

6. Charges

6.1 Charging principles

Cf. the Railway Regulations, Ch. 6.

The pricing principles for the basic service package can be summarised as follows:

- a) The prices are set at the cost arising as a direct consequence of the rail service in question; a marginal cost principle – cf. the Railway Regulations, § 6-2 (3)
- b) These prices may reflect the lack of capacity in an identifiable part of the rail network during periods of congestion – cf. the Railway Regulations, § 6-2 (4)
- c) Environmental costs pursuant to the rail service in question, including noise, may be taken into account – cf. the Railway Regulations, § 6-2 (5)

There are several exceptions to the general provisions:

- d) Full coverage of the IM's costs can be accepted if the market can withstand this and if this is consistent with principles relating to efficiency, transparency and equality – cf. the Railway Regulations, § 6-3
- e) In the case of special investment projects, the long-term cost of such projects can be taken into account. The sharing of risk associated with new investments can also be taken into account – cf. the Railway Regulations, § 6-2 (7)
- f) Discounts designed either to stimulate new services or encourage traffic on underused line sections – cf. the Railway Regulations, § 6-4

It will be possible to differentiate between different markets on the basis of the rules. However, equality must be practised within a single market. Discount schemes may also be introduced in accordance with the Railway Regulations, § 6-4, but these can only apply to prices levied for a specific part of the infrastructure.

In line with EU Regulation 2015/909, Article 6, Bane NOR has selected an econometric method for calculating the direct unit costs/marginal costs linked with supplying the basic service package and access to service facilities. For further information, please see [Bane NORs implementeringsplan, the Bane NOR implementation plan](#) that was submitted to the Norwegian Railway Authority on 14 July 2017.

Performance improvement schemes have been implemented from 1 January 2017, see section 6.5. See also Annex 4 to the ATS.

Bane NOR has established a reservation charge for capacity allocated but not used; see section 6.4.2.

6.1.1 Minimum access package

Cf. the Railway Regulations, §§ 6-2 – 6-5.

The minimum access package includes the services listed in Ch. 5.2. These will be priced on the basis of points a), b) and d) above.

6.1.2 Access to additional technical areas

Cf. the Railway Regulations, §§ 6-2 and 6-9 (2).

Access to Bane NOR's additional technical areas as described in the Network Statement, Ch. 5.3 is priced according to marginal costs in the same way as the basic service package, cf. Ch. 6.1.1.

Access to additional technical areas belonging to parties other than Bane NOR are priced at full cost pursuant to the Railway Regulations, § 6-9 (2).

Please see also [Bane NORs tjenestekatalog; Bane NOR's catalogue of services](#), which was compiled for the Ministry of Transport and Communications in connection with the railway reform.

6.1.3 Services at additional technical areas

Cf. the Railway Regulations, § 6-9 (2).

Bane NOR establishes prices for the use of services at Bane NOR's additional technical areas as described in Ch. 5.3, and these are priced at full cost, including a reasonable profit. For further information on the principles for setting prices, etc., see the ATS, section 13.3.

6.1.4 Additional services

Cf. the Railway Regulations, § 6-9 (3).

Bane NOR sets prices for the use of additional services. Insofar as these services are only offered by Bane NOR, these services can at most be priced at full cost including a reasonable profit. For further information on the principles for setting prices, etc., see the ATS, section 13.4.

6.1.5 Ancillary services

Cf. the Railway Regulations, § 6-9 (3).

Bane NOR sets prices for the use of ancillary services. Insofar as these services are only offered by Bane NOR, these services can at most be priced at full cost including a reasonable profit. For further information on the principles for setting prices, etc., see the ATS, section 13.4.

6.1.6 Other services

Using other services requires a separate agreement with Bane NOR or whoever provides the service,

and the price will be set out in the relevant agreement. As a rule, other services provided by Bane NOR to RUs will be priced at market conditions.

6.2 Charging system

Cf. the Railway Regulations, Ch. 6.

6.2.1 Minimum access package

Cf. the Railway Regulations, Ch. 6 (§§ 6-1 to 6-5), Directive 2012/34/EU and the Commission Implementing Regulation 2015/909/EU.

The charging scheme consists of two components, one of which is linked with the use of infrastructure (track price), and the other is linked to the use of capacity on an overloaded part of the rail network (capacity price). The track price is also specified for passenger and freight traffic respectively, as well as various market areas within these fields.

This charge gives RUs entitlement to the basic service package as defined in the ATS, section 9.1.1.

6.2.1.1 Track price

6.2.1.1.1 Basic price

The charges for access to the basic service package (cf. the Railway Regulations, §§ 4-1 and 6-2) and access to service facilities must be set at the cost arising «as a direct consequence of the rail service in question». Bane NOR is of the opinion that the term «direct consequence» can be understood as a marginal cost principle. Furthermore, the regulation uses a «mandatory clause» (§ 6-2 (3)), and this is understood as a minimum payment.

Bane NOR has performed an econometric analysis on the basis of costs linked with corrective (remedying faults) and preventive maintenance of the infrastructure and traffic load measured in gross tonne-kilometres. This is in line with EU regulation 2015/909. Both costs and traffic load are measured for each line number for the years 2014-2016. The econometric model takes into account the fact that the lines have different technical designs in the form of the number of point switches, tunnels, speeds, etc. The model operates with two products/services, namely passenger rail traffic and freight rail traffic. The calculations are documented in the Bane NOR implementation plan dated 14.07.2017; and this plan, along with a separate documentation report [Bane NORs implementeringsplan](#) relating to track price supplements, forms the basis for the price rates specified in section 6.3.1.

6.2.1.1.2 Capacity price

The Railway Regulations, § 6-2 (4), provide a basis for a supplement to the price so that it reflects the lack of capacity in an identifiable part of the rail network. For a capacity price to have a genuine effect, the line section must be used by a number of train companies/groups. If only one train

company/group operates, this nevertheless has to prioritise which trains it does and does not want to operate. Economists refer to this by saying that their capacity cost is already internalised in the train company's/group's own business administration. If there are a number of train companies/groups on the same section, any capacity cost is not internalised. Therefore, the purpose of a capacity price is precisely to internalise the capacity cost in the train companies'/groups' own business administration. This brings about consistency between socio-economic and business-related correct distribution of capacity. The capacity price is similar to congestion charging on roads.

The supplement is an indicator that transport of greater value should be given priority over transport of less value in conflicts where the prioritisation criteria do not necessarily give the same results. The price is not based on the capacity costs applied by an RU to others in the geographical area in question.

Capacity pricing was introduced in Oslo, Stavanger, Bergen and Trondheim in 2017. There is only one RU between Ganddal and Stavanger at the moment and this will also be the case in future, and hence it is not correct from a socio-economic standpoint to have a capacity price as any lack of capacity is internalised at the RU in question. When the Ulriken project is complete and there is a double track between Arna and Bergen, there will hardly be a lack of capacity in this area. Traffic volume in Trondheim is limited, Bane NOR feels it is not particularly appropriate to have a separate capacity price in this area.

Only in the Oslo area should a lack of capacity result in a capacity price. As long as the capacity in this area is not auctioned off, the price should indicate to relevant applicants that passing through this area at certain times of the day will cost the applicant more. The price is applicable to all applicants and all types of train; also including empty trains getting into position.

The capacity price will be invoiced for trains arriving at Oslo S during the morning rush hour and trains departing from Oslo S during the evening rush hour in accordance with the timetable. Rush hours are defined as follows for Monday to Friday inclusive:

- Morning rush hour: times: 07:00 – 09:00
- Evening rush hour: times: 15:00 – 17:00

6.2.1.1.3 Environmental supplements

The charge can also take into account the environmental costs – including noise – generated by rail traffic for third parties. This does not imply that the charges can be adjusted downwards (compensated for) on a permanent basis as a consequence of missing prices for other modes of transport. Bane NOR has been unable to identify good solutions for establishing charges relating to environmental costs, but setting charges for noise resulting from old brake technology will be assessed in greater detail. Positive incentives will also be assessed in this context.

6.2.1.1.4 Full cost coverage

Surcharges will be established in order to achieve full cost coverage if the market can stand this. Full cost coverage is understood to mean coverage of both fixed and variable (indirect and direct) maintenance costs. The charges cannot have greater surcharges so that one or more market segments «drop out». In the event of any surcharges, Bane NOR must analyse the market segments for which this is relevant. The regulation provides more detailed rules on how the market segments

can be divided up. Market segmentation must be reviewed at least every five years.

Bane NOR has assessed the market areas of relevance in a Norwegian context. These areas are based on separation between freight traffic and passenger traffic. The figure below shows the areas assessed.



Within freight services

In a Norwegian context, it may be relevant to separate out industrial system trains as a separate market area from the combination/wagon load segment. However, there are varying abilities and desires to pay more than the marginal cost within this segment (timber, ore and hazardous goods) as well.

The timber industry operates on tight financial margins, and there will be a major risk of loss of traffic if the charges are set higher than the marginal cost.

A similar situation will also apply to the transport of hazardous goods. There is also a desire society for such products to be transported by rail rather than by road.

Ore businesses have traditionally had a major ability to pay. This transport has also faced infrastructure charges previously when trains were operated with axle loads in excess of 25 tonnes.

Within passenger services

As stated in the Railway Regulations, § 6-3, there is a difference between the traffic included in agreements with governmental and/or regional traffic agencies and where a payment is linked for the service(s) – referred to here as «PSO» – and other passenger services. Within other passenger services, it will also be relevant to differentiate between train products that routinely stop at the main airport – referred to here as «Main airport» – and other passenger transport.

Current passenger transport to Oslo Airport Gardermoen is covered both by trains with purchase agreements and trains without purchase agreements. Defining this traffic as a separate market area may mean the same charges for all trains operating services to the Main airport.

Track sections - track division

The marginal costs are not constant throughout the entire network. The marginal cost calculations confirm this. The table below shows the suggested division into sections that can be combined with the above market differentiation.

Table 0-1: Division of tracks in Norway

Track section	Definition
Oslo local	Drammen - Asker - Lysaker - Oslo S - Etterstad - Gardermoen - Eidsvoll
	Lysaker - Asker; Oslo S - Grefsen
	Oslo S - Lillestrøm - Eidsvoll
	Oslo S - Ski - Rakkestad
Ofoten Line	Narvik - Riksgrensen
Other sections	Eidsvoll - Hamar - Lillehammer
	Ski - Fredrikstad - Sarpsborg - Halden - Kornsjø (Vestre linje)

Track section	Definition
	Drammen – Tønsberg – Skien
	Drammen – Hokksund – Kongsberg – Kristiansand – Stavanger
	Skien – Hjuksebø – Notodden
	Nelaug – Arendal
	Hokksund/Roa – Hønefoss – Bergen
	Myrdal – Flåm
	Grefsen – Roa – Gjøvik
	Lillehammer – Dombås – Trondheim
	Lillestrøm – Kongsvinger – Riksgrensen
	Trondheim – Hell – Riksgrensen/Bodø
	Kongsvinger – Elverum
	Hamar – Elverum – Røros – Støren
	Dombås – Åndalsnes

6.2.1.2 Discounts

On the basis of the principles of competition neutrality, Bane NOR wishes to agree possible discounts in each individual case in accordance with the Railway Regulations, § 6-4, in order to promote new services. These agreements will specify the period and scope of the discount.

The regulation also provides the opportunity to give a time-limited discount in order to encourage traffic on significantly underused sections. Bane NOR has worked on the basis of the Norwegian Railway Directorate's summary of track usage throughout the day. The regulation specifies that it is not enough for it to be underused; it has to be significantly underused. It is proposed that «significantly» should mean that the track capacity is below 50% throughout the day. There are several sections that fall within such usage, namely:

- The diesel sections (the Solør, Røros, Rauma and Nordland Lines)
- The Sørlandet Line south of Kongsberg
- The Dovre Line north of Lillehammer
- The Roa – Hønefoss – Hokksund section

It is Bane NOR's perception that freight traffic should be given incentives to increase the use of these sections. Although the railway network around the terminals for combination traffic may see higher section usage, Bane NOR is of the opinion that if this is to be meaningful, the discount must cover the entire section; e.g. Alnabru – Ganddal and not just Kongsberg – Ganddal.

The discount must be time-limited. Bane NOR has set a 75% discount up to and including 2025 for freight traffic on the following sections:

1. All diesel sections
2. The Sørlandet Line (Alnabru – Ganddal)
3. The Dovre Line (Alnabru – Heimdal/Brattøra)
4. The Roa – Hønefoss – Hokksund section

This will be in addition to whatever emerges from the implementation plan; the sample calculation in section 6.3.1. Bane NOR will come back to the issue of whether the discounts should be gradually reduced towards 2025 the next time it updates the basic pricing.

6.2.1.3 The following forms of operation are exempt from infrastructure charges:

- a. Operation of rescue trains, firefighting trains, assistance trains, service trains and other trains used for inspection or maintenance of the railway infrastructure, as well as trains for the purpose of transporting equipment or materials to be used in connection with works on or beside the IM's own infrastructure
- b. The necessary travel for «running in» new infrastructure, test runs for type approval of new rolling stock and necessary travel linked with local historical travel on new infrastructure
- c. Operation of museum trains under the museum's own auspices. Such operations must not inconvenience other traffic. If the museum trains chartered by a third party, the charge will be paid as for other trains.
- d. Shunting and parking of railway vehicles (rolling stock)
- e. Relocation of rolling stock occurring due to delays or cancellations caused by the IM
- f. Transportation of converter units to and from workshops and between converter stations.

6.2.2 Price model for other service categories

For the other railway-related services – cf. the Railway Regulations, § 6-9 – the prices are based on full cost. Full cost means costs that are considered to be involved in producing the service in question, plus a reasonable profit. Bane NOR has used 4% interest on book values as reasonable profit. What is involved in full cost is specified in greater detail in the ATS, section 13.3.

6.3 Tariffs

All tariffs are specified exclusive of value-added tax, and Bane NOR invoices include value-added tax.

6.3.1 Minimum access package

Based on [Bane NORs implementeringsplan](#); [Bane NOR's implementation plan](#) dated 14 July 2017 and documentation of surcharges, the prices for 2019 are established as follows, based on 2018 prices:

Table 0-2: Prices after the implementation period (2018 prices) - Paragraph references relate to the Railway Regulations

Track section	Basic price (§ 6-2 (3))		Capacity price	Surcharge for the following market areas (§ 6-3) - Applicable from R19		
	Passenger trains (Øre per gross tonne-kilometre)	Freight trains (Øre per gross tonne-kilometre)		PSO (Øre per gross tonne-kilometre)	Main airport (Øre per gross tonne-kilometre)	Ore and minerals (Øre per gross tonne-kilometre)
			§ 6-2 (4) (NOK per train)			

Oslo Local	0,97	0,47	500,00	2,06	2,06	
Ofoten Line	2,50	2,50		5,00		5,00
Other sections	1,47	1,06		3,75		3,36

Oslo local is defined here as the sections Drammen-Eidsvoll, Oslo S-Grefsen and Oslo S-Ski-Rakkestad. Not to be confused with the train products in the area.

The prices in 2019 will be adjusted in accordance with Statistics Norway's price index for operation and maintenance of road systems; see section 6.6.

The tables below show what will happen to the invoiced amount for a passenger train and a freight train:

Table 0-3: R11: Eidsvoll-Larvik; double set and morning rush hour (one train)

Price range	Section	Km	Train weight	Rate	Amount
Oslo local	Eidsvoll - Oslo S	65,91	440	0,0097	281
	Oslo S - Drammen	51,50	440	0,0097	220
Other sections	Drammen - Larvik	103,30	440	0,0147	668
<i>Total basic price</i>					1 169
Oslo local	Påslag Eidsvoll-Drammen	117,41	440	0,0206	1 064
Other sections	Påslag Drammen - Larvik	103,30	440	0,0375	1 704
<i>Total surcharge on basic price</i>					2 768
Oslo local	Capacity price	1		500	500
Total amount invoiced					4 437

Tabell 0-4: Kombitog Alnabru-Brattøra - 44 TEU (ett tog)

Price range	Section	Km	Train weight	Rate	Amount
Oslo local	Alnabru- Lillestrøm	12,23	950	0,0047	55
	Lillestrøm - Eidsvoll	46,91	950	0,0047	209
Other sections	Eidsvoll - Brattøra	485,1	950	0,0106	4 885
<i>Total basic price</i>					5 149
Implementation reduction 2018				75 %	-3 862
Discount (Basic = Track price + Implementation reduction)				75 %	-965
Total amount invoiced					322

The train weights are estimated in the tables, but Bane NOR will use actual train weights on the basis of the following sources:

- where the wagon recording assignment is submitted to Bane NOR digitally in a format that can be imported into TIOS
- where the wagon recording assignment does not meet the condition in section a), the train weight will be taken from TPS
- if the train weight is unknown, a default value will be used

Bane NOR has used gradual scaling up to new price levels as a basis in its implementation plan (cf. EU regulation 2015/909):

- **PASSENGER TRAIN:** The basic price and capacity price will be introduced in full as of 1.1.2018. The supplement based on market differentiation in accordance with § 6-3 of the Railway Regulations will be introduced in full as of 1.1.2019 (R19).
- **COMBINATION/WAGON LOAD:** The basic price will be introduced gradually over 4 years from 1.1.2018; i.e. 25% in 2018, 50% in 2019, etc. The capacity price will be introduced in full as of 1.1.2018.
- **ORE AND MINERAL TRANSPORT:** The basic price will be introduced as of 1.1.2018. The supplement based on market differentiation in accordance with § 6-3 of the Railway Regulations will be introduced in full as of 2019 (R19).
- **OTHER INDUSTRIAL TRAINS:** To be introduced in a similar way to combination/wagon load.

6.3.2 Track access to service facilities

Access to Bane NOR's additional technical areas is priced in accordance with the marginal cost. For stations, the price is included in the basic service package (the infrastructure charge), cf. Ch. 6.3.1 above, as the stations are located at main tracks. For freight terminals, the price is in accordance with the marginal cost and not included in the basic package as these are linked to main tracks via sidings. Access to the additional technical areas of others are priced at full cost pursuant to the Railway Regulations, § 6-9.

6.3.2.1 Freight terminals

Access to freight terminals under the auspices of Bane NOR is priced in accordance with the marginal cost. Bane NOR has not had an economic model appropriate for cost charges for services of this type. Therefore, a «template figure» has been used on the basis of infrastructure costs for Alnabru and Ganddal in 2015 with regard to freight terminals and holding sidings. This gives an annual cost of NOK 650 per metre for combination/wagon load terminals, excluding tied-up capital. The costs for timber terminals will be significantly lower.

The prices for the following combination/wagon load terminals are:

Table 0-5: Prices for access to combination/wagon load terminals (2018 prices)

Terminal	Price per train arrival
Alnabru	153
Drammen	250
Kristiansand/Langemyr	250
Ganddal	247
Bergen/Nygårdstangen	250
Åndalsnes	250
Trondheim/Brattøra/Heimdal	102
Mosjøen	250
Mo i Rana	250

Terminal	Price per train arrival
Fauske	217
Bodø	248
Narvik/Fagernes	250

The prices for the following timber terminals are:

Table 0-6: Prices for access to timber terminals (2018 prices)

Terminal	Price per train arrival
Borgestad	20
Braskereidfoss	20
Bø	20
Flesberg	20
Hove	20
Hønefoss	20
Jevnaker	20
Koppang	20
Nesbyen	20
Norsenga	20
Sørli	20
Vestmo	20

The prices in 2019 will be adjusted in accordance with Statistics Norway's price index for operation and maintenance of road systems; see section 6.6.

All services at freight terminals are provided by prequalified operators contracted by the RUs themselves. The operators' prices can be found on their websites:

- RailCombi AS: <http://www.cargonet.no/tjenester/terminaltjenester/railcombi/>
- GreenCargo: www.greencargo.com
- AB Logistics: <http://ab-logistics.com/>
- Schenker: www.dbschenker.no

6.3.3 Supply of services referred to in 5.3

6.3.3.1 Stations

Access to stations is included in the price of the basic package. Services specified in 5.3 are priced at full cost including a reasonable profit. The prices for station services for the individual stations are set for each section; and in 2019, based on 2018 prices, these will be:

Table 0-7: Prices for station services (2018 prices)

Price range	Section	Price per arrival
Oslo-Akershus	Asker - Oslo S - Lillestrøm - Gardermoen/Dal - Eidsvoll	70
Østfold	Loenga - Ski - Mysen/Moss - Halden	60

Price range	Section	Price per arrival
Vestfold	Asker- Drammen - Tønsberg/Kongsberg - Nordagutu	75
Hedmark-Oppland	Rauma-, Gjøvik-, Dovre- [Eidsvoll - Hjerkin] og Kongsvingerbanen	90
Bergensbanen	Hokksund - Hønefoss - Bergen	100
Sørlandsbanen	(Nordagutu) - Stavanger	55
Nordlandsbanen	(Steinkjer) - Bodø	100
Trønderbanen	(Hjerkin) - Steinkjer	90
Solør-Røros	Røros- og Solørbanen	100
Ofoten	Ofotbanen	100

All stations with routine stops for passengers to board and leave the train are listed in an annex (new annex under construction) showing the relevant prices.

A sample calculation for a passenger train is shown below:

Table 0-8: R11: Eidsvoll-Larvik (one train)

Price range	Section	Number of stops	Rate	Amount
Oslo-Akershus	Eidsvoll - Oslo S	5	70	350
	Oslo S - Asker	4	70	280
Vestfold	Asker - Larvik	9	75	675
Total				1 305

The prices in 2019 will be adjusted in accordance with Statistics Norway's price index for operation and maintenance of road systems; see section 6.6.

6.3.3.2 Stabling

Access to Bane NOR's holding sidings is priced in accordance with the marginal cost and is included in the basic service package.

Stabling of rolling stock for freight is not priced at the moment. Bane NOR will devise practical solutions in consultation with the RUs.

Stabling (i.e. parking) of passenger trains will be priced at full cost including a reasonable profit.

The price varies from stabling area to stabling area. The stabling/parking cost is made up of two elements:

- operation and maintenance
- profit (return on book value)

As for freight terminals, Bane NOR has no specific accounting data for the individual stabling areas as regards operation and maintenance. As this involves largely the same activities as at freight terminals, the same cost per metre is used here as a basis; NOK 650 per metre.

In connection with the Bane NOR opening balance, the stabling areas are included in the valuation. Book values as at 1.1.2017 are used.

The need for stabling is also established in connection with the timetable process. The prices are initially a one-year «subscription» and are set on a per-metre basis. Only two stabling areas, namely Lodalen and Drammen, will be used by several train companies. The prices are set on an hourly basis for these two stabling areas.

Table 0-9: Subscription prices for stabling/parking (2018 prices)

Stabling areas	Annual price per metre	Hourly price per metre
Eastern Norway		
Filipstad	3 450	
Lodalen	3 450	0,40
Høvik	3 450	
Hamar	3 450	
Kongsvinger	3 450	
Lillestrøm	3 450	
Eidsvoll	3 450	
Lillehammer	3 450	
Ski	3 450	
Moss	3 450	
Mysen	3 450	
Halden	3 450	
Drammen	3 450	0,40
Kongsberg	3 450	
Skien / Borgestad	3 450	
Gjøvik	3 450	
Jaren	3 450	
Loenga	3 450	
Kværnsporene	3 450	
Agder og Rogaland		
Arendal	650	
Kristiansand	650	
Egersund	650	
Paradis	650	
Stavanger	650	
Western Norway		
Bergen	650	
Voss	650	
Flåm	650	
Myrdal	650	
Ål	650	
Nordenfjells		
Åndalsnes	650	
Dombås	650	
Støren	650	
Marienburg	650	
Trondheim S	650	
Steinkjer	650	

Stabling areas	Annual price per metre	Hourly price per metre
Mosjøen	650	
Mo i Rana	650	
Bodø	650	

The prices in 2019 will be adjusted in accordance with Statistics Norway's price index for operation and maintenance of road systems; see section 6.6.

6.3.4 Additional services

Additional services must be priced as described in section 6.1.4.

6.3.4.1 Traction current (electricity for operating trains)

The allocation of energy costs is made either by means of measured energy consumption on the train or on the basis of reported gross kilometre tonnage travelled. The price of electricity consists of the following main elements:

- Electrical power – mainly bought in the spot market. Bane NOR has some long-term contracts with a view to avoiding major fluctuations
- Grid hire in order to send the power from the production site to Bane NOR's converter stations
- Conversion and transfer losses at Bane NOR facilities
- Bane NOR's administrative costs
- Public fees

The [tariffs](#) applicable at any time are available on [kundeportalen; the Bane NOR customer portal](#) . When services are requested by or offered to several parties, Bane NOR will set prices and publish these on its website.

6.3.4.2 Hire of train preheating facilities

RUs pay a fixed annual rent for each preheating facility. The [tariffs applicable](#) at any time are available on the Bane NOR customer portal.

If new preheating facilities are required, Bane NOR will pay for the investment cost but the RU initiating the construction work will have to pay three years' rent for the preheating facilities in advance.

6.3.5 Ancillary services

Ancillary services must be priced as described in section 6.1.5.

6.3.6 Other services

Other services must be priced as described in section 6.1.6.

6.4 Financial penalties and incentives

6.4.1 Non-usage/cancellation fees and charges

Non-usage charges are included in reservation charges, cf. section 6.4.2.

6.4.2 Reservation charges

Cf. the Railway Regulations, § 6-7.

Reservation charges are levied for allocated infrastructure capacity that is cancelled or not used by the applicant. The applicant may be an RU or another infrastructure capacity applicant pursuant to the Railway Regulations, § 1-3, letter j). The infrastructure capacity applicant is obliged to pay the reservation charges levied. Reservation charges are not levied on IMs for the IM's own transport for maintenance of the infrastructure, etc., cf. the Licensing Regulations, § 23 (1), second sentence.

The reservation charge is set on the basis of information on allocated infrastructure capacity, the reason for cancellation or non-usage and the recorded time of cancellation or non-usage. Reservation charges are levied for cancelled or unused parts of allocated infrastructure capacity, including capacity allocated as part of the ad hoc process, and only for reasons where the applicant is directly responsible and which were entered with a code for the applicant or RU in TIOS.

The following reservation charges are levied:

Table 0-10: Reservation charges

Period	Passenger services	Freight services
Between 59 and 15 days before the planned departure time from the rail-head station	30 % of track price	30 % of track price
Between 14 and 72 hours before the planned departure time from the rail-head station	60 % of track price	60 % of track price
< 72 hours before the planned departure time from the rail-head station	100 % of track price	100 % of track price

Passenger services = Passenger trains

The track price in the table includes all price elements in section 6.3.1 and is calculated on the basis of the planned route.

Allocated infrastructure capacity can be cancelled free of charge up to 60 days before the train's departure time. Cancellations or non-usage taking place after this time will be subject to reservation charges in accordance with table 6.10. Allocated infrastructure capacity cannot be cancelled less than 72 hours before the train's departure time.

No reservation charges will be levied in the event of acute incidents occurring. These will come under the performance scheme.

6.4.3 ERTMS discounts

Cf. the Railway Regulations, § 6-2 (8)

At the present time, Bane NOR does not wish to provide an incentive scheme linked with ETCS equipment beyond what has already been established via [50 % dekning av JBFs installasjonskostnader](#); [the agreement on 50% coverage of RUs' installation costs](#).

6.5 Performance scheme

Cf. the Railway Regulations, § 6-6.

A scheme for improving performance, including a dispute resolution scheme, has been incorporated in ATS annex 4, and will be applicable from 1 January 2017. The scheme is not applicable to driving as stated in chapter 6.2.1.3, or to trains without routes, including side dump cars.

Once a year, Bane NOR will publish annual average performance levels achieved by RUs on the basis of the most important agreed parameters in the performance scheme.

A temporary compensation scheme for freight traffic has been established as of 1 March 2016; [kompensasjonsordning for godstrafikk](#)

The purpose of the performance scheme is not just to impose penalties when the agreed performance level is not achieved, but also to provide incentives to achieve greater operational stability or a higher performance level. Furthermore, the individual incidents are what affect the parties' costs, along with passengers' travel costs and product owners' transport costs. The scheme must be easy to understand and the parties must perceive the financial consequences of problems more directly, along with improvements in operational stability.

The scheme is based on absolute values for hours of delay and cancellations, and where the payment begins as of the first recording of an incident. It is suggested that passenger train cancellations are counted as of the first recorded cancellation. As stated, freight trains will be kept outside the scheme linked with cancellations until 1.4.2019 at the latest.

The following cause codes are included in the scheme:

- Codes 1-4, plus the delays/cancellations with no cause codes (Bane NOR)
- Codes 81-85 for delays and 81-84 for cancellations (train companies)
- From 2018, this will include codes 5, 6 and 7. Code 5 is exempted from cancellations as these will be included in the Alternative transport scheme «Rail replacement services» for passenger trains, and for freight trains they are already included in the compensation scheme for freight traffic.
 - Bane NOR will pay what RUs have been charged on these codes
 - RUs will indirectly pay their share of the events under these codes by paying a higher NOK rate on the primary causes (codes 81-85)
- Cancellations where action cards are used will be counted using

The following NOK rates for 2018 prices are applicable to:

Delays			
	Bane NOR:	Passenger trains	NOK 60,00 per minute; i.e. NOK 3 600,00 per hour
		Freight trains	NOK 30,00 per minute; i.e. NOK 1 800,00 per hour
	Train companies:	Passenger trains:	NOK 85,80 per minute; i.e. NOK 5 148,00 per hour
		Freight trains:	NOK 37,80 per minute; i.e. NOK 2 268,00 per hour
Cancellations			
	Bane NOR:	Full cancellation:	NOK 5 000,00 per cancellation
		Partial cancellation:	NOK 2 500,00 per cancellation
	Train companies:	Full cancellation:	NOK 6 250,00 per cancellation
		Partial cancellation:	NOK 3 125,00 per cancellation

Please see also the Railway Regulations, § 6-6. The regulations require that «... must not place the financial viability of a service in jeopardy». Therefore, the following maximum values have been established and are applicable to all parties:

- Delays: 50% of the invoiced amount per month, linked with the basic package
- Cancellations: 50% of the invoiced amount per month, linked with the basic package

The rates in 2019 will be adjusted in accordance with Statistics Norway's price index for operation and maintenance of road systems; see section 6.6.

6.6 Changes to charges

6.6.1 Annual price adjustments

There is a need for annual price adjustments between the four-yearly updates of calculated marginal costs and the establishment of new price levels. Bane NOR will use Statistics Norway's cost index for operation and maintenance of road systems. The price adjustment itself will be undertaken according to the following principle:



This means a price adjustment in arrears and provides a great deal of predictability for RUs as the price level is known for 4 years at a time and adjustment of the following year's prices will be completed in the third quarter of the previous year. At the same time, it will be possible to monitor the index throughout the year.

6.6.2 Other price changes

Infrastructure prices on the rail network are set and levied by Bane NOR within the scope of Directive 2012/34/EU with any later amendments, cf. the Railway Regulations, §§ 6-1 to 6-5.

Bane NOR may decide to change the established price structure.

These changes must fall within the framework drawn up in the Railway Regulations, Ch. 6.

Relevant users will be notified in writing of changes to prices for access to and services at additional technical areas, and changes to prices for additional services and ancillary services at a consultation at which RUs will be given a deadline of at least three months in which to comment.

6.7 Billing arrangements

Cf. the Railway Regulations, § 4-1.

Bane NOR issues invoices for all services. Invoiced amounts and data are placed on the Bane NOR Customer Portal.

Invoicing occurs on the 15th of each subsequent month.

RUs are obliged to provide the necessary information for calculating the value of the service. If RUs fail to supply the necessary information, Bane NOR may set the value based on its own judgement.

When an invoice is based on reporting from RUs themselves, Bane NOR may request the data for their own report.

Bane NOR may establish more detailed guidelines on invoicing.

Contact for queries relating to invoicing:

Bane NOR, Customers and Services P.O. Box 4350 2308 Hamar

Email: marked@banenor.no

Information that all RUs are required to provide

The gross weight for all trains must be reported regularly. Completed wagon record, cf. TJN, Ch. 4, and ADR/RID 2015, which are considered to constitute satisfactory reporting.

The wagon record must be submitted in an electronic format.

Payment terms (including non-payment) Payment must take place within 30 days. Interest on arrears will be charged on overdue payments, cf. the Act relating to interest on overdue payments, § 2.

If an RU fails to pay, Bane NOR will be entitled to withdraw train paths allocated to the RU. Such withdrawal of train paths may only take place in the event of major payment default.

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