PROPOSED CHARGING SYSTEM FOR
A NEW EU MEMBER STATE
– SLOVENIA –

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Railway sector in Slovenia

- Ministry of Transport
  - Railways Office
- Agency for Railway Traffic – Infrastructure Manager
  - Licencing
  - Safety certificates
  - Trainpath allocation
  - Levying user charges
- Holding Slovenian Railways - to be devided:
  - Infrastructure (maintenance and traffic control) **authorized** Infrastructure Manager
  - Passenger Transport
  - Freight Transport
  - Other (some already existing) daughter firms
History of development of User charges model in Slovenia

• First study made at Institute of Traffic and Transport 1999 – 2000 for Ministry of Transport and Telecomunications
• Railway law in November 1999
• Ordinance on user charges and train path allocation (2001)
• Network Statement (2003 - 2004) made at the Institute of Traffic and Transport
  • Revision and changes of the first proposal
Proposed User charges model 1

**Principles**
- Simplicity
- Transparency
- Fairness
- Dependent on costs
- Dependent on infrastructure charges in other transport modes
Proposed User charges model 2

Elements for calculation

• Quality of railway line (P)
  - Main lines          1,18
  - Regional lines     0,85

• Type of train (wear of lines)
  - DEUs/EEUs           0,8
  - Classic passenger trains (pullman) 1,0
  - Tilting trains      1,1
  - Car-sleeper trains  1,05
  - Freight trains (loaded) 2,0
  - Freight trains (unloaded) 1,0
  - “engine” trains – locomotives,... 0,8
Proposed User charges model 3

- User claims regarding time table (F)
  - Trainpaths in advance (scheduled) 1,00
  - Ad hoc trainpaths 1,20
  - Trainpaths out of peak hours 0,70

- User claims regarding additional services (Z)
  - Special consignments (expectional dimensions) + 30% of foreseen user charge
  - Transport of dangerous goods + 20% of foreseen user charge
  - Trainpath for Museum train + 50% of foreseen user charge
  - Trainpath for train running out of opening hours of line or station + 50% of foreseen user charge
  - Other additional services (shunting, preheating,...) price per unit calculated on the basis of real costs
Proposed User charges model 4

Formula

\[ U = (Q_{\text{trainkm}(G)} \cdot P_G + Q_{\text{trainkm}(R)} \cdot P_R) \cdot C_{\text{trainkm}} \cdot K \cdot F + Z \]

\( U = \) user charge

\( C_{\text{trainkm}} = \) price per train km (all train km / costs)
Proposed User charges model 5

What is covered with user charge:
- Services of minimum access package (according to Annex II directive 2001/14/EC, point 1)
- Track access to service facilities (Annex II, point 2)
- Additional services (point 3 of the same Annex)

NOT COMPRISED
- External costs (environmental charge, accident charge,...)
Current situation

- In the year of 2004 no one is paying user charges in railroad transport (nor passenger or freight) – no legal basis for that - missing government order
- Shares of infrastructure costs (maintenance and traffic control)
  freight : passenger = 40% : 60%
- (Orientation) price per train km \[147 \text{ SIT} = 0.62 \text{ €}\]
  - In 2004 just FT should pay
  - That would cover 23% of infra costs rised by freight transport
  - Price calculated on the basis of user charges in road transport in Slovenia (approximate value) would be 533.78 SIT or 2.23 €
### Plans for the future 1

Prognosis percentage of maintenance and traffic control costs covered from user charges (THE REST FROM THE STATE BUDGET)

<table>
<thead>
<tr>
<th>Year</th>
<th>Freight transport</th>
<th>Passenger transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>23%</td>
<td>0%</td>
</tr>
<tr>
<td>2005</td>
<td>100%?</td>
<td>0%</td>
</tr>
<tr>
<td>2006</td>
<td>100%?</td>
<td>40%</td>
</tr>
<tr>
<td>2007</td>
<td>100%?</td>
<td>50%</td>
</tr>
<tr>
<td>2008</td>
<td>100%?</td>
<td>60%</td>
</tr>
<tr>
<td>2009</td>
<td>100%?</td>
<td>80%</td>
</tr>
<tr>
<td>2010</td>
<td>100%?</td>
<td>100%</td>
</tr>
</tbody>
</table>
Plans for the future 2

- Price per train km for Freight trains in 2005
  
  765 SIT = 3,21 € to cover 100%

  (If price would be on the level of road transport (2,23 €) would cover cca 70% of costs.)

- Transition period for passenger transport till 2010
  
  (after that free access)

- No new operators in freight transport are expected till 2007
Problems - dilemas

- Data collection of costs for public railway infrastructure
- Reorganisation of Railway sector (definition of responsibilities)
- Difficulties in calculation of infra charges in road transport
  - Various charges, various taxes, not totally compatible...
- Lack of transport policy
- Height of the user charge:
  - if too high - possibility of less transports (relatively small, transit country with a lot of possibilities to make transports around - outside (Austria, Hungary)
  - if too low - higher coverage from the state budget
Thank you for your attention.