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Independent Regulators' Group – Rail

IRG–Rail

Subgroup Charges for Service Facilities

An overview of

charges and charging principles

for passenger stations

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Introductory remarks

This overview document covers the following countries, members of IRG-Rail: **Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the Great Britain**. The IRG-Rail working subgroup "Charges for service facilities" created this document to provide an overview of charging practices for passenger stations. This paper presents similarities and differences within specific charging systems by comparison. Further information and work is needed in order to outline common practices for charging for passenger stations.

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I. Introduction

For railways services, passenger stations are an essential service facility as they provide necessary services to passengers like travel information or ticketing services. Without passenger stations and their services, the provision of rail passenger transport service would be less attractive to passengers and a disadvantage for railways in comparison to other modes of transport. Therefore, this paper focuses on charges and on the charging principles for passenger stations in the countries, whose regulatory body (RB) is a member of IRG-Rail, and presents an overview of the different charging schemes and charging approaches among different countries.

In 2015 and 2016, IRG-Rail published position papers on charging principles for passenger stations in Europe. This paper progresses the matter and aims to add new content to the work that has been done in previous papers, like the comparison of charges across countries or areas for ticket selling, and new challenges in passenger stations regulation.

To gather information on the charges of passenger stations and the charging principles applied in different countries, a questionnaire was designed and sent out to all members. Altogether, answers from 25 members were collected. They are summarized within this paper. Not every question could be answered by every country, and therefore, the tables and graphs in this document only show the available answers.

Most of the respondents have referred to the charging system in the years 2018 or 2019. The answers from Romania cover the year 2017, and for Greece and for the Netherlands, the answers refer to the new charging scheme, which will be applied from 2020 onwards.

This paper reflects the situation before the decision of the European Court of Justice on the preliminary decision on the inclusion of passenger platforms to the minimum access package (C-210/18). Therefore, this paper does not take this decision into consideration while changes in the charging schemes of some countries are to be expected.

II. Definition of the passenger station and market structure

a. Definition of passenger stations

There is no definition of the term “passenger station” in Directive 2012/34/EU. However, the Directive’s Annex II point 2 (a) mentions a number of facilities associated with passenger stations for which access shall be given to RUs. These are: “passenger stations, their buildings, and other facilities, including travel information display and suitable location for ticketing services.” In four countries, there are additional definitions of “passenger stations”:

- France: National regulation also provides a list of service facilities and services. According to national regulation, the basic service includes the use, by their passengers, staff, external providers, of the facilities dedicated to passenger and public reception to the train, including the access to the common services, shops, public buildings (…). Moreover, the basic service includes the provision of areas or rooms for selling tickets - on request- Areas for RU’s staff or rooms for the cleaning services are provided as additional services

- Germany: Wording in Annex 2 of the national regulation law, provides a list of service facilities and services: "[…] a) passenger stations, their buildings, and other facilities, including platforms, access ways for passengers including access by road and access for passengers arriving or departing by foot, travel information display and suitable location for ticketing services;“
- Italy: With ART decision 96/2015, measure 26, passenger stations are defined, according to art.13.2 of the legislative decree as: “passenger station with respect to the facilities for travel information display and suitable location for ticketing services and other facilities functional to and necessary for railway operation”.
- Netherlands: In Article 26(3) in the Railway Act a passenger station is defined as “a building or structure that as appears from its construction and design wholly or partly is intended for the arrival or departure of railroad vehicles for the purpose of the embarking, disembarking or transfer of passengers.”
- Great Britain: (Railway Act 1993) definition of “station” means “any land or other property which consists of premises used as, or for the purposes of, or otherwise in connection with, a railway passenger station or railway passenger terminal (including any approaches, forecourt, cycle store or car park), whether or not the land or other property is, or the premises are, also used for other purposes; "premises” includes any land, building or structure.”

As Annex I of Directive 2012/34/EU indicates that passenger platforms may also exist outside of passenger stations, the question was raised, if there is a difference between stops in passenger stations and other stops. There is no such differentiation in the national law of the different countries participating in the overview.

b. Market structure

The following table shows the owner of passenger stations and includes the categories Main Infrastructure manager (Main IM), Infrastructure manager (IM), the Incumbent railway undertaking (RU Incumbent), other railway undertakings not related to the incumbent (RU not associated with the incumbent), the main provider of service facilities (Main SFO), other providers of service facilities (SFO) and Other:

Table 1: Owners of passenger stations in the different states

	Main IM	IM	RU Incumbent	RUs (not related to the incumbent)	Main SFO	SFO	Other
Austria	X	X					
Belgium			X				
Bulgaria	X						
Croatia	X						

Czech Republic	X	X	X				
Denmark	X[1]		X[2]				
Finland	X		X			X	X
France	X[3]		X[4]				
Germany					X[5]	X	
Great Britain	X[6]					X	X[7]
Greece		X					X[8]
Hungary	X	X					X[9]
Italy[10]	X						X[11]
Lithuania							X
Luxembourg	X						
Netherlands	X		X				
Norway	X						
Poland	X	X			X	X	X[12]
Portugal	X						
Romania	X						
Slovakia							X[13]
Slovenia							X[14]
Spain	X						
Sweden	X[15]	X					X[16]

In 18 countries the main IM owns passenger stations, while in only 6 countries other IMs are the owner of the stations. The Incumbent RU is the proprietor of stations in five countries. In Germany, most of the stations are owned by the main SFO DB Station & Service, while other SFOs owns stations on regional networks. In 10 countries the stations are owned by other providers, which are not listed above. In Hungary and Slovakia, they are state-owned.

[1] Denmark: Banedanmark (Railnet Denmark): Tracks, platforms, platform service facilities (such as loudspeakers and traffic information monitors), lights, external access roads (such as bridges, tunnels and elevators) and technical equipment related to infrastructure.

[2] Denmark: DSB: Passenger station buildings, platform service facilities (such as shelters, information monitors, ticket machines, benches, garbage cans), internal access roads (such as bridges, tunnels and elevators), parking areas (shared with municipality) and forecourts.

[3] France: until 2020 : The main IM (SNCF Réseau) is the owner of the platforms and equipment located on the platforms (shelters, elevators …). These equipment will be transferred to SNCF Gares and Connexions in 2020 (subsidiary of the main IM from 2020 onwards).

[4] France: until 2020 : SNCF Gares & Connexions (manager of passenger stations, except the platforms) belongs to SNCF Mobilités, the incumbent RU (SNCF Gares & Connexions is an autonomous directorate of SNCF Mobilités).

[5] Germany: DB Station&Service AG.

[6] Great Britain: Network Rail.

[7] Great Britain: Southend airport station is owned by a logistics group (Stobart).

[8] Greece: GAIAOSE SA for commercial/real estate development of station buildings.

[9] Hungary: State property.

[10] Italy: The information displayed in the table refers only to the national network.

[11] Italy: Few stations are owned by Ferrovie dello Stato Italiano SpA (owned by the Ministry of Economy and Finance).

[12] Poland: municipal authorities.

[13] Slovakia: State-owned, but operated by IM in accordance with a rail infrastructure contract. IM (ŽSR) is the monopolistic operator of the railway network, including tracks, signalling, bridges, tunnels and stations.

[14] Slovenia: They are owned by the state.

[15] Sweden: They do not own any station buildings, but they do own platforms which may have benches and covers to protect against wind and rain.

[16] Sweden: Most of the stations in larger towns are owned by Jernhusen AB, a state-owned company formed when the former national railway was restructured. In total, Jernhusen owns 37 stations. Furthermore, stations may be owned by municipalities, private companies, and individuals.

The following table provides information on the managers of the stations, and again the categories Main IM, IM, RU Incumbent, RUs (not related to the incumbent), Main SFO, SFO and Other are used:

Table 2: Managers of passenger stations in categories Main IM, IM, Incumbent RU, Other RU, Main SFO, SFO and other per country

	Main IM	IM	RU Incumbent	RUs (not related to the incumbent)	Main SFO	SFO	Other
Austria	X	X					
Belgium			X				
Bulgaria	X						
Croatia	X						
Czech Republic	X	X	X				
Denmark	X[17]		X[18]				
Finland	X		X			X	X
France	X[19]				X[20]		
Germany					X[21]	X[22]	
Great Britain	X[23]			X[24]		X	
Greece		X					
Hungary	X	X					
Italy	X[25]				X[26]		
Lithuania	X						
Luxembourg			X				
Netherlands	X		X				
Norway	X						
Poland	X	X	X		X		X[27]
Portugal	X			X			
Romania	X					X[28]	
Slovakia							
Slovenia	X						
Spain	X		X				
Sweden	X[29]	X			X		

The main IM is in 19 countries the manager of passenger stations, while other IMs manage stations in 6 countries. In 8 countries the RU Incumbent is the manager of stations, while in Portugal and Great Britain other RUs are managing stations. In 5 countries, France, Germany,

[17] Denmark: Railnet Denmark.
[18] Denmark: DSB.
[19] France: until 2020: SNCF Réseau manages the platforms.
[20] France: until 2020: SNCF Gares & Connexions manages the passenger stations (except the platforms).
[21] Germany: DB Station& Service AG.
[22] Germany: 101 SFOs.
[23] Great Britain: Network Rail manages 20 stations.
[24] Great Britain: 20 RUs are managing 2,543 stations.
[25] Italy: RFI (Rete ferroviaria Italiana).
[26] Italy: Grandi Stazioni Rail.
[27] Poland: municipial authorities.
[28] Romania: Three SFOs who rent passenger stations from IM.
[29] Sweden: Only platforms, many of which have benches and weather protection and thus would count as passenger stations.

Italy, Poland, Sweden, the main SFO is the manager of stations, while in Finland, Germany, Romania and Great Britain other SFOs also manage passenger stations. In Finland and Poland, some stations are managed by municipalities.

Regarding the connection between the type of station and the operator, there seems to be a relation in several countries: In Finland, the Incumbent RU operates most of the largest passenger stations. In Italy the SFO (Grandi Stazioni Rail S.p.A.) manages the most important national stations in terms of passengers. In Germany, the main SFO DB Station&Service AG manages most stations, while other operators usually run smaller stations, which are located on the network not owned by DB Netz AG. In Romania, the IM manages stations on the main lines, while the SFOs run stations on regional lines. In Spain, the incumbent RU manages the urban station on PSO lines, while the IM runs the remaining stations. In Sweden, Jernhusen tends to own stations in larger cities. These stations are all operated by SRAB, a subsidiary to Jernhusen. In Great Britain, the IM (Network Rail) owns nearly all stations but manages only the 20 largest stations.

The size of the station and/or the type of traffic may have an influence on the type of operator as the most important stations are usually operated by the IM or the Incumbent RU or the main SFO while smaller stations (for example stations dedicated to smaller passenger lines such as local or regional or dedicated PSO lines) may be operated in several countries by other SFOs and RUs.

The following table provides an overview of the competition in the railway market. The information in this table shows whether more than one RU is using the station and if this company is providing national or regional services.

Table 3: Competition in the passenger railway market in the different countries

	Other RUs than the incumbent using passenger stations	In national services	In regional services
Austria	X	X	
Belgium	X[30]		
Croatia			
Czech Republic	X	X	X
Denmark	X		X
Finland			
France	X[31]		
Germany	X	X[32]	X
Great Britain	X	X	X
Greece	X		X
Hungary	X	X	X
Italy	X	X	X[33]
Lithuania			

[30] Belgium: International services.

[31] France: Only for international passenger transport in 2018. New RUs are expected to enter the market and provide national passenger transport services from the end of 2020.

[32] Germany: Yes, but on a lower level than in regional services.

[33] Italy: we refer to RUs which operate on regional network but they stop at passenger stations belonging to national railway network.

Luxembourg	X		
Netherlands[34]	X		X
Norway	X	X	X
Portugal	X		
Romania	X	X	X
Slovakia	X	X	X
Slovenia			
Spain[35]	X		X
Sweden	X	X	X

In 18 countries passenger stations are also used by other RUs than the incumbent. In some countries, like in France or Belgium, some incumbent passenger stations are used only by international services. In other countries, like Germany or Sweden, RUs in national and regional services are using the stations too. Regarding nationwide services, in ten countries, more than one RU is using the station, whereas regarding regional services, in thirteen countries, more than one RU is using passenger stations.

c. Publication of charges

Regarding the publication of charges, the implementing regulation (EU) 2017/2177 stipulates in Article 5 (1) the following requirements for publication of the description of the service facility:
"Operators of service facilities shall make publicly available the service facility description free of charge, in one of the following ways:
(a) by publishing it on their web portal or a common web portal and providing the infrastructure managers with a link to be included in the network statement;
(b) by providing the infrastructure managers with the relevant and ready-to-be-published information to be included in the network statement."

As this regulation has been applicable since 11 June 2019, the publication of charges could have been done differently for the years 2018 and the first half of 2019. The following table shows, how the charges have been published and distinguishes between the following four categories: Published on the web portal of the SFO, published on a common web portal, published in the network statement of the IM and other methods of publication:

[34] Netherlands: There are 27 stations on which passengers can transfer RUs. There are also stations that are only used by a RU other than the incumbent (though the incumbent owns the stations). This is because some regional railway lines are operated by other RUs, since these lines undergo a tendering process.

[35] Spain: In addition to the incumbent RU, there is only one other RU operating a tourist train on a small line. The market for national services is not open for competition yet. CNMC has just issued a decision on the economic equilibrium test regarding a proposal for a new international service between Porto (Portugal) and Galicia (North of Spain). This service is expected to begin by 2020.

Table 4: Modes of publications of charges within the different countries

	Web portal of the SFO	Common web portal	Network statement of the IM	Other
Austria			X	
Belgium	X		X[36]	
Bulgaria	X		X	
Croatia			X	
Czech Republic	X		X	
Denmark	X		X	
Finland	X		X	
France	X[37]		X[38]	
Germany	X[39]			
Great Britain			X	X[40]
Greece			X	
Hungary			X	
Italy				X[41]
Lithuania	X		X[42]	
Luxembourg			X	
Netherlands		X[43]	X[44]	
Norway			X	
Poland	X		X	
Portugal			X	
Romania	X		X	
Slovakia			X	X[45]
Slovenia			X	
Spain			X	
Sweden	X[46]			

As the table above shows, the charges in 21 countries are published in the network statements. In nine countries the charges are published on the web portal of the SFO. In the Netherlands, the charges for stops at the passenger stations and services provided at the passenger stations for all station managers are published on the website www.stations.nl, a

[36] Belgium: Link to the website of the passenger station operator.
[37] France: The passenger stations statement is published on the web portal of SNCF Gares &Connections.
[38] France: The passenger stations statement is also published in annexes of the NS.
[39] Germany: On the website of the service facility operator.
[40] Great Britain: published both on the IM and: RB website following 5 yearly periodic review of access charges.
[41] Italy: There is not a basic charge for using passenger station. Specific services are charged separately, such as: (i) ticketing areas, (ii) areas for Self Service Ticket Machines (SSTM) and passenger information Desks, (iii) areas for ticket validator machines, (iv) areas for fast track service, (v) assistance for person with reduced abilities (PRM), and the charges are published in the Network Statement of the IM and/or Web Portal of SFO.
[42] Lithuania: Charges for passenger stations are set by generally binding regulation and published on websites of the IM.
[43] Netherlands: www.stations.nl.
[44] Netherlands: Network statement includes link to the common web portal.
[45] Slovakia: Charges for passenger stations are set by generally binding regulation and published on websites of the ministry, RB and IM.
[46] Sweden: Table refers to charges by SRAB. The outline of the cost model is described at SRAB's webpage. Charges are based on production cost (cost price). Therefore, the exact cost can not be published in advance. Invoicing is made every third month, according to last year's agreement - until a new agreement is signed. When the new contract is in place surpluses or deficits are regulated.

common web portal. In Slovakia, the charges are published on multiple websites (the portals of the IM, the regulatory body and the ministry).

III. Services offered within train stations

a. Services within train stations covered by the basic charge

The specific services offered within passenger stations may be included in the basic charge for using the station or an explicit charge for the specific service may be applied. In this context, it is interesting to know, which services are covered by the basic charge for using the station. The following table shows, which services are included in the different member states and the most common categories.

Table 5: Services covered by the basic charge of using the passenger station in different member states.

	Access to					Passenger information	PRM Assistance[47]	Other
	Station building	Platform	Waiting Area	Area for Ticket machines	Sanitary facilities			
Austria	X	X	X	X	X	X	X	
Belgium	X		X	X	X	X	X	
Bulgaria	X	X	X		X			
Croatia	X		X		X	X	X	
Denmark				X		X		X[48]
Finland[49]								
France	X	X[50]	X	X		X	X	X[51]
Germany	X[52]	X	X	X	X	X	X	X[53]
Great Britain	X		X	X	X	X	X	
Hungary	X	X	X			X		
Italy								
Lithuania	X		X			X		
Luxembourg	X	X	X		X	X		
Netherlands	X	X	X		X			
Norway	X		X	X	X	X	X	
Poland	X	X	X	X	X	X		X[54]
Portugal	X							
Romania	X		X					X
Slovakia	X	X	X			X		
Spain	X		X		X	X		X[55]
Sweden[56]	X		X	X	X	X		

[47] Persons with reduced mobility.
[48] Denmark: loudspeaker, card validator.
[49] Finland: Platforms are included in the MAP and not the station charges. Station charges can consist of renting charges per square meter or per ticket machine.
[50] France: the access to platforms is a basic service but, as this service is provided by the IM (not by the SFO SNCF Gares & Connexions) in 2018, a specific charge is calculated for this service (like areas for selling ticket).
[51] France: France : the use of turnstiles for ticketing control is an optional basic service.
[52] Only the costs for the regulated part of the station building.
[53] Germany: Includes garbage bins, connection to coordination centre.
[54] Poland: luggage locker, access to ticket systems, free wifi.
[55] Spain: Security.
[56] Refers to charges at SRAB's stations.

The access to stations is covered by most countries, including access to platforms. The access to waiting areas, PRM Assistance, and sanitary facilities are also included.

In Spain, there are two types of basic charges: The minimum basic is conceived as Tax and it gives access to the array of services showed in the table above. It is paid by stop. In addition, there are other basic services, namely, 4 independent basic services, which the RU can have access to by paying private prices[57].

At present, in Italy no access charges are levied on RUs for all the railway services mentioned in table 5[58] as these services are provided and covered by the access charges for the use of the railway network (charges for MAP). Specific services are charged separately, such as: ticketing areas, (ii) area for Self Service Ticket Machines (SSTM) and passenger information Desks, (iii) area for ticket validator machines, (iv) area for fast track service, (v) assistance for person with reduced abilities (PRM).

In Finland, at the majority of stations, one can rent at a separate price the following premises or space: Waiting Area, Sanitary Facilities, space for Ticket Machines.

In some countries, the services offered are varying with the size of stations or the category of the charging scheme, e.g. in Austria, Germany, France or Poland. In Germany for example, the information desk is offered only in the top category stations. This is also the case for train services indicators. On the other hand seating and shelter are provided in nearly all categories. In Italy Fast track is provided in the main stations.

While travel information, like timetable information and displays, is included in the basic charge in nearly all member countries, further customer services such as customer desks or special staff are not included. This service is offered in a few countries. In Austria and Croatia, this service is offered only in the largest stations. In France, customers desks for passengers and public information used to be included in the basic service but more and more desks are closing. Station helpers may also provide information to passengers.

b. Areas for ticket services and ticket services in passenger stations

RUs are interested in selling their tickets (also) within railway stations. Therefore, Directive 2012/34/EU stipulates in Annex II Point (a) the access to passenger stations with suitable locations for ticket services. The Directive does not specify if this includes only ticket machines, ticket shops or both. Furthermore, the Directive lists ticketing services in passenger stations as ancillary services.

In almost all countries, the RUs sell tickets inside train stations by ticket machines and ticket shops. Only in Lithuania, tickets are sold in ticket shops inside train stations only. In several countries, the answers indicate that ticket machines are available in most stations, whereas

[57] Private prices are referring to charges for passenger stations, that are not based on tax law.
[58] Except for the area for ticket machines which is charged separately.

ticket shops are only available in larger passenger stations. Further ways of distribution are onboard-selling and online-ticket-sale, which are exercised in several countries.

In 17 member countries there is a separate charge for the area for ticket sales, while in three states, Croatia, Denmark, and Norway, the use for areas for ticket sales is included in the basic passenger station charge. In Germany, the RU can place up to two ticket machines, which is included in the basic station charge.

In 18 countries the RUs are using areas for ticket selling (ticket shops and area for ticket machines). In 12 states the RUs request areas for ticket selling for ticket shops, while in 13 countries RUs request areas for ticket machines. Several countries have answered that areas for ticket machines are requested in nearly all stations, while areas for ticket shops are requested only in larger stations.

In 17 countries, the RUs can rent space for other purposes, which are connected to rail transport, like staff service areas. However, several answers indicate that although this is possible, there is no obligation for the SFO to rent such spaces to the RUs.

The ancillary service "ticketing services", according to Directive Annex II No 4 of Directive 2012/34/EU, are offered in 10 countries, like Bulgaria, Croatia, Hungary, or Great Britain. In Germany, it is the Incumbent RU that offers ticket services rather than the IM. Other RUs can either have their tickets sold by the incumbent RU or can rent areas for ticket sales and put in place their own ticket machines. In 14 countries ticket services are not offered.

IV. Charging principles

Article 31 (7) of Directive 2012/34/EU determines the charges imposed for track access within service facilities and the supply of services in such facilities and specifies that these "*shall not exceed the cost of providing it, plus a reasonable profit*."[59]

In Article 3 (19) *leg cit,* a reasonable profit is defined as *"a rate of return on own capital that takes account of the risk, including that to revenue, or the absence of such risk, incurred by the operator of the service facility and is in line with the average rate for the sector concerned in recent years".*

Both norms have been transposed into national law and are applied in all countries, except Greece, where Article 31 (7) is not applied. In Romania, the definition deviates from the definition in the Directive 2012/34/EU. The national law sets a reasonable profit of 3%. In Spain, the reasonable profit cannot be included when the charge for the minimum basic service is calculated. Only for other basic and ancillary services within the passenger station, a reasonable profit can be applied. The reason for this distinction is that regulation for minimum basic services within national law states that this charge is conceived as a Tax. Therefore, it should cover just the cost of providing it. On the other hand, the charges for the rest of services are private prices, thus common regulation applies.

[59] Please, noted that reasonable profit treated in this Section refers only to services mentioned in Annex II, No 2 to 4.

Since 2016, several countries have changed their station pricing scheme: Belgium has introduced a new charging scheme for passenger stations in 2019, where the tariff differentiates between the type of station and the number of train stops. In France, a new system was implemented in 2018 with changes in the segmentation of stations and the modulation of charges. Germany has introduced a new charging scheme, which limits the increase in charges for PSO-trains at passenger stations to 1,8% per year. Greece will have a new charging scheme for passenger stations in 2020, while Lithuania has introduced a revised charging model for the timetable period of 2018. In Norway, a new charging system for passenger stations was implemented in 2018 as part of a railway reform that started in 2015, and in Spain, the last amendment of the national railway act lead to the inclusion of more types of services in passenger stations.

In 4 countries national law includes further regulation on calculating the charges for passenger stations. In France, the stations are grouped into three categories (A, B, C) based on the number of national and international passengers and the annual number of passengers. The law states a hybrid dual-till approach for calculating the charges and performance and productivity targets have to be set by the SFO. In Germany, the increase of charges for passenger stations is limited to 1,8% per year for short-distance trains (station charge drag), as these trains are PSO-trains. In Slovakia, the charges for passenger stations must be based on direct costs. In Spain, Article 98 of the national railway act, concerning minimum basic services at stations, determines which costs can be recovered by this charge. For all other services, Article 31 (7) of the Directive 2012/34/EU has been implemented via transposed without changes into Article 101 of the Spanish national railway act.

In France and Germany, the national legislation distinguishes between PSO and non-PSO services. In Germany, all short-distance trains are considered PSO and – as mentioned above – the station's prices must not rise above 1,8 % per year.

V. Calculation of charges and costs recovered

In most of the member countries, the eligible costs are divided by the number of stops or departures. In some countries, before dividing, the costs are allocated to different categories of stations, and the calculation is done for each category. Furthermore, in countries using a single-till approach (or a hybrid dual-till approach), a part of the unregulated income is also considered when calculating the charges for passenger stations.

The following table shows, which costs are taken into account when setting the charges for passenger stations in the different countries. The table differentiates between various sources of costs.

Table 6: Cost categories are considered when setting charges in countries

	Material	Personnel (staff)	Depreciation	Other costs	Costs for debt (accounted)
Austria	X	X	X	X	X
Belgium	X	X	X		
Czech Republic	X	X	X	X	X
France	X[60]	X	X	X[61]	X[62]
Germany	X	X	X	X	X
Great Britain				X	
Greece	X	X	X		
Hungary	X	X	X		
Italy	X	X	X	X	X
Lithuania	X	X	X	X	
Netherlands	X[63]	X	X[64]	X	X[65]
Norway	X	X	X	X	X
Portugal	X	X		X[66]	
Romania			X	X	
Slovakia	X	X		X	
Spain	X	X	X	X	X[67]
Sweden	X	X	X	X	X

In 15 countries the costs of material and staff are included in eligible costs, while depreciation is included in 14 countries. In 13 countries other costs are also considered eligible, as eight countries also include the costs for debt.

One example that is needed to be pointed out here, which could not be fully included in Table 7 above is Great Britain. In Great Britain, the station charge is made of different components, some regulated, others not regulated. **The Station Long Term Charge** (LTC) is payable at all regulated railway stations in Great Britain (both those managed by RUs and those managed directly by the IM). The LTC recovers the maintenance, renewal and repair (MRR) expenditure associated with all the stations that the IM owns. The **Qualifying Expenditure** (QX) charge recovers the operating costs of common amenities at managed stations such as station cleaning, refuse collection and disposal, insurance, utilities, etc. It consists of a fixed element which is negotiated with RUs for the control period and a management fee element which is levied as a percentage of the fixed QX charge. It recovers indirect central costs that arise as a result of operating managed stations. The QX management fee also includes a profit element which aims to recover the financial risk associated with providing services at managed stations on a fixed deal basis. ORR regulates only the management fee element of QX. The **Facility charge** recovers the costs of any station enhancement funded by Network Rail (IM) at an operator's or user's request. The exact charge that train operators that use the station pay is calculated based on the number of vehicle departures from the station. Where train operators occupy space at a managed

[60] France: Operating expenses including cleaning and maintenance costs, security costs, energy, water, winter measures,etc.
[61] France: Cost of capital.
[62] France: Through reasonable profit.
[63] Netherlands: ProRail: No (because ProRail only charges variable costs) | NS: Yes.
[64] Netherlands: ProRail: No (because ProRail only charges variable costs) | NS: Yes.
[65] Netherlands: ProRail: No (because ProRail only charges variable costs) | NS: Yes.
[66] Portugal: Energy, water, cleaning, security, etc.
[67] Spain: Only for stations classified as type 6 (lowest rate).

station on an exclusive basis, their occupation may be subject to individual leases for the space occupied. Charges under these leases are not regulated. An additional charge may be levied where the RU has requested specific services.

In 10 countries, a WACC-approach is applied to consider a reasonable profit. In Germany, the "own capital" refers to equity only, and the costs for debt is taken from the Profit and Loss account. The debt costs can only be taken from the Profit and Loss Account, if it represents the SFO's stand-alone costs for debt. In Lithuania, a 5% margin is applied, the same as for the minimum access package, which was also approved by the government. Although it is possible to consider a reasonable profit or a WACC-approach, a reasonable profit is currently not included in the calculation in Austria and Portugal.

In 10 countries, the station charges do not recover the full costs of passenger stations. In at least 5 countries, the provider of passenger stations receives public subsidies for providing the stations.

In two countries, Portugal and Great Britain, a single-till approach is applied. In Great Britain, this approach is referring to the whole charging approach and not for passenger stations only. In France and Italy, a hybrid dual-till approach is applied: In France, the expected net profit of the unregulated activities is calculated for every management perimeter (group of passenger stations) and, if positive, the cost of the basic services of stations is reduced by 50% of the net profit of the unregulated services. In Italy, the criterion depends on the "nature" of the concerned service. In case of the station services which are provided by the IM in the MAP, a hybrid system is foreseen by the regulation in such a way that commercial activities (not connected with the rail infrastructure) contributes to reduce the total cost of MAP for half of their net margin, while other commercial activities from the use of rail infrastructure contributes for 100% of their gross margin. For the other services, the Italian RB has required accountability separation between regulated and unregulated activities. So, a dual till approach is in use.

On the unregulated income that is considered, in France, the income comes from renting of offices, shops, vending machines, toilets, parking or advertising. In Portugal, unregulated income for example from shops, renting of offices, advertising, supermarkets or hotels are considered.

In several countries, the charges for passenger stations are calculated on a yearly basis. However, there are some noticeable exceptions: In France, from 2021 onwards, it will be possible to calculate the charges for a longer period (up to 5 years). In Germany, smaller SFOs can calculate charges for a period longer than one year. In Italy, the charges are set for a regulation period of five years. However, the regulatory body can set the dynamics of how to calculate the charges within this period. In the Netherlands, the IM is calculating the charges for passenger stations for a period of three years, whereas the RU as SFO is calculating the charges on a yearly basis. In Great Britain, the station prices are set for five years i.e. for the control period.

In 9 countries, e.g. Great Britain, Spain or Romania, a consultation is held before a new charging system is implemented. As the charges for passenger stations are part of the

network statement in several countries, the annual consultation concerning the MAP includes station charges as well.

A correction mechanism aims to adjust the charges if costs have developed in a significantly different way than expected. Some countries are applying such a correction mechanism. One example is France, where for the major passenger stations there is a total amount of investment over three years exceeding 5 M€. In case the amount of investments is lower than expected, a correction of charges (and bills) is made ex post. Moreover, a correction mechanism is applied for all passenger stations when actual charging units (e.g. the number of train-departures in passenger stations) deviate from the expected ones. In the Netherlands, ProRail defines a bandwidth. If the difference between budgeted costs and realised costs falls outside this bandwidth, the tariffs are recalculated. This holds for the remaining years of the three-year period in which the IM sets the tariffs only.

VI. Charging Systems and Level of Charges for basic charges

a. Charging schemes for basic charges

Before examining different level of charges, national schemes for charges should be analysed: Are the charges set for each station based on their cost, is the same price applied for every station or is a charging scheme (level of charge per station depends on stations parameter like the number of passengers) used? The following table provides a rough overview of the member states practice.

Table 7: Determining the charges for passenger stations in different countries

	Using a charging scheme	Separate charge per station	The same charge for all stations
Austria	X		
Belgium	X		
Croatia	X		
Czech Republic			X
Finland			
France	X		
Germany	X		
Great Britain		X	
Greece	X		
Hungary	X		
Italy[68]		X	
Lithuania	X		
Luxembourg			X
Netherlands	X		
Norway	X		
Poland	X		
Portugal	X		
Romania			X
Slovakia	X[69]		
Slovenia[70]			
Spain	X		
Sweden[71]	X		

[68] Italy: a charging scheme is applied for different services which are not included in the station basic package
[69] Slovakia: Same charge within category.
[70] Slovenia:For using the services in passenger stations, a special contract between SFO and RU is necessary.
[71] Sweden: For platforms owned by the main IM, passenger platforms are charged as a part of the MAP.

In 14 countries, like Germany, France, Spain, or Sweden, the charges per station are determined by using a charging scheme. In Great Britain, charges are determined by the cost base of each passenger station. In 4 countries, the Czech Republic, Luxembourg, Romania and Slovakia, the same charge is used for all passenger stations.

In Finland and Italy there is no charge for passenger station per stop, as this is covered in the minimum access package. Only areas for ticket sales and sales-offices are charged, which are not depending on the number of train stops.

The following table shows, which criteria are used within the charging schemes of each country.

Table 8: Criteria used in charging schemes in the different countries

	No of passengers	No of platforms	No of stops	Metropolitan vs. Non-metropolitan areas	Waiting room / Shelter	Length of platforms	Other equipment of stations	Type of train services	Terminus / Non-terminus station	Multimodality / change to other modes of transport	Other
Austria	X	X			X		X				X[72]
Belgium	X		X				X				
Croatia		X			X	X	X	X			
France[73]	X							X			
Germany	X	X	X			X	X	X			
Great Britain			X								x[74]
Greece	X	X	X	X	X		X		X	X	
Hungary		X			X	X	X				X[75]
Lithuania	X										
Luxembourg											X[76]
Netherlands	X		X								
Norway			X								
Poland			X	X	X		X	X			
Portugal											X[77]
Romania			X								
Slovakia		X			X	X	X	X			
Slovenia[78]											
Spain	X	X	X	X				X	X	X	X[79]
Sweden			X		X		X	X			X[80]

In 8 countries the number of stops, the number of passenger and better equipment at stations are criteria in charging schemes, whereas the number of platforms is used in 7 countries. In 6 countries the type of train is essential for determining the charges of stations,

[72] Austria: Information service, security.

[73] France: For the basic service except platforms (specific charge, taking into account the number and length of platforms) and except optional basic services (areas for ticketing and turnstiles for ticketing control).

[74] Great Britain: refers to LTC which is based on maintenance, repair and renewal expenditure.

[75] Hungary: Type of safety installation of station, electrification of tracks, point heating possibility, accessibility of train serving facilities.

[76] Luxembourg: Length of train.

[77] Portugal: The IM uses a unique classification method for stations that integrate several parameters such as the number of passengers, intermodal services, nature and quality of available areas, type of service and others.

[78] For using the services in passenger stations, a special contract between SFO and RU is necessary.

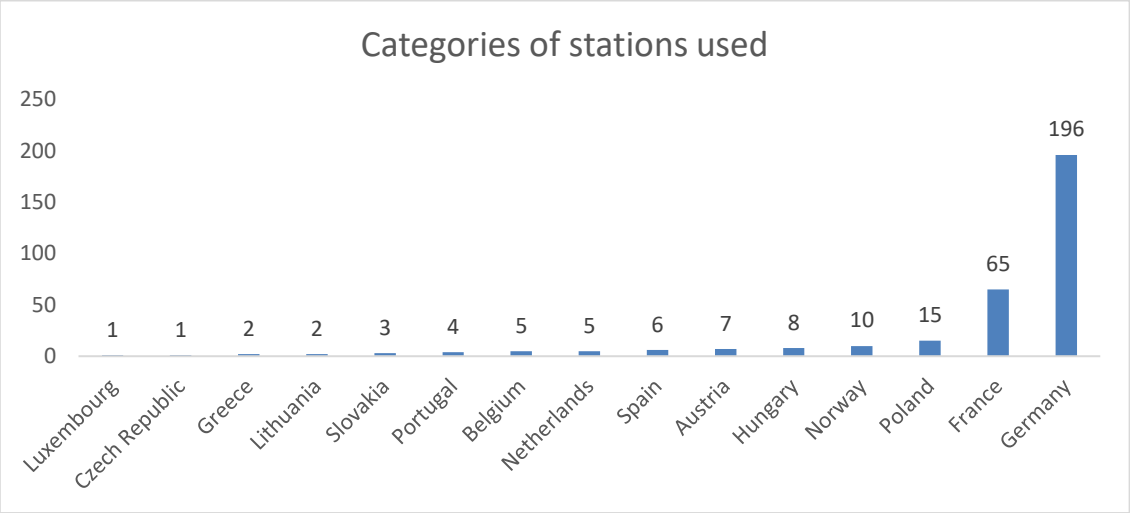
[79] Spain: Location and size of the station.

[80] Sweden: Refers to charges by SRAB. Number of train stops multiplied by weight factor for each type of train equals RU`s => RUs share of station charges for the basic service package.

whereas in 5 countries it is the existence of a waiting room or a shelter. 4 countries state that the length of the platform is part of their charging scheme. In other countries criteria such as the differentiation between metropolitan vs non-metropolitan, terminus vs. non-terminus station or the multimodality, which offers the possibility to change to other modes of transport, determine the level of charges at stations.

The next graph shows how many categories of passenger stations are used in the different countries.

Figure 1: Number of categories used in the different charging schemes in the different countries



While in Luxembourg or the Czech Republic only one category exists, in Germany, there are 196 categories used in the charging scheme for passenger stations.

In 7 countries, Croatia, France, Germany, Netherlands, Slovakia, Spain, and Sweden, a difference in charges is applied within the same station. Germany, for example, differentiates between long-distance and short-distance trains. In France, the charges vary between PSO and non-PSO trains.

The following table shows which charging unit is used in the different countries.

Table 9: No of charging units

Charging Unit	No of countries
Per Stop	15
Per departure	2
Lump sum payment	2
Other charging unit	4

In 15 countries the charging unit stop is used. In France the charging unit per departure is applied. In Spain, the charge for minimum basic services varies if the station is an origin, destination or intermediate stop. In Luxembourg and Sweden, a lump sum is charged: depending on the time in Luxemburg whereas in Sweden the RUs have to pay on a quarterly basis. In Finland, in France and for the ancillary services in Spain, the charging unit for

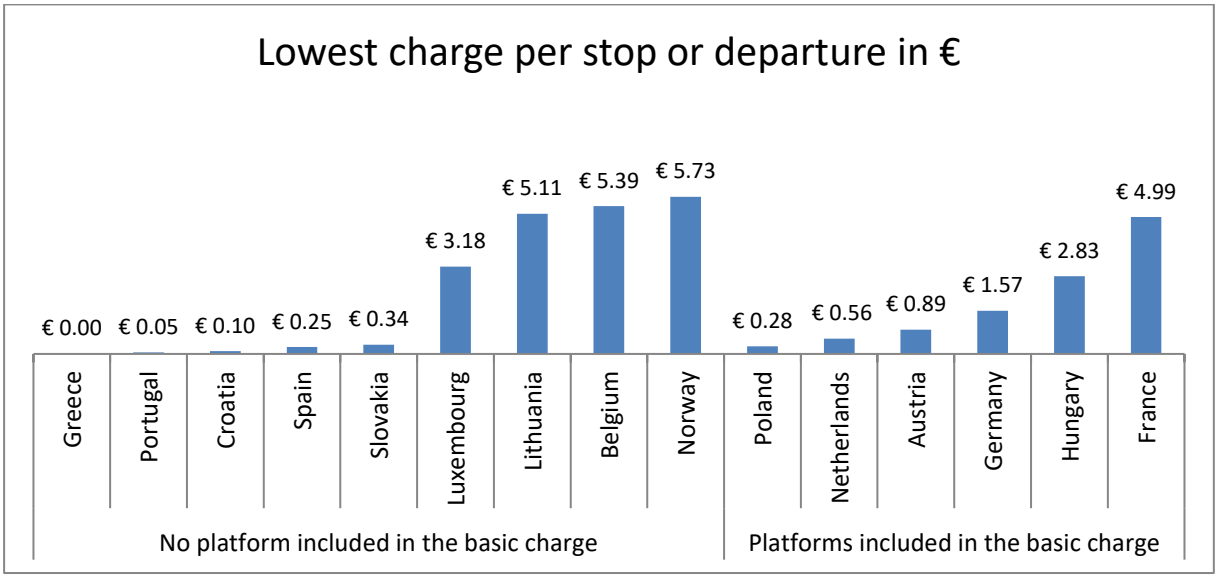
renting office spaces or areas for ticket sales is square meter (m2). In France, the charging unit for using turnstiles for ticketing control is the number of turnstile passage.

b. Comparing the level of basic charges

This chapter tries to compare the levels of charges in different member states. As, however, there is more than one charge applied in the different member states, a simple comparison cannot be done. In order to do a reasonable comparison of basic charges, the following figures compare the lowest and the highest charges for passenger station in different countries. As in some countries, there are different charges for short and long-distance trains, they are compared afterwards. At the end, a comparison is made between (selected) major stations in different countries.

The following graph shows the lowest charges for passenger station per stop/departure in the different countries:

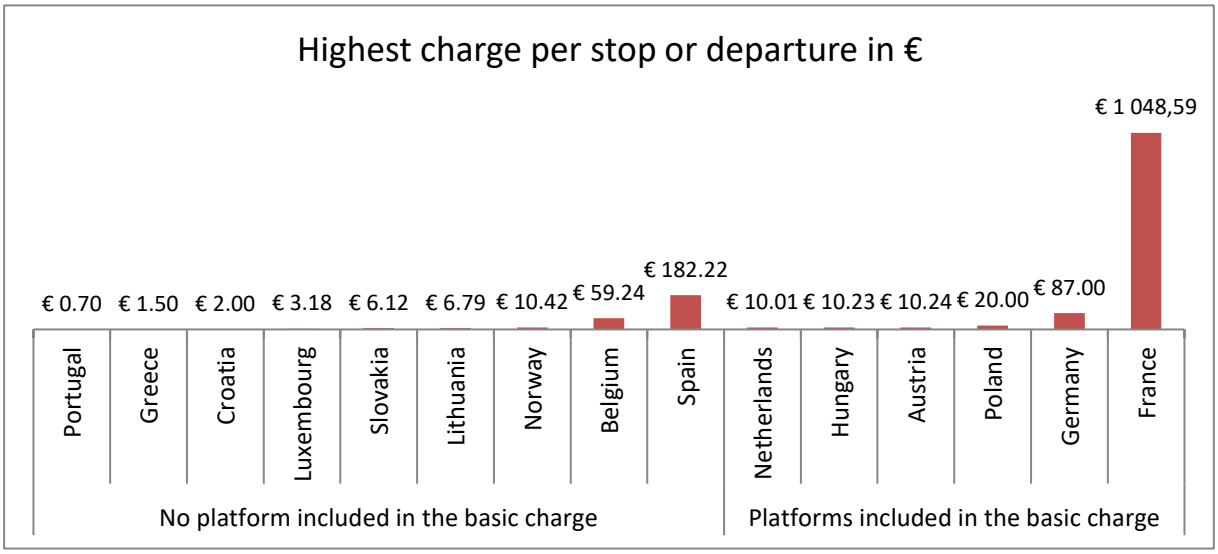
Figure 2: Lowest charges for passenger stations by country



In Greece, the lowest charge is 0 €, while in Norway it is 5.73 € per stop. In the category "Platforms included in the basic charge", the lowest charge is 0.28 € in Poland, while in France it is 4.99 €.

The following table shows the highest charges for passenger stations in different countries:

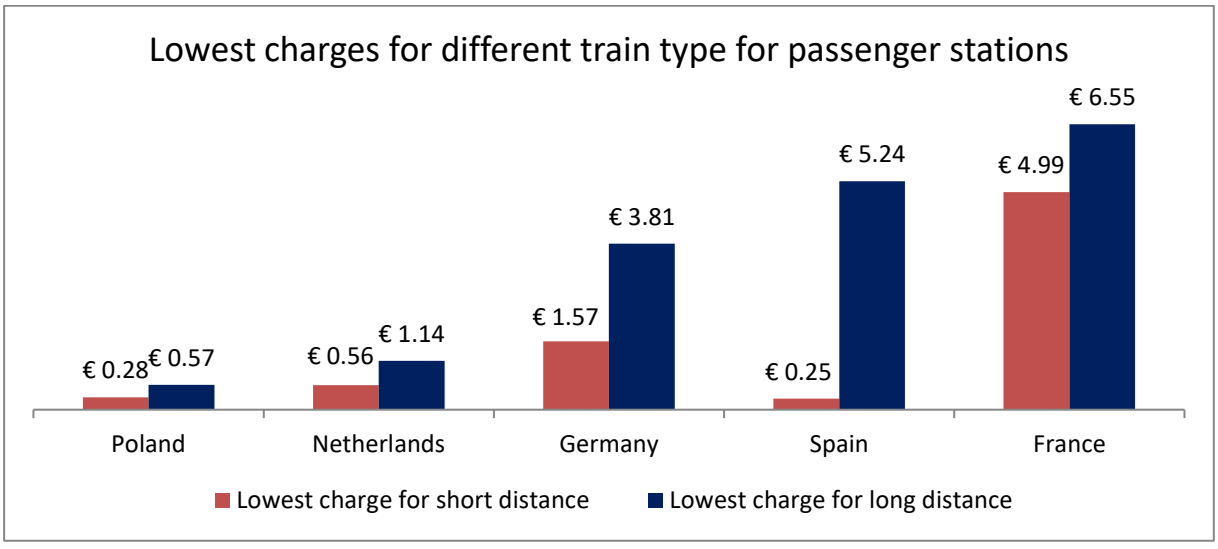
Figure 3: Highest charges for passenger stations by country



In Portugal, the highest charge is 0.70 € per stop. In Greece, with 1.50 € and in Croatia with 2.00 € per stop, the charges are quite low. While in Germany the highest charge is 87 €, in Spain it is 182.22 € (and there is a mark-up for high intensity of use that applies to HS lines) and in France[81] it is even 1.048.59 € for non PSO-trains.

As discussed before, in a number of countries charges differ depending on the type of trains. The following figure shows the lowest charges for short-distance as well as long-distance trains for countries that charge according to the type of train.

Figure 4: Lowest charges for passenger stations for countries which charge by train type



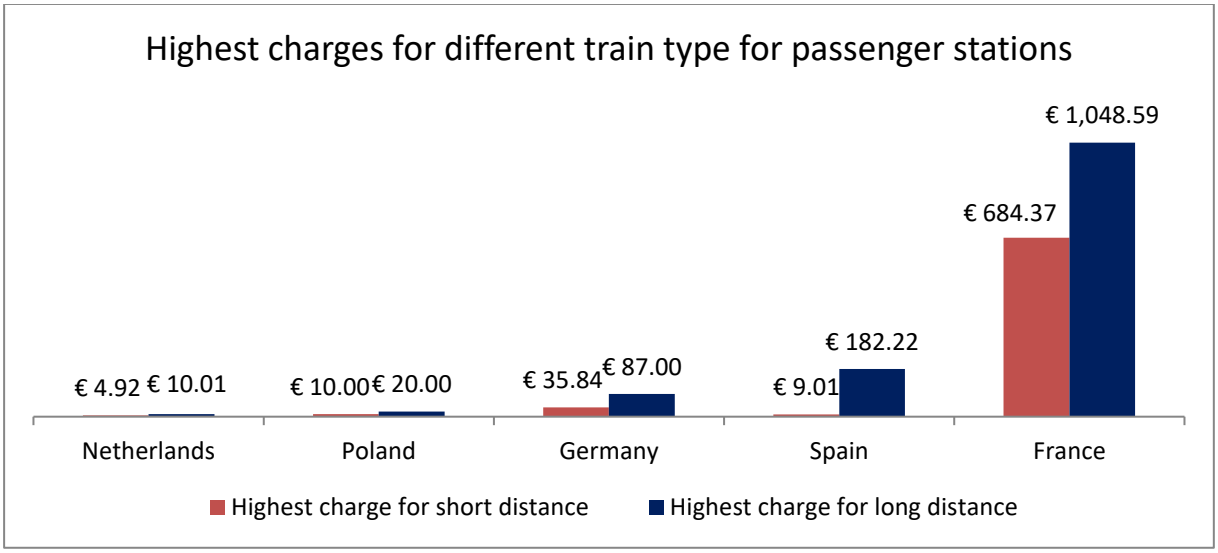
[81] France: Regarding the level of price, the passenger station ("Gare Austerlitz", in Paris) is a special case. Like 19 other stations (the biggest stations in France), charges are calculated "per station" and not equalized in a group of stations. Moreover, for this station, the charging units (number of departures) are much lower than it is for similar passenger stations. This leads to a vicious circle: the more expansive the station is, the less it is used by trains, which rises the station prices etc."

When comparing the charges in the Netherlands, there is a relative tiny price gap: the difference between the cheapest stop with 0.56 € for short-distance and 1.14 € for long-distance services is quite small. In Poland, the charges are the lowest within the compared countries, but the charge for long distance is more than that for of the twice as high as of short distance trains. On the other hand, in Spain, the difference is significant with 0.25 € for short-distance and 5.24 € for long-distance services.

This comparison needs to be done also for the highest charges for passenger stations. The following figure shows the highest charges for short and long-distance trains in countries that make a differentiation according to the type of train.

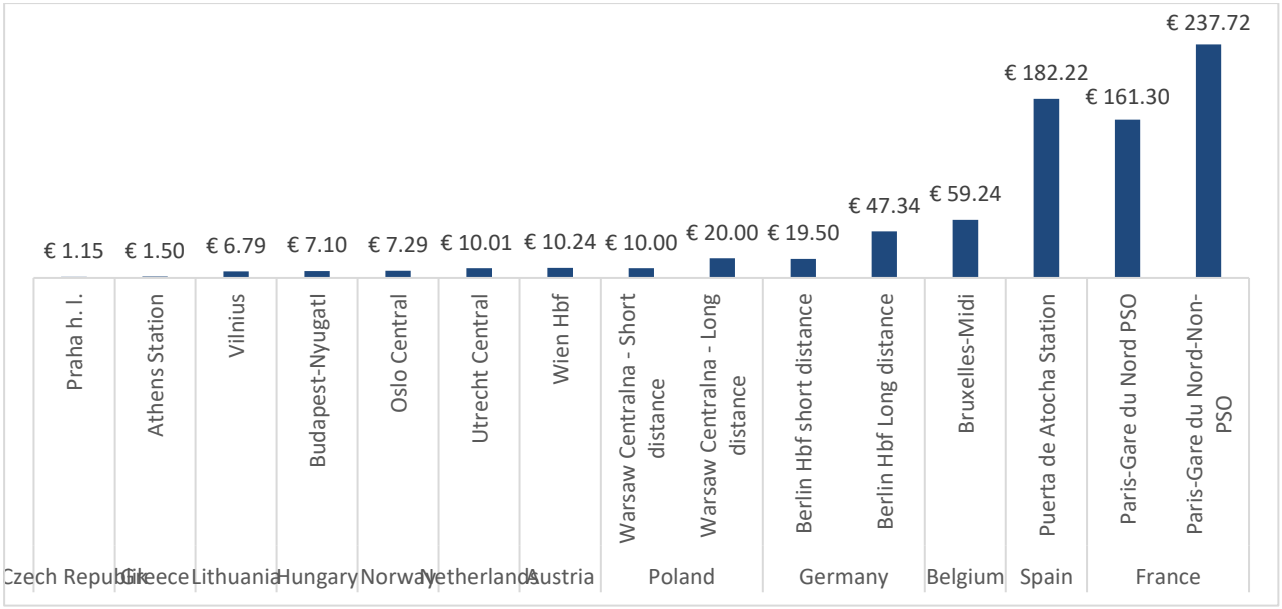
Differences in lowest and highest charging levels can be traced to the method for the calculation of charges. As the level is determined by total cost (of the given station or category of them) and by the unit of activity (stops of the given service), lower (higher) levels of charges could indicate a higher (lower) intensity of use of the station.

Figure 5: Highest charges for passenger stations for countries which charge by train type



The medium level of charges depends on the number of stations and stops. Therefore, it is not comparable. To provide some information, the following graph shows the station charges for the most prominent/expensive station per country.

Figure 6: Comparison of charges for selected stations by country



The range of charges is between € 1.15 per stop in Praha and € 237.12 per departure in Paris-Gare du Nord for non-PSO trains. For Germany, two results are shown: one for short-distance and the other one for long-distance trains. France has also provided two key figures: one for PSO and the other for non-PSO services.

VII. Charging for areas for ticket sales

As mentioned in chapter III, in some countries areas for ticket machines are covered by the basic charge. However, in several countries separate charges for areas for ticket sales are applied for areas for ticket sales. When it comes to the charging unit, all countries with separate charges are using € per square meter as a charging unit.

When determining the level of the charge, different approaches are used. In Portugal, the charges for areas for ticket sales are based on direct cost and without levying a reasonable profit. In several countries, the charges for areas for ticket sales are based on the cost for providing these areas. This is the case for example in Austria, Germany, Hungary or Lithuania.

In Belgium, the price is based on the real estate renting in the area of the station. In France, the charges are a weighted average based on the one hand on the estimated cost plus a reasonable profit and on the other hand on the real estate's prices of the area of the station in order to prevent vacancies of areas of passenger stations.

The charges for area for ticket sales vary between passenger stations in several countries case e.g. in the Czech Republic, in Finland, in Italy or in Poland. In Italy, charges for ticket services depend on the type of station (which is distinguished by the number of passengers as well as the presence of high speed services at the station).

VIII. Role of the regulatory body, complaints, and decisions

At least 10 regulatory bodies have started investigations on charges for passenger stations in recent years. In France, the regulatory body has issued each year binding opinions for the timetable period. The regulator has also taken two decisions regarding dispute settlement cases in 2017. In Germany, the regulatory body must approve the charges for passenger stations of the main SFO and has done so for the years 2017, 2018 and 2019. In Portugal, charges for passenger stations have been independent of the MAP since 2018. In Spain, the regulatory body issues an annual report on the tariffs proposed by the IM, which usually is favourable and without remarks. In Great Britain the charges for passenger stations are set every 5 years by the regulatory body following the periodic review process. In the Netherlands[82] the regulatory body has to approve the charges and conditions for related service facilities in every regional tender process. This has to be done before a tender process starts. This includes the charges of ProRail for the maintenance of the access ways and the charges of the services that the incumbent RU provides in the station.

Also, at least, 10 regulatory bodies have decided on charging principles within the last years. In Austria, a decision of the regulator in 2013 declared a charging component, which differentiated between short- and long-distance trains, to be null and void as this component could not be argued by the IM. In 2018 the regulatory body decided to grant access to areas for ticket sales within the station. The Belgian authority requested the national IM SNCB to drop the fee of 2.500 €, which was charged for administrative costs and access to mobile equipment. The French regulatory published decisions on accounting separation, transparency, the correction of WACC, and the performance target at the beginning of 2017. In Germany, the regulator did not accept the amount of capital cost requested by the main SFO. In Spain, the regulatory body approved the SFOs cost calculation and suggested tariffs, which increased due to higher costs of security.

In 6 countries RUs filed complaints to the regulatory bodies about charges for passenger stations. In Austria, the complaints concerned the access to areas for ticket sales, the level of charges as well as the inclusion of platforms into the cost base for passenger stations. The latter led to the preliminary question before the European Court of Justice as to whether station platforms belong to the Minimum Access Package or are part of a service facility. In Germany, some RUs complained about the level of charges, which were not considered reasonable and did not show a connection to the services offered at a specific station. Other complaints dealt with access to areas for ticket sales mostly. In Sweden, an RU filed a complaint concerning the charging model as it was not possible to determine the cost accounting system.

In addition to formal complaints, there is some discontent with RUs in some countries. In France for example, all RUs can participate in consultations and can contribute their opinions. They have expressed different points of view on the modulation coefficient for charges between PSO and non-PSO trains. In Germany, according to some RUs the discontent exists not only about the charges, but about the services offered – like cleaning or

[82] Netherlands: If there is only one provider of that service facility on the line and it will be used by the operator of that line.

modernization of stations. In Sweden, the charges for passenger stations are in effect voluntary for the main SFO SRAB and as there is no way to exclude RUs from using the stations, some RUs do not enter into agreements with SRAB and do not pay any charges.

IX. Charges for other modes of transport in Railway stations

Passenger stations do not only offer services for boarding or alighting from a train, but they also provide the possibility to transfer to other modes of transport, like trams, buses, or subway lines. Therefore, the operators of these modes of transport pay charges for the use of passenger stations, too. In France, buses pay a charge when their passengers benefit from the facilities and services offered in the railway station. In the Netherlands, the buses do not pay a charge for stopping at the station, but for using services within the station like service areas. In Sweden, buses pay a charge for stopping at the station, operated by the main SFO SRAB. Depending on the station's price, the express and regional buses pay 10% of the charges for railways for the use of the passenger station. Local buses pay 5%.

X. Conclusion

This paper shows charges and charging principles applicable to passenger stations among participating countries and highlights similarities and differences.

Similarities can be observed in the charging unit, where the number of stops or departures is used by most of the countries. Charges for renting of spaces like areas for ticket sales, office spaces or customer desks, are set based on a square meter criterion. In the majority of countries there is a major provider (Main IM, Incumbent RU or Main SFO) owning the stations. In several countries, stations are owned by smaller IMs, other RUs or entities like the state.

Differences can be seen in the level of charges: in some countries charges are below one Euro, while in other countries charges for using the most expensive stations amount up to several hundred of Euro. The reasons for these huge differences are based on a number of factors like the facilities and services included in the basic charge, the intensity of the usage of stations, if the platforms belong to the MAP or are part of the passenger station or if a reasonable profit is included or not.

The level of charges generally depends on the facilities and services that are covered by the basic charge. While in some countries waiting areas, sanitary facilities or even areas for vending machines are included in the basic charge, in other countries the basic charges cover less facilities and services.

Although the scope of the paper does not focus on activities within the stations, one reason for differences across countries concerning the level of charges can be found in the intensity of use. As explained above, the majority of countries calculates basic charges by dividing the total eligible cost by a unit of activity (mainly per stop). Given that that the provision of services within the station involves several fixed and sunk costs, the increase in passenger traffic leads to economies of scale and scope. Therefore, actual differences across countries could indicate a different intensity of use within stations.

In addition, differences within the same country can be explained by the type of service or type of stop that occurs at the station. As mentioned before, long-distance services are associated with a higher level of charges than short-distance services. This can be explained not just by the intensity of use by each service (urban lines usually run more frequencies and transport passengers than long distance trains, thus more stops), but also for the profile of the passengers transported by each service, which can affect the underlying cost structure of the stations. For instance, passengers on urban lines might make a less intensive use of the services in the stations or might not need certain services, given the amount of time they spend in them. On the other hand, passengers on long distance lines might spend more time waiting for the train or accessing to through luggage control, thus pushing costs up.

Another reason to explain the differences is, if a reasonable profit is applied in the calculation of charges or not. A further reason is if the charges are calculated for each station separately or if a charging scheme is used. The latter would lead to less volatility in the charges than if they would have been calculated for each station.

According to the European Court of Justice, station platforms are part of the MAP. Therefore, a change in the charging systems for passenger stations can be expected in several countries. Further work in this area and deeper analysis will be needed in the future.

XI. Annex

The Annex presents further information on passenger stations in the countries, which contributed to this paper and provided more detailed information for the Annex. This information covers the market structure of providers of passenger stations as well as information on the charging principle itself.

a. Austria

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 10: Market structure of owner and manager of passenger stations in Austria.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	1.170	1	1.170
IM	9	453	9	453
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

b. Belgium

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 11: Market structure of owner and manager of passenger stations in Belgium.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM				
IM				
RU Incumbent	4[83]	554	1	554
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

c. Bulgaria

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

[83] In Belgium, all the stations belong to the RU incumbent with 3 exceptions : Louvain La Neuve, La Louvière Centre and Deurne which belong to their cities.

Table 12: Market structure of owner and manager of passenger stations in Bulgaria.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	298	1	298
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

d. Croatia

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 13: Market structure of owner and manager of passenger stations in Croatia.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	528	1	528
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

e. Czech Republic

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 14: Market structure of owner and manager of passenger stations in Czech Republic.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	2564	1	2564
IM	5	70	5	70
RU Incumbent	1	7	1	7
RUs (not related to the				
Main SFO				
SFO				
Other (please describe)				

f. Denmark

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 15: Market structure of owner and manager of passenger stations in Denmark.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	282	1	282
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

In Denmark Banedanmark (Railnet Denmark) provides tracks, platforms, platform service facilities (such as loudspeakers and traffic information monitors), lights, external access roads (such as bridges, tunnels and elevators) and technical equipment related to infrastructure, while DSB provides passenger station buildings, platform service facilities (such as shelters, information monitors, ticket machines, benches, garbage cans), internal access roads (such as bridges, tunnels and elevators), parking areas (shared with municipality) and forecourts (shared with municipality).

g. Finland

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 16: Market structure of owner and manager of passenger stations in Finland.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	12	1	12
IM				
RU Incumbent	1	44	1	44
RUs (not related to the incumbent)				
Main SFO				
SFO	3	3	7	15
Other (please describe)	6	16	4	4

h. France

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 17: Market structure of the owner and manager of passenger stations in France.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	1[84]	1	1
IM				
RU Incumbent	1	2.956[85]	1	29.56
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

Until 2020 the main IM (SNCF Réseau) is the owner of the platforms and equipment located on the platforms (shelters, elevators …). These equipment will be transfered to SNCF Gares and Connexions in 2020 (subsidiary of the main IM in 2020). Until 2020: SNCF Gares & Connexions (manager of passenger stations, except the platforms) belongs to SNCF Mobilités, the incumbent RU (SNCF Gares & Connexions is an autonomous directorate of SNCF Mobilités).

i. Germany

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 18: Market structure of owner and manager of passenger stations in Germany.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM				
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO	1	5.695	1	5.659
SFO	101	1.289	101	1.325
Other (please describe)				

j. Greece

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

[84] IM: One Passenger station plus 2.956 plattforms in other stations.
[85] Incument RU manages 2.956 stations without platforms.

Table 19: Market structure of owner and manager of passenger stations in Greece.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM				
IM	1	342	1	342
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)	0[86]			

k. Hungary

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 20: Market structure of the owner and manager of passenger stations in Hungary.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	654	1	1.413
IM	1	16	1	77
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)	1[87]	820		

l. Italy

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 21: Market structure of owner and manager of passenger stations in Italy (with reference to the national infrastructure).

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	~ 2200	1	~ 2200
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO			1	14
Other (please describe)	1[88]	3		

[86] GAIAOSE SA for commercial/real estate development of station buildings.
[87] Hunary: State
[88] Ferrovie dello Stato Italiano SpA

m. Lithuania

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 22: Market structure of owner and manager of passenger stations in Lithuania.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM			1	126
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)	1	126		

n. Luxembourg

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 23: Market structure of owner and manager of passenger stations in Luxembourg.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	na	1	na
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

o. Netherlands

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 24: Market structure of owner and manager of passenger stations in Netherlands.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	402	1	402
IM				
RU Incumbent	1	402	1	402
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

In the Netherlands the IM owns the access ways for passengers to all passenger stations, while the incumbent RU owns and manages all other parts of passenger stations.

p. Norway

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 25: Market structure of owner and manager of passenger stations in Norway.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	336	1	336
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

q. Poland

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 26: Market structure of the owner and manager of passenger stations in Poland.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	2.629	1	2.629
IM	3	29	3	29
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO	1	565	1	565
SFO	2	2	2	2
Other (please describe)	22[89]	26	23	26

[89] Included stations owned by municipal authorities.

r. Portugal

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 27: Market structure of the owner and manager of passenger stations in Portugal.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	301	1	295
IM				
RU Incumbent			1	6
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

s. Romania

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 28: Market structure of the owner and manager of passenger stations in Romania.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	892	1	809
IM				
RU Incumbent				6
RUs (not related to the incumbent)				
Main SFO			3	83
SFO				
Other (please describe)				

t. Slovakia

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 29: Market structure of owner and manager of passenger stations in Slovakia.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM			1	930
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)	1	930		

State, but operator is IM in accordance with a rail infrastructure contract. IM (ŽSR) is the monopoly operator of the railway network, including tracks, signalling, bridges, tunnels and stations.

u. Slovenia

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 30: Market structure of owner and manager of passenger stations in Slovenia.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM			1	930
IM				
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)	1	273		

The No of 273 stations consists of 60 passenger stations and 213 stops.

v. Spain

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 31: Market structure of owner and manager of passenger stations in Spain.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	1.496	1	621
IM				
RU Incumbent			1	875
RUs (not related to the incumbent)				
Main SFO				
SFO				
Other (please describe)				

w. Sweden

The following table shows the owner and/or manager of stations as well as the number of stations owned and/or managed:

Table 32: Market structure of the owner and manager of passenger stations in Sweden.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1			588
IM				58
RU Incumbent				
RUs (not related to the incumbent)				
Main SFO			1	130
SFO				
Other (please describe)				

x. Great Britain

Table 32: Market structure of owner and manager of passenger stations in the Great Britain.

	Passenger stations owner		Passenger stations manager	
	No of owner	No of station	No of manager	No of station
Main IM	1	2.563	1	20
IM				
RU Incumbent				
RUs (not related to the incumbent)			20	2.543
Main SFO				
SFO	6	6	6	6
Other (please describe)				

Charging principle in Great Britain:

In Great Britain, the station charge is made of different elements, some regulated others not regulated.

Regulated charges:
The Station Long Term Charge (LTC) is payable at all regulated railway stations in Great Britain. The LTC is intended to recover the maintenance, renewal and repair (MRR) expenditure associated with all the stations owned by the IM (Network Rail). The level is set so as to recover the amount ORR considers to reflect the IM's efficient operational property and Station Information and Surveillance Systems (SISS) maintenance, repair and renewal expenditure associated with relevant stations.

At franchised stations (i.e. stations managed by the franchised operator under a public service contract),the charge is paid by all train operators calling at that station (in proportion to the number of vehicle departures) to the RU that operates the station. The methodology for calculating franchised station long term charges was reviewed as part of the recent periodic review (PR18). Briefly, the methodology can be described as follows:

1. Take the forecast of post-efficient route-level annual average franchised station operational property MRR expenditure for the control period (e.g. CP6).
2. Allocate (1) to individual franchised stations on a route, based on long-term annual equilibrium cost (ie the amount that is expected to be spent , on average, to preserve asset condition)[90].
3. Take the forecast of route-level annual average franchised station Information and Security System (SISS) MRR over the control period and allocate to relevant individual franchised stations on a route, based on their share of the relevant route's annual average SISS renewal cost over 35 years.

[90] An estimate of long-term annual equilibrium cost for operational property assets exists for all individual franchised stations (with a small number of exceptions where a station has just recently opened). These estimates are used to calculate averages for each combination of route and station category, which are then used to allocate route-level operational property MRR expenditure to individual franchised stations.

4. There are some third party SISS contracts that only apply to certain stations. Where a third party SISS contract covers multiple stations, these costs are allocated to individual stations based on each station's share of those stations' annual average SISS renewal cost over 35 years.
5. Add (2), (3) and (4) to calculate the total long-term charge for each franchised station.

At managed stations, the methodology for calculating the LTC is as follows:

1. Calculating the long-term annual equilibrium cost for each individual managed station;
2. Calculating the operational property maintenance costs i.e. the operational property maintenance forecasts for individual managed stations which is considered to be representative of long-run maintenance expenditure.
3. SISS renewals: Calculating the long-term annual average renewal cost for SISS for each managed station over 35 years.
4. SISS maintenance: Calculating the forecast SISS maintenance cost for individual managed stations in the control period that is considered to be representative of long-run maintenance expenditure.
5. There are a number of third party SISS contracts that only apply to certain stations. Where a third party SISS contract covers multiple stations, these costs are allocated to individual stations based on each station's share of those stations' annual average SISS renewal cost; and;
6. Summing each of the elements above, to calculate individual managed station long term charges.

Both franchised and managed Station Long Term Charges are fixed in real terms for the control period, levied on a constant annual basis and indexed, annually, to the Consumer Price Index.

Non regulated charges:
Finally there are also charges at stations which are not regulated by ORR. These are:
The Qualifying expenditure (QX) charge: This charge reflects the day to day running costs of providing services and amenities at the stations. It is negotiated between the operators calling at the station and the SFO managing the station. The amount operators pay is based on the number of vehicle departures at the station.
The QX management fee is charged by Network Rail at managed stations to recover the indirect central costs and overheads that arise from operating the stations, as well as a profit element. The QX management fee is levied as a proportion of the QX charge.
The methodology for calculating all these charges is the same for all operators at the station.

There are also facility charges. They recover Network Rail's capital expenditure on enhancement schemes promoted by station and depot operators. Facility charges are approved by ORR. Incremental ongoing costs resulting from the enhancement (for example, for the operation, maintenance or renewal of the asset during the recovery period) may also be included in the Facility Charge. Network Rail is required to offer a fixed-price for the recovery of these ongoing costs over the recovery period.

Station lease: This covers property rent, e.g. retail car park income, and represents a share of income received in 1994-95 (with subsequent RPI inflation increases). Not all stations will have property rent as this depends on whether there is any commercial letting potential at the station. This rent was set at privatisation and was an estimate (at the time) of 75% of the potential commercial income that could be generated from the station by the SFO.