



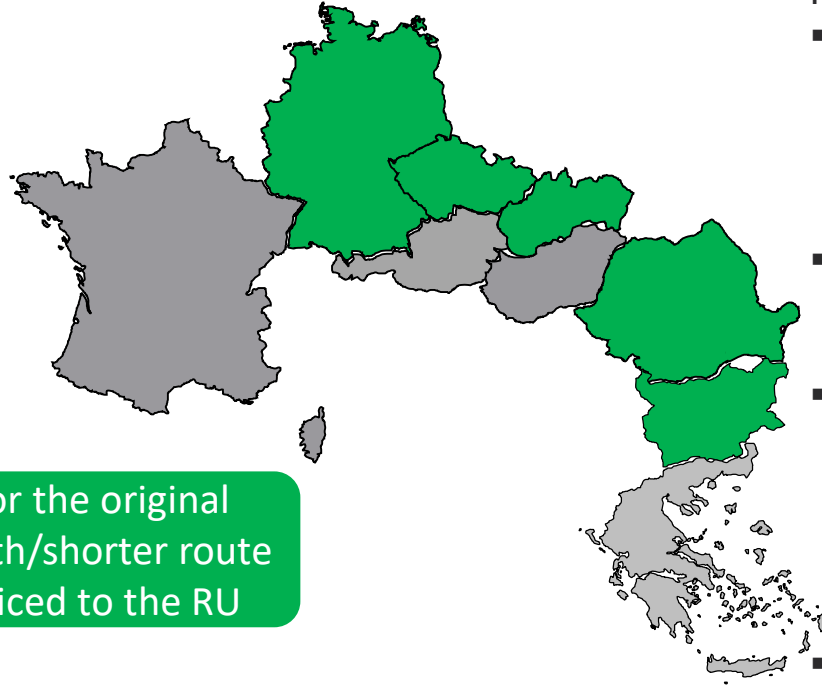
TCR-related compensation schemes and Commercial Conditions

Joint meeting of Executive Boards of Rail Freight Corridors

Orient / East-Med and Rhine–Danube

Bucharest, 25 April 2025

Applied methodology for calculation of TAC in case of re-routing due to TCRs (i.e. in case of path alteration by IM)

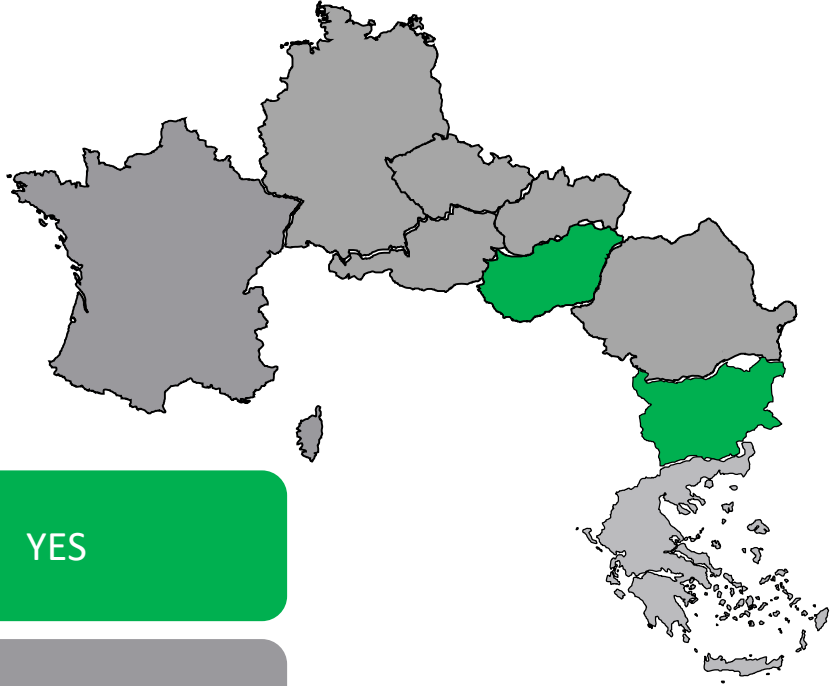


Further schemes:

- Check Republic: refund of part of the price for the allocation of capacity (fee per day of operation) for the days when the applicant could not use the capacity
- France: If the Path-Day is attributed but significantly modified: 3€ per path-day per km (until D-1 5PM)
- Germany: delays caused by construction work are taken into account, a fixed charge per minute of delay; compensation for additional train path costs due to construction-related rerouting in rail freight traffic in the working timetable see (NWS 5.6.2.1)
- Hungary: if TCR exceeds the planned completion time and date of TCR than IMs have to pay 20HUF/minute amount to RUs concerned because of delay



Implementation of a TCR-related compensation scheme



TCR-related compensation = The IM reimburses the additional costs to the RUs, which the RUs incurred due to a TCR, such as additional locomotives, more working hours of locomotive drivers due to longer route, and the like.

YES

No



Types of (additional) costs reimbursed by the IMs to the RUs due to TCRs

| Type of cost (additional cost) | Bulgaria | Hungary |
|------------------------------------------------------------|-----------------|---------|
| TAC according to services supplied for RUs (SERA Annex II) | X | X |
| Traction current / traction fuel | X | X |
| Locomotive | - | X |
| Wagons | - | - |
| Loco driver | X | X |
| Other | Transport staff | - |

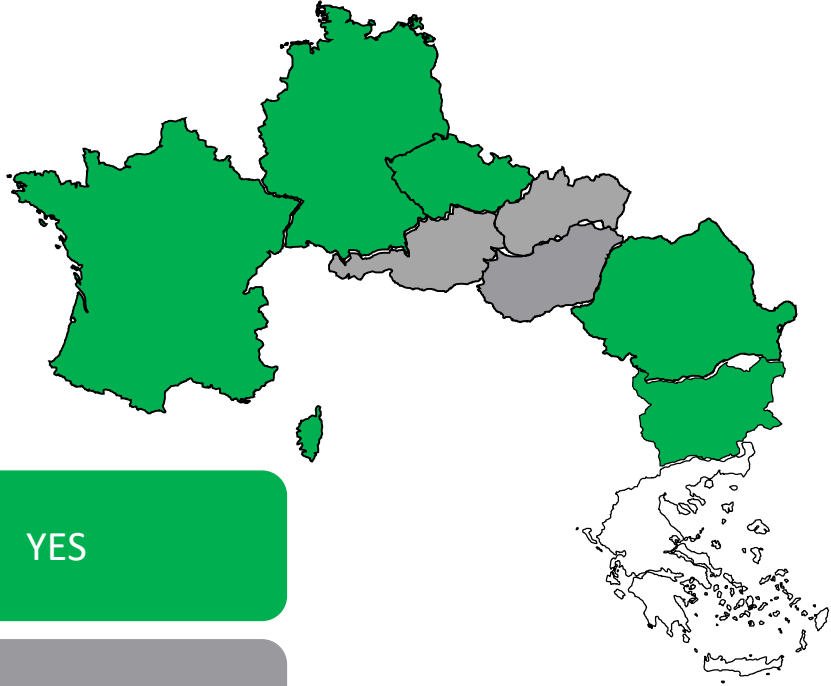
Additional information:

- ❖ Bulgaria: The scheme is described in detail in Annex 5.7.1 of the Network Statement: https://www.rail-infra.bg/upload/5280/Annex+5.7.1_2023-2024_v.00_11122022.pdf
- ❖ Hungary: The legal basis are 55/2015 and 57/2015 Ministerial Decrees.
 - in case of a track possession request submitted not later than 70 days prior to the scheduled start day of works - no compensation;
 - in case of a track possession request submitted more than 50 days and less than 69 days prior to the scheduled start day of works - compensation of additional TAC;
 - in case of a track possession request submitted more than 30 days and less than 49 days prior to the scheduled start day of works - compensation of additional TAC and additional cost of traction (loco driver, loco, traction current/fuel)
 - The compensation amounts only to approx. 1-2% of its total TAC revenue per year.

First feedback from the other IMs about introducing a compensation scheme by them as well

- ❖ **CFR:** As the infrastructure manager cannot verify the calculation of the additional costs of the railway undertaking declared by them in the case of TCR and for which compensation is requested, it is difficult to estimate the financial impact of such compensation.
- ❖ **DB InfraGO:** We have identified similar/same specifications in the new EU capacity regulation and are currently in the early stages of seeing if such a system is practicable, and how this would look like. We are curious to see what other IMs have developed on this matter, and are more than happy to share our work with you as soon as we are in a more advanced stage.
- ❖ **SNCF Réseau:** SNCF Réseau implements another scheme in this regard: we increase the cost of works so that the impact of the TCRs for the RUs is lowered. The State has asked SNCF Réseau to adjust the work windows in order to reduce the impact of the works on rail freight transport, particularly on long-distance goods trains. SNCF Réseau will thus allocate €210 million to compensate for the extra costs incurred by these improvements.
- ❖ **SŽCZ:** After a quick legal check there is no legal obstacle for reimbursement of additional costs by the IMs to the RUs the RUs incur due to TCRs. On the other hand, it is very sensitive topic, especially when there are significant reductions of TAC for freight RUs established in Czechia. It would be needed to assess the impact of such reimbursement on all parties and make CBA.
- ❖ **ZSR:** To even envisage about modification of compensation scheme, the financial coverage of additional costs has to be ensured. As there is no financial coverage of additional costs secured at the moment, compensation scheme will remain as is.

Implementation of cancellation fee in case of cancellation of a train path by the IM



Additional information:

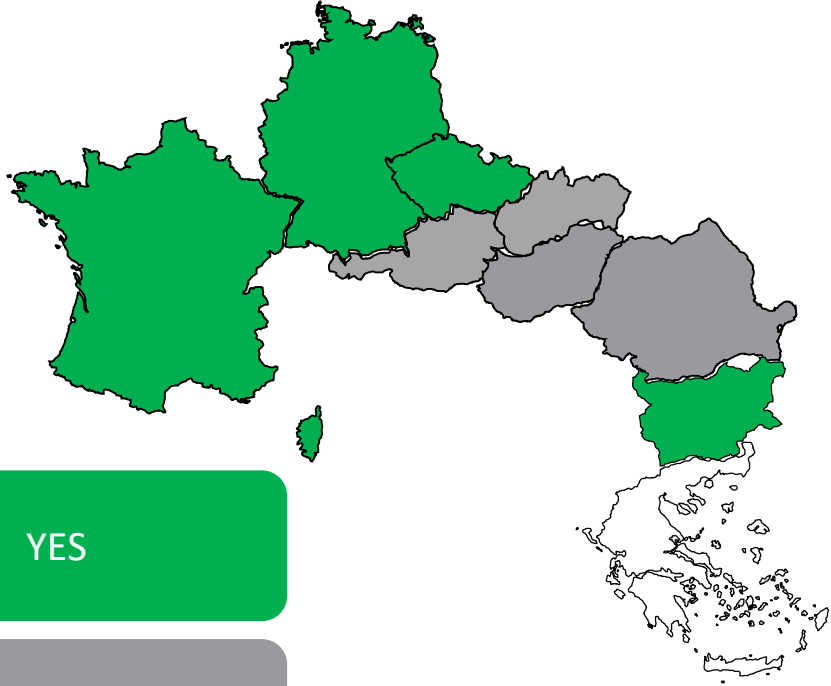
- Czech Republic: In the cases when all path is cancelled and substitute capacity isn't used
- France: As part of the reciprocal incentive system, the cancellation fee apply to the IM before D-1 5PM. The late cancellation penalty is applied in the event of cancellation by the IM, starting from D-1 5 PM, for an allocated path-day. This penalty is applied to the IM.
- Germany: If tracks are not in the contractual condition
- Romania: total closures; on a track of the double-track line; speed restrictions + failures of the catenary or of the systems
- Slovakia: The RUs can request a reduction in payment (100%) for unrealized services (U1 item in charging formula for capacity allocation)
- Bulgaria: The fee is calculated on the basis of the length of the cancelled train route multiplied by the specified rate for requested and unused capacity.

YES

No



Implementation of cancellation fee in case of cancellation of a train path by the RU



Additional information:

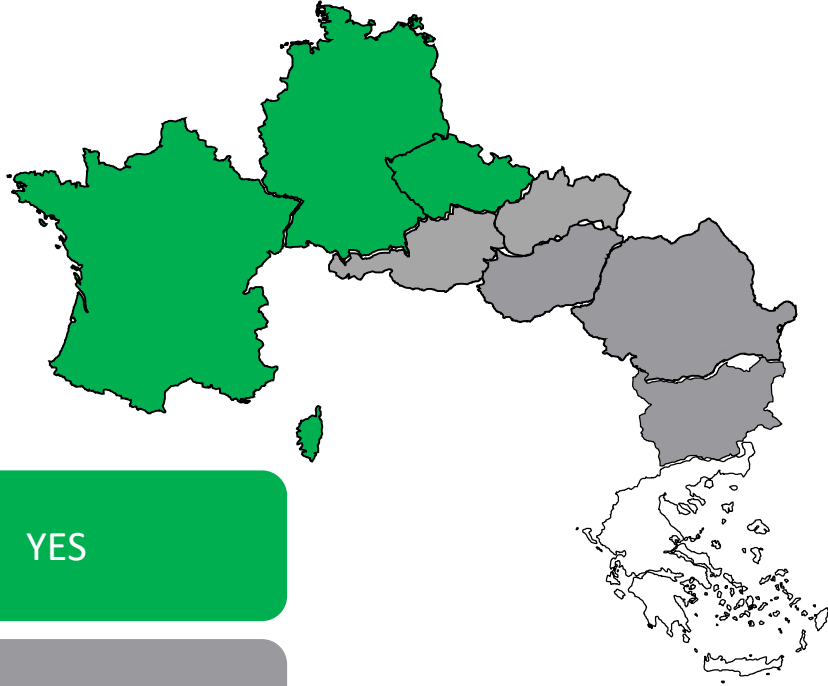
- Austria: Cancellation fee planned to be introduced by TT26. This cancellation fee applies to cancelled or partly cancelled train paths on one or more traffic days.
- Slovakia: The RUs can always cancel the path free of charge in advance according to the TT Work Schedule. In case the cancellation is requested out of TT work schedule, RUs are obliged to pay for unused capacity
- Bulgaria: The RUs can cancel the path free of charge in advance, in case the RU sends a request by the 17th day of the previous month. After that the fee is calculated on the basis of the length of the cancelled train route multiplied by the specified rate for requested and unused capacity.

YES

No



Implementation of modification fee in case of modification of a train path by the RU



Additional information:

- Slovakia: In case the modification is requested out of TT work schedule, RUs are obliged to pay higher rate of U1 of charging formula.

YES

No

