access	Charging
SE	IM (some) Op (others)	Open At operator's discretion	30% of maintenance costs Market rates
DK	Op (DSB Operations) and IM	Open	Not yet decided
DE	IM	Open	Different tariffs dependent on "quality", that is connec- tion to other tracks and electrification or not. Each track is charged for the time it is used. More expensive when shorter time than one year.
NL	IM	Open	None
UK	IM let to Op	Negotiated	Negotiated
FR	Op (stabling tracks)	EC 91/440?	Yes

H. Maintenance and other technical facilities			
	Owner/manager	Access	Charging
SE	Op/Industries	At owner's discretion	Commercial terms
DK	Op (DSB Operations) (and IM)	Open	Commercial terms
DE	Op	Owner's decision	Commercial terms
NL	IM (simple facilities)	Open	None
	Op or Nedtrain	Owners decision	Commercial basis
UK	IM let to Op or maintenance companies	Open but no longer important	Commercial terms
FR	–	–	–