Rail Infrastructure Charging System in the Czech Republic

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MINISTRY OF TRANSPORT OF THE CZECH REPUBLIC
Access to Railway Infrastructure

- Central state administration
- State administration
- Railway companies
Central State Administration

- Ministry of Transport
  *(Ministerstvo dopravy)*
- Ministry of Finance
  *(Ministerstvo financí)*
Ministry of Transport

- shall ensure Act No. 266/1994 Coll., on rail systems, and issue relevant follow-up regulations
- shall be the appellate authority in administrative proceedings in matters governed by this Act in appeals against decisions taken by the Rail Authority
- shall take a decision on classifying a railway (assigning to a category)
Ministry of Finance

shall take a decision on price regulation
(published in „Price Bulletin of the Ministry of Finance“ for each year)
State Administration

- Rail Authority
  *(Drážní úřad)*
- Rail Safety Inspection
  *(Drážní inspekce)*
Rail Authority

- licence - issue
- railway undertaking's safety certificate - issue
- driving licence - issue
- financial fitness for rail transport operation - government supervision
- insurance policy against loss or damage caused by the operation of railway traffic - government supervision
- take a decision on the type approval of a rail vehicle

Paris, 1-2 February 2005
Railway Companies

- Railway Infrastructure Administration (Správa železniční dopravní cesty, s.o.)
- Czech Railways (České dráhy, a.s.)
- other rail system operators (6 companies) and transport operators (~50)
Railway Infrastructure Administration (RIA) (1)

- meet obligations of the rail system owner
- ensure the maintenance and repair of the rail system to the extent necessary for its operability
- provide for the development and modernization of the rail system
- ensure the operation of the rail system
- issue network statement (art. 3 directive 2001/14/EC)
Railway Infrastructure Administration (RIA) (2)

- is an independent path capacity allocator of the nation-wide rail system and regional rail systems owned by the state (art. 14 paragraph 2 directive 2001/14/EC)

- defines and collects charges for utilizing infrastructure (art. 4 directive 2001/14/EC) including discounts (art. 9 directive 2001/14/EC) and reservation charges (art. 13 directive 2001/14/EC)
Czech Railways

- controls infrastructure operation
- concludes contracts on operating rail transport with individual carriers
- issues internal regulations on organizing rail transport
- develops timetable for rail systems
- One Stop Shop
Charging System

Ministry of Finance
- shall take a decision on price regulation

RIA
- shall negotiate the charges for the rail system utilization in accordance with the pertinent price regulations including discounts
- shall collect fees for the rail system utilization
System of Capacity Allocation

- the railway infrastructure capacity on a nation-wide and regional railroad is allocated by a person who is:
  - the Railway Infrastructure Administration, providing that the given railway infrastructure is owned by the State,
  - the owner of the railway infrastructure, providing that the railway infrastructure is not owned by the State.
System of Price Regulation

- Railway Infrastructure Administration suggests maximal charges and sends proposals to Ministry of Transport
- Ministry of Transport considers a proposal and sends it to Ministry of Finance
- Ministry of Finance considers a proposal and if approved, it is published in the Price Journal
- Railway Infrastructure Administration estimates prices and discounts
- Railway Infrastructure Administration gives authorization to Czech Railways to conclude contracts with carriers
- Railway Infrastructure Administration charges fees
Price Calculation for Railway Route (1)

\[ C_m = C_1 + C_2 \]

- \( C_m \) = maximum price for the utilization of national railway route
- \( C_1 \) = price for operations control
- \( C_2 \) = price for wear and tear of infrastructure (maintenance)
Price Calculation for Railway Route (2)

\[ C_m = S_1 \times b \times L + \frac{Q}{1000} \times S_2 \times L \]

- \(S_1\) = the price of one train kilometre as a price portion for infrastructure operation on one train kilometre
- \(b\) = coefficient describing train weight
- \(Q\) = gross train weight in tons
- \(S_2\) = price for 1000 gross ton kilometres for relevant train type as a price portion for establishment of operability on 1000 gross ton kilometres
- \(L\) = train journey distance in kilometres rounded up to whole numbers
Price Calculation for Railway Route (3)

\[ C_m = S_1 \times b \times L + \frac{Q}{1000} \times S_2 \times [L - L_e (1 - e^p)] \]

- \( L_e \) = passed distance on electrified rail line with moving vehicle of independent traction
- \( e \) = coefficient reflecting lines of moving vehicles with internal-combustion engine on electrified rail lines
- \( p \) = exponent reflecting the number of moving vehicles
Prices and Discounts

Prices:

- Maximum price for using the intrastate railway infrastructure for a freight train
  - $S_1 = 48.46 \text{ CZK/train km} (\sim 1.6\text{€})$
  - $S_2 = 58.86 \text{ CZK/1 000 gross ton km} (\sim 1.8\text{€})$

- for a passenger train
  - $S_1 = 8.96 \text{ CZK/train km} (\sim 0.3\text{€})$
  - $S_2 = 50.49 \text{ CZK/1 000 gross ton km} (\sim 1.6\text{€})$

Discounts:

- newly acquired performance – 25%
- support of environment-friendly vehicles – vehicle is not included in the exponent „p“
Intended Modifications

- differentiation of charges according to railroad categories:
  - nation-wide railroad forming a part of the European Rail System for goods transport
  - nation-wide rail system
  - regional rail system

- new system of discounts and mark-ups
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