



TRACK ACCESS CHARGES

Opportunities

- Under specific circumstances, a reduction of Track Access Charges on rail freight can be a leverage to promote a shift from road to rail;
- Differentiated track access charges schemes can also be used to provide incentives to RUs to shift towards innovative solutions, such as reducing noise.

Challenges

- The level of the Track Access Charges depends on governmental decisions;
- The calculation of Track Access Charges is complex as it reflects a multitude of parameters.

Objective

Track Access Charges (TACs) are the price that Railway Undertakings (RUs) have to pay to the Infrastructure Manager (IM) to be allowed to run their train on the network. The calculation is quite complex and IMs can only charge costs that are directly incurred as a result of operating the train service. In addition to some provisions in the Single European Railway Area Directive, a specific regulatory framework on Track Access Charges has been developed in the [Implementing Regulation \(EU\) 2015/909 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service](#).

Involvement of Infrastructure Managers

IMs charge the costs they incur to the users of the railways to balance the investments for building and maintaining the railway network. The Track Access Charges represent one of the most important revenues of IMs, sometimes up to 80% of the total income of IMs.

EIM in action

- TACs are one of the two financing source of IMs. Due to the impact on its members, EIM closely follows the topic.
- Even though the regulatory framework for TACs is strict, they can be used as an instrument to achieve various goals, such as making rail freight more attractive.

EC Implementing Regulation (EU) 2015/909 CALCULATION OF THE COST DIRECTLY INCURRED TO THE TRAIN SERVICE

