

NETWORK STATEMENT

Appendix F.4

Charges - Unit prices and values of the parameters linked to the train

1. The train path-lines charge

1.1. Unit price for the train path-lines charge (P)

For all types of trains:

P = **0.375876** EURO value at 1 January **2019**

On indexation, the value is rounded off to 6 decimal places.

1.2. Coefficients depending on the trains

1.2.1. Admissible weight on rail on the train path

The train paths are classified into categories depending on the admissible weight on the rail (including the weight of the locomotive).

The value of coefficient 'C', admissible weight on rail of the train path, is as follows:

Category	Interval weight on rail (in tonnes)		Value
	From	To	
1	0	400	1.20
2	401	800	1.55
3	801	1200	1.90
4	1201	1600	2.25
5	1601	2000	2.60

Per supplementary block of 400 tonnes, there is an increase of 0.35.

1.2.2. Priority of circulation

The value of the coefficient Pt, priority of circulation, is as follows:

Category	Category of train	Value
1	HST	1.50
2	Classic international passenger trains	1.50
3	IC and ICT trains	1.40
4	P trains, S trains, L trains, and rapid freight trains	1.20
5	Slow freight trains, technical trains	1.00
6	Running empty	1.00

1.2.3. Deviation of train path compared to standard train path

The value of coefficient 'T(i)', deviation of train path compared to standard train path on the section of line, is as follows:

Deviation for freight trains:

Deviation compared to standard train path		Value
From	To	
0%	100%	1.00
100%	200%	1.20
200%	300%	1.40
...	...	+ 0.2
Max. deviation		2.2

Deviation for passenger trains:

Deviation compared to standard train path		Value
From	To	
0%	5%	1.00
5%	10%	1.15
10%	15%	1.30
...	...	+ 0.15
Max. deviation		16.75

1.2.4. The parameters concerning the infrastructure

These are given in Annex F.5.

1.2.5. Environmental impact

The present value of coefficient 'C', environmental impact, is 1.

2. The train path-installations charge 

2.1. The unit prices for the train path-installations charge

For passenger trains:

Pv = 2.373950 EURO value at 1 January 2019

For freight trains:

Pm = 2.967426 EURO value at 1 January 2019

On indexation, the value is rounded off to 6 decimal places.

2.2. Coefficients depending on the nature of the use of the infrastructure

Nature of the stop	Value of Cu
Origin installation	4.0
Destination installation	3.5
Intermediate stop	3.0

2.3. The parameters relating to the operational importance and the equipment

These are given in Appendix F.5.

3. The shunting charge 

3.1. Unit price for the shunting charge (M)

The unit charge in the formula for the shunting charge is:

M = 1.588401 EURO value at 1 January 2019

On indexation, the value is rounded off to 6 decimal places.

The charge for a siding with dead-end tracks and no particular equipment is: RB = 6

The formula gives the annual rental price.

3.2. Increase depending on the operationalisation and the technical equipment

Supplement for operationalisation by Infrabel: 12.00

Operational importance of the fans of sidings: Co = 1 for all sidings

The values of the parameters in the formula for the increases 'Cn' in the shunting charge depending on the level of equipment of the installations are as follows:

Nature	Parameter	Value
Double entry/exit	Cn1	0.500
Electrification one side	Cn2	0.250
Electrification two sides	Cn3	0.500
Pre-heating 3kV	Cn4	0.380
Pre-heating low voltage	Cn5	0.070
Lighting 2.5 lux	Cn6a	0.050
Lighting 12 lux	Cn6b	0.140
Lighting 24 lux	Cn6c	0.220
Rail brakes one line	Cn7a	2.300
Rail brakes two lines	Cn7b	3.450
Rail brakes three lines	Cn7c	4.600
Compressed air	Cn8	0.050
Water supply	Cn9	0.050
Accessibility via the road	Cn10	0.025
Hard surface close to the track	Cn11	0.025
Central switching service	Cn12	0.500
Loading or unloading platform	Cn13	0.025
Equipment with crane or tipping pit	Cn14	0.025
Possibility of cleaning rolling stock	Cn15	0.050
Presence of inspection pit	Cn16	0.025

3.3. Percentage applied depending on the term for which the track is reserved (LT/ST/RT)

Depending on the term for which the track is reserved (long term, short term or real time), the shunting charge is multiplied by the following percentage:

LT: 100%

ST: 125%

RT: 300%

3.4. Invoicing reservations cancelled/created by Infrabel

The cancellation or creation of a reservation for a rail company by Infrabel may not be invoiced, depending on the reason why it is implemented. This reason will be entered in the Shunt In application and will be shown in the Your Shunts invoicing reports. These reasons are:

Title	Cancellation of initial reservation (-)	Creation of a new reservation (+)	Explanation
Cause Infrabel	Not invoiced	Invoiced	Cancellation/creation of a reservation by Infrabel for operational reasons
Cause unavailability	Not invoiced	Invoiced	Cancellation/creation of a reservation by Infrabel for a technical reason related to the infrastructure
Cause applicant	Invoiced	Invoiced	Cancellation/creation by Infrabel of a reservation for reasons imputable to the applicant
Cause third party	Not invoiced	Invoiced	Cancellation/creation of a reservation by Infrabel for reasons imputable to a third party
Correction	Not invoiced	Invoiced	Cancellation/creation of a reservation by Infrabel due to data entry error
Request of the applicant	Invoiced	Invoiced	At request of the applicant
Counterproposal due to conflict	Not invoiced	Invoiced	Counterproposal made by the IM when managing conflicts with a view to resolving competing requests
Counterproposal rejected by the applicant	Not invoiced	Invoiced	Counterproposal rejected by the applicant on processing of competing requests during the conflict management phase
Counterproposal accepted by the applicant	Not invoiced	Invoiced	Counterproposal accepted by the applicant on processing of competing requests during the conflict management phase
Track cannot be altered	Not invoiced	Not applicable (the track can no longer be reserved)	Creation by Infrabel of a reservation which cannot be altered in order to prevent the rail companies from reserving this track in the long or short term. Cancellation by Infrabel of a reservation which cannot be altered in order to permit rail companies to reserve this track in the long or short term
Track unavailable	Not invoiced	Not applicable (the track can no longer be reserved)	Cancellation/creation by Infrabel of unavailability for necessary maintenance of railway infrastructure

Title	Cancellation of initial reservation (-)	Creation of a new reservation (+)	Explanation
To be defined	Not invoiced	Invoiced	Cancellation/creation of a reservation by Infrabel when the latter cannot immediately determine who should be held accountable for the reservation: the applicant or Infrabel
Unauthorised	Not applicable	Not applicable	Unauthorised occupation is subject to a financial penalty. This penalty is not applied at present.

Example: cause Infrabel

An applicant has reserved a track X in siding Y.

Infrabel needs this track for operational reasons. Infrabel will cancel this initial reservation, which will not be invoiced to the applicant.

Subsequently Infrabel will create a new reservation for the applicant on track Z of the same siding. This new reservation will be invoiced to the rail company.

4. Lines with a particular status

Unit price (RL) = 8.237169 EURO value at 1 January 2019

On indexation, the value is rounded off to 6 decimal places.

5. The administrative costs

5.1. 'Train path request' administrative costs

Unit price (AK) = 68.643073 EURO value at 1 January 2019

On indexation, the value is rounded off to 6 decimal places.

The present value of coefficient C is 1, for all administrative operations.

An administrative cost shall be charged for each request for capacity (or study), with the exception of:

- The annulation of one or more journey days from a train or an empty train;
- The reduction of one or more travel days for a train or an empty train in relation to the originally assigned traffic characteristics (for example, N67 becomes R345);
- A changed train number or number for an empty train;
- The change to an existing rail path due to works on the Belgian network;
- The rejection of the capacity (study) request by Infrabel.

5.2. 'Conflict management' administrative costs

Unit price (AKC) = 89.599889 EURO value at 1 January 2019

On indexation, the value is rounded off to 6 decimal places.

The present value of coefficient 'C' is 1, for all administrative operations.

6. Specific cases

6.1. Rates for tourist associations

Unit price = 1 EURO per actual km.
This price is not annually indexed.

6.2. Rates for trials on out of service infrastructure

Unit price for the use of one HSL per km per 1/2h = 5.459072 EURO
value at 1 January 2019.

Unit price for the use of one conventional line per km per 1/2h = 2.909110 EURO
value at 1 January 2019.

When indexing, the value is rounded off to 6 decimal places.

6.3. Services outside opening hours

The unit prices according to service provided are:

Rates	Value at 1 January <u>2019</u>
Third party rate sub-stationmaster:	€ <u>70.165910</u>
Saturday Third party rate sub-stationmaster:	€ <u>76.027343</u>
Sunday Third party rate sub-stationmaster:	€ <u>140.331820</u>
Night Third party rate sub-stationmaster:	€ <u>76.345529</u>
Saturday night Third party rate sub-stationmaster:	€ <u>82.206963</u>
Sunday night Third party rate sub-stationmaster:	€ <u>146.511439</u>
Third party rate, first class signals operator	€ <u>65.813447</u>
Saturday Third party rate, first class signals operator	€ <u>71.674880</u>
Sunday Third party rate, first class signals operator	€ <u>131.626894</u>
Night Third party rate, first class signals operator	€ <u>71.993067</u>
Saturday night Third party rate, first class signals operator	€ <u>77.854500</u>
Sunday night Third party rate, first class signals operator	€ <u>137.806514</u>

When indexing, the value is rounded off to 6 decimal places.

7. Technical inspection of rolling stock

These rates apply to the technical testing of rolling stock 'beyond train paths'. The basic rates for personnel do not apply during the weekend or during the night. These unit prices exclude VAT.

Rates per hour - personnel	Value 1 January <u>2019</u>
Industrial engineer	€ <u>93.90</u>
Head of technical sector	€ <u>86.77</u>
Deputy head of technical sector, technician mechanic	€ <u>81.24</u>
Administrative employee	

Description of fixed-rate charges	Value 1 January 2019
Fixed administrative charge per dossier: issue of documents for (re-)testing, extension or in case of loss	€ <u>81.24</u>
Type D, shunter with 2 axles and 1 driver's cab	€ <u>375.59</u>
Type D, On Track Machine autonomous, max. 4 axles and 1 driver's cab	€ <u>469.48</u>
Type G, On Track Machine towed: wagon max. 4 axles	€ <u>281.69</u>
Type J, rail-road traction unit	€ <u>375.59</u>
Type K&S, rail-road crane standard type, elevating platform, spraying/mowing tractor - including work authorisation	€ <u>324.92</u>
Type R, heavy trolley	€ <u>243.70</u>
Fixed-rate supplements	Value 1 January 2019
Per extra axle (from 2 or 4 axles)	€ <u>46.95</u>
Second component of a dual rig (e.g. locomotive with tender, packing machine consisting of two units)	€ <u>140.84</u>
Radio-controlled shunting	€ <u>93.90</u>
Radio-controlled works (equipped with AWI, □ fall protection, ...)	€ <u>47.33</u>
Second driver's controls, extra man-basket for elevating platform	€ <u>70.42</u>
Work authorisation On Track Machine crane car, rotation and/or uplift limits, emergency pump, gantry clearance, track loading	€ <u>140.84</u>
(Auto)function test of the safety systems (memor, TBL 1+)	€ <u>46.95</u>
Call-out costs	Value 1 January 2019
Domestic network: fixed call-out cost	€ <u>187.75</u>
Abroad: number of kilometres in €/km + per hour worked (see rates per hour - personnel)	€ <u>0.36</u>
Extra costs	Value 1 January 2019
Vehicle not ready for testing (still work to do, safety equipment to be supplemented, or to be positioned on another track)	Rates for personnel per hour of delay
Unfavourable conditions for testing (not above inspection pit, ...)	€ <u>263.87</u>
Urgent testing (day of request – day of testing < 5 days)	€ <u>81.24</u>
Overnight charge (travel, hotel, parking, meals, Infrabel day/night work pay)	On request
Test drives on-site for journeys off route	On request
Electromagnetic Compatibility and detection tests Compatibility study based on examination of the dossier and practical tests on test site I-AM)	On request