Infrastructure Access Charging Issues
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Lou Thompson
Thompson, Galenson and Associates
2804 Daniel Road
Chevy Chase, MD 20815 USA
Phone 301 951-3731, fax 301 951-8978, lthompson@alum.mit.edu
Objectives for Infrastructure Separation and Access Charge Regimes: Why Are We Doing This?

- Because the Commission Told Us To …
- Efficiency in Transport and National Economy
- Balancing Social Costs
- Financial Stability for Infrastructure Provider
- Clarifying Government Roles and Costs
- Business Focus of the Parts (inc. infrastructure!)
- Influence Public/Private Roles
- Promote Competition: Intramodal and International
Basic Choices

- **Pure Social Marginal Cost**
  - Assumes government is rich and reliable
  - Assumes comparable treatment of all modes and efficient taxes

- **Marginal Cost Plus Markup (MC+)**
  - Social charges to government (?)
  - Need to know government contribution
  - Objectives of the markups?

- **Financial Cost Minus Government Contribution (FC-)**
  - Same issues as MC+

**Major Issues**
- Defining and calculating marginal costs
- Calculation of social costs
- Agreed and consistent definitions and calculations

**MC+ and FC- same issue: charging the leftover**
The ∆ Drivers

- Complexity and Intensity of Traffic
- Mix of Traffic
- Growth in Traffic
- Number of Operators
- Competition Goals (intramodal, international)
- Freight, ICP and Sub’n Passenger Incentives
- Slot Rigidity versus Market Demands
- Hidden Question: Overcharging Freight to Reduce Passenger Charges
Implementation

Simple – variable with traffic
- gt-km, nt-km, p-km, train-km, % revenue
- Weighting factors (speed, axle load, equipment design, specific route, time of day, commodity, other)

Two Part
- variable factors as above
- fixed part (capacity used, path reservation)
- focus of discrimination: efficiency versus equity
Network Complexity versus Intensity of Use

Ratio: track-km/line-km (complexity)

Train-km/line-km (intensity)

Note: Russia, US and China added manually and do not affect the regression line.
Traffic Mix
(Percent Passenger Traffic)

TU = P-Km + T-Km
Percent International Ton-Km

The diagram shows the percent international ton-km for various countries, with the countries labeled at the bottom and the percent ton-km increasing from left to right.
Traffic Growth 1999-2003
(% T-Km and P-Km)
Some Results

- Wide Range of Charges, especially Freight
- Different Balance Freight versus Passenger
- Freight Freeways: Uniform Access Fees?
Average Access Charges
(€/Train-Km)

Note: Uses average of range shown on “Typology of Rail Networks and Access Charging Regimes”