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Description of the network

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GKB Annex 1: Description of the network

General details of the network:

Total network: 91.257 km

Maximum speed: 100 km/h

Minimum curve radius: 180 m (on feeder lines: 120 m)

Gauge: 1,435 mm

Clearance: in accordance with Austrian Federal Railways full-gauge (*ÖBB Tafel 7/2 ZOV 7 Vollspur*)

Section of track: Graz – Lieboch – Köflach:

Operating length: 40.264 km

Greatest gradient: 15.66 %o

Line category: D 2

Section of track: Lieboch – Wies/Eibiswald:

Operating length: 50.993 km

Greatest gradient: 13.01 %o

Line category: D 2: Lieboch – Wies/Eibiswald

Type of operation:	**Single track route for diesel-powered locomotives**
Type of signalling system:	**Main-line track in acc. with *ÖBB V2* standard (with variations) and/or Railway Construction and Operation Regulations (*EisbBBV*)**
Positioning system:	**none**
Communication systems:	**Train radio (2-meter band) Shunting radio: digital**

GKB Annex 2: Infrastructure register

1. General details:

Name of the line	a) Graz Hbf (central station) – Köflach b) Lieboch – Wies – Eibiswald remains free
Line categorisation (main line – branch line)	Main line (a, b); branch line (c)
Traction (steam, diesel, electric)	Diesel, sometimes steam in the case of special services
Operating hours	Graz Köflacherbahnhof Around the clock Remainder of lines a) and b) from 3:30 to 24:00

2. Details of structural systems

Gauge:	1,435 mm
Number of tracks	1
Minimum curve radius	156.25 m
Maximum cant deficiency	10 mm or 15 mm
Maximum lateral acceleration and tilted operation speed	0.654m/s²
Greatest longitudinal gradient	16 ‰
Maximum ramp gradient	1:8 V
Internal radius of crests and troughs	Ra = V²
Standard clearance (straight and cornering)	ÖBB, DV B 51, ZOV 7
Maximum wheel set load (with reference to the load limits of the track and superstructure)	D 2: Graz Hbf – Köflach, Lieboch – Wies – Eibiswald
Wheel profile	in accordance with UIC 510-2
Distance between tracks at stations (generally)	4.50 m
Length of platforms	Platform length min. 100 m
Train protection system	PZB 90
Train radio	AEG, 2-meter band

Operational details

Lines with dedicated or mixed operations	Passenger - freight
Maximum / minimum track speed	Vmax 100 km/h and Vmax 20 km/h
Maximum train length	700 m
Maximum train weight	1,600 tonnes
Minimum percentage of braking power, by train type	See annex
Emergency brake override	As per instructions
Train configuration (traction engine, banking engine, push-pull train)	(see *DV V 3* of GKB)
Train personnel (special features of the line, 0:0 operation)	Freight transportation 0:0 Passenger transportation 1:0
Hand-over of trains to/from ÖBB network	Transfer station - Freight traffic: Graz Vbf (freight terminal) Transfer station - Passenger services Graz Hbf (central station) Wettmannstätten

3. Details of signal and communication systems

Signal system	As per *DV V 2* of GKB)
Train protection system	None
PZB, Sifa	In place Simple Sifa or impulse-based Sifa
Train radio/shunting radio	AEG, 2-meter band or digital
Digital shunting radio on the entire network	
Remote stations:	for the stations
Lieboch	Strassgang, Premstätten-Tobelbad, Söding-Mooskirchen Krottendorf-Ligist Lannach Preding-Wieselsdorf
Köflach	Voitsberg
Deutschlandsberg	Groß St. Florian Frauental-Bad Gams
Wies-Eibiswald	Bergla

4. Details of electrified lines

Electrical system	not applicable
Catenary voltage	not applicable
Construction of catenary (height, zig-zag)	not applicable
Pantograph profile	not applicable
Idle current and harmonics	not applicable
Energy recovery	not applicable

GKB Annex 2: Rolling stock register (see annex)

*

GKB Annex 3: Directory of standard operating instructions

Standard	Chapter	Name	Remarks
GKB standards			
V 2 (GKB)		Signalling instructions	
V 3 (GKB)		Operating instructions	
ZSB (GKB)		Additional signalling and operating instructions	(in V3)
V 15 (GKB)		Radio usage during operations	
(without abbreviation)		Communication instructions	
M 22 (GKB)		Instructions for locomotive crews	
M 26 (GKB)		Braking instructions	
IN-BD operating instructions		Traffic newsletter	
Instructions for operations managers		Special agreements	
All / other additional standards, regulations, operating instructions, guidelines, etc. cited in the national standard are also applicable when referred to in these national standards.			
Austrian Federal Railway (ÖBB) standards			
V 26 (*ÖBB alt*)		Accident instructions	
M 22		Locomotive duty, standard terms and conditions, steam locomotive duty	
ZSB 31		Guidelines for technical safety when using vehicles on the ÖBB network	

M 36		Operating instructions for the use of electrical train heating systems	
International standards			
GCU		General Contract of Use for Wagons	
COTIF		Convention concerning International Carriage by Rail	
TSI		Technical Specification for Interoperability for the sub-system Traffic Operation & Management of Conventional Rail Trans-European Networks (TENs)	
RID		Regulation concerning the International Carriage of Dangerous Goods by Rail	

☐ Request for track capacity
☐ Order
☐ Amendment (your reference dated

(Tick as appropriate)

GKB Annex 4: Request for the allocation of track capacity

Request for the allocation of track capacity

1. Requesting party:

1.1. Name: _____

1.2. Company: _____

1.3. Dept.: _____

1.4. Address: _____

1.5. Telephone: _____

1.6. Fax: _____

1.7. Email: _____

1.8. Your ref.: _____

1.9. Invoice issued by: _____

1.10. Cost centre for internal cost accounting _____

Supplement for railway undertakings:

1.11. Safety certification

Do you hold a valid safety certificate Part B issued by GKB-Infrastruktur? (prerequisite for the allocation of track capacity; tick as appropriate)

☐ No

☐ Yes ▸ Please send us a copy of your safety certificate

Safety certificate valid until _____

1.12. Infrastructure usage contract

Do you have an infrastructure usage contract which is valid in Austria? (prerequisite for the allocation of track capacity; tick as appropriate)

☐ No

☐ Yes ▸ Please send us a copy of your safety certificate

Infrastructure usage contract valid until _____

2. Details of the train

2.1. Locomotives

Serial no.	Series	Locomotive data sheet		Tractive power chart of the locomotive		from	to
		Yes	No	Yes	No		
1		☐	☐	☐	☐		
2		☐	☐	☐	☐		
3		☐	☐	☐	☐		
4		☐	☐	☐	☐		
5		☐	☐	☐	☐		
6		☐	☐	☐	☐		

2.2. Marshalling

2.2.1. Passenger train

Trainset, sequence

Serial no.	Type	Serial or wagon number	Empty weight	Total weight	Length over buffers	Route from	Route to	Max speed km/h
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
		Total:						

2.2.2. Freight train
Sequence

Load		Max. length	Max. train weight	Max speed km/h	Specifics
in	for	m	t		

3. Route

3.1. Your requested route

Days of operation	Route		Departure	Arrival
	from	to		

3.2. Requested stops

Station / stop	Duration of stop	Specifics

3.3. Provision / Stationing

	Station / stop	Time	Specifics
Provision			
Stationing			

3.4. Requested connections

Station / stop	Train	Time	Specifics

3.5. Requested intercar connections

Station / stop	Train	Time	Specifics

4. Transfers, feeders and returns

4.1. Your requested route

Day of operation	Route		Departure	Arrival
	from	until		

4.2. Requested stops

Station / stop	Duration of stop	Specifics

4.3. Provision / Stationing

	Station / stop	Time	Specifics
Provision			
Provision			
Stationing			
Stationing			

5. Additional requirements

5.1. Use of pre-heating systems?

□ No

□ Yes

Station / stop	Time	Specifics

5.2. Energy supply provided by GKB?

□ No

□ Yes

Type	Quantity	Station / stop

5.3. Guard (for shunting) provided by GKB?

□ No

□ Yes

from	to	Assigned by agency

5.4. Locomotive driver (pilot) provided by GKB?

□ No

□ Yes

from	to	Assigned by agency

6. Additional aspects for nostalgic journeys

6.1. Locomotive

The requesting party is responsible for the rolling stock and for monitoring its reliability.

Serial no.	Series	from	until	Double-headed train	Pusher operation	Route class
1				☐	☐	
2				☐	☐	
3				☐	☐	
4				☐	☐	

6.2. Conditions and restrictions for travel with the deployed rolling stock

6.3. Fire prevention

7. Miscellaneous

7.1. Remarks, other requirements

The requesting party shall accept responsibility for:
- Energy supplies
- Pre-heating
- Provision of wagons
- Wagon numbering
- Sanitary equipment
- Cleaning
- Management

Place, date:……..Signature

Annexes

TRIEBFAHRZEUGDATENBLATT

8. Model

9. Owner

9.1. Name:

9.2. Address:

10. Manufacturer

11. Year of manufacture

12. Operating license

13. Model diagram provided

□ Yes
□ No

14. Technical data

Maximum speed		km/h	Drive power		kW
Loading gauge (UIC 505)	□		Wheel assembly		
Total weight		t	Length over buffers		mm
Maximum wheel set load		t	Distance between bogie pivots		mm
Max. weight (t/m)		t/m	Distance between wheel sets within the bogie		mm
Number of wheel sets			Automatic train control system		
Number of wheels			Dead man's handle		
Wheel diameter (pitch circle)		mm	Train radio		
Braked weight	R+Mg	t	Braking percentage	R+Mg	%

	R	t		R	%
	Hd	t		Hd	%
	R+E	t		R+E	%
	P	t		P	%
	P+E	t		P+E	%
	G	t		G	%

GKB Annex 5:

RESERVATION OF TRACK CAPACITY FOR SPECIAL RAIL SERVICES

Day(s) of operations:

Route:

☐ Reservation (tick as appropriate)
☐ Amendment (your reference dated)
☐ Request for track capacity

1. Source of request

1.1. Source of request:

1.2. Contact person:

1.3. Address:

1.4. Telephone:

1.5. Fax:

1.6. Email:

1.7. Invoice address:

1.8. Cost centre for internal cost accounting:

Supplement for railway undertakings:

1.9. Infrastructure usage contract

Do you hold an infrastructure usage contract valid for Austria (precondition for the allocation of track capacity, tick as appropriate)?

☐ No ☐ Yes Please send us a copy of your infrastructure usage contract.
Infrastructure usage contract valid until

2. Details of the train:

Marshalling

2.1. Locomotive:

	Model	Vmax	from	to	Double-headed train	Banked train	Remarks
1					☐	☐	
2					☐	☐	

2.2. Trainset, sequence:

No.	Type	Serial or wagon number	Empty weight	Total weight	Braked weight	Length	Route from	Route to	Vmax (km/h)
		Total:							

2.3. Rolling stock tested with ultrasound?

☐ Yes ☐ No (tick as appropriate)

2.4. Emergency brake override (EBO)?

☐ Yes ☐ No (tick as appropriate)

2.5. Provision of rolling stock

Rolling stock	Provided by

2.6. Train personnel provided by

from	to	Assigned by agency

2.7. Locomotive driver (pilot) provided by

from	to	Assigned by agency

2.8. Provision. Stationing:

	Station / stop	Time	Agreed with: (Name, Department)
Provision			
Provision			
Stationing			
Stationing			

2.9. Connections desired:

Station / stop	Train	Time

2.10. Rolling stock transfers:

Station / stop	Train	Time	Agreed with: (Name, Department)

3. Additional aspects for nostalgic journeys:

3.1. Notification of the conditions and restrictions for the use of the rolling stock deployed (e.g. Vmax restrictions due to exceeding the line category):

3.2. Fire prevention:

The requesting party is responsible for the rolling stock and for monitoring its reliability.

4. Miscellaneous:

4.1. Remarks, other requirements

The requesting party (RU) shall accept responsibility for:
- Management, cleaning, provision of rolling stock, energy supply.
  pre-heating (stationary system / locomotive), sanitary equipment, presentation of any required onward journey documentation (*Anschlussbahnbescheid*), wagon numbering

Place, date: Signature:

Annexes:

GKB Annex 6: Reservation of ad-hoc track capacity

Track capacity reservation for passenger trains

Source of request:			
Company / organisational unit:			
Contact person:			
Tel.:		Fax:	

	Train number			**Reservation**		
	14/15	IN-BD no:	RU no.	Amendment	New service	Cancellation

Route			**Transit period**	**Timetable status requested**	
from	to	via		Departure	Arrival

Stops					
Station / stop	Duration	Remarks	Station / stop	Duration	Remarks

Marshalling						
Section	Locomotive	Number of carriages	Vmax	Weight	Braking %	
Miscellaneous						
Date, signature:						

Track capacity reservation for freight trains

Source of request:		
Company / organisational unit:		
Contact person:		
Tel.:	Fax:	

Train number					**Reservation**	
Existing or new	14/15	IN-BD no.	RU no.	Amendment	New service	Cancellation

Route		
from	to	via

Days of operation (Possibly in sections)	On workdays	

Stops		
Station / stop	Duration	Special features / activities

Marshalling						
Section of track	Locomotive	Number of wagons	Vmax	Weight	Train length	Min. braking %

Miscellaneous

Date, signature:

GKB Annex 7:

Operating hours of GKB infrastructure dept.

Operating hours of all sections of track
(with the exception of Graz Köflacherbahnhof)
from 3:30 to 24:00

Graz Köflacherbahnhof
24/7

Peak hours of GKB infrastructure dept.

On workdays, from 3:30 to 09:30
On workdays other than Saturdays, from 12:00 until 22:00

Shunting times at the Graz Köflacherbahnhof marshalling yard

Monday to Friday, from 05:00 to 22.00

GKB Annex 8: Training facilities

Training facilities:

The option exists, if required, of those personnel necessary in connection with the safe and appropriate provision of rail services on the rail infrastructure of GKB being trained in the course of GKB training programmes subject to the relevant resources being available and in return for commensurate remuneration.

The contents of the training and the level of existing knowledge required are based on the standard operating instructions of GKB and on the relevant applicable legal and regulatory requirements. Relevant training plans and guidelines are available on request from GKB – IN-BD/Infrastruktur Betrieb, Köflachergasse 41, 8020 Graz, Tel.: +43 (0) 316 5987/250.

Given that GKB can only carry out training based on demand and the existing facilities available, arrangements for the use of training facilities of GKB are to be agreed upon with the HR/Development department of GKB at least three months in advance of the intended training event.

Depending on the extent to which resources are available, it is possible to conduct the training of shunting and board personnel as well as locomotive drivers at the training facilities of GKB.

The training encompasses the following services:

- Training personnel including the preparation work of the specialist trainers
- Rented training facilities and rooms (model train system, simulator, IT systems)
- The costs of the theoretical and practical exams
- Learning aids and the issuance of certificates
- Applications for the necessary passes in the case of third-party rail infrastructure operators

Training costs per day of training (8 hours) € 1,450.00 excl. VAT

Maximum number of participants: 12

GKB Annex 9: Congestion in terms of the allocation of track capacity and other services

In the event of capacity bottlenecks (congestion) in the provision of track capacity and other services, these are to be handled as follows:

1) The following priorities are defined within the timetable period:

- ☆ Timely requests shall have priority over late requests
- ☆ Contractually agreed requests shall have priority over new requests
- ☆ Requests for the provision of regular infrastructure and other services shall have priority over irregular or on-demand requests for infrastructure or other services.
- ☆ Requests with a longer lead time shall have priority over requests with a shorter lead time.
- ☆ Requests for the provision of rail infrastructure or other services involving high revenue volumes shall have priority over requests for the provision of rail infrastructure services with low revenue volumes
- ☆ Requests for the provision of rail infrastructure or other services which are more appropriate in the context of the characteristics of the rail infrastructure shall also be accorded priority.

2) In the event of a capacity bottleneck (congestion) in a timetable, the allocation body can, in consultation with the railway infrastructure company (RIC), define surcharges applicable to the previously defined charges. The surcharges are intended to ensure the more efficient allocation of capacity.[1] These surcharges can, however, first be taken into account the next time that the charges for track capacity are revised. The surcharges for other services do not contravene the principle defined under Article 69b of the Federal Railways Act (*EisbG*), as amended, which states that the charges for services may not exceed the costs incurred plus an appropriate profit margin.

GKB Annex 10: Explanations of track usage charge, track usage rules and information about service charges

A) Explanations of the track usage charge and track usage rules

Pursuant to Article 68 (2) of the Federal Railways Act of 1957 (Eisenbahngesetz 1957), as amended and published in the Federal Law Gazette (BGBl I No 38/2004), the rail infrastructure company shall be required to incorporate the track usage rules in its network statement or to attach these as an annex thereto. The RIC is also required to provide an explanation of how it complies with the requirements defined by Article 67 ff in as far as this is possible without disclosing confidential commercial data.

Pursuant to Article 68 (1) of the Federal Railways Act, ***Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (hereinafter referred to as SCHIG), as the fee collection body of Graz-Köflacher Bahn und Busbetrieb GmbH (hereinafter referred to as GKB),*** *shall define the track usage charges on the basis of the latter's proposal.*
The following explanations have been prepared by SCHIG with the support of GKB.

A.1 Introduction

The European Union (hereinafter referred to as the EU) has been striving for a number of years to boost integration in the rail sector with the idea of fully establishing the single market. This has led to the opening up of access to railway infrastructure, most of which is nationally owned, to other users.
The principles and procedures for the setting and the calculation of usage charges in the rail sector are defined in Chapter IV, Section 2, "Infrastructure and services charges" of Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (hereinafter referred to as Directive 2012/34/EU).

Both Directive 2012/34/EU and the Federal Railways Act classify the services associated with the use of the railway infrastructure as follows:

- Access to the railway infrastructure, including the minimum access package
- Services
- Additional services
- Ancillary services

A.2 Access to infrastructure (including minimum access package)

A.2.1 Legal basis

A.2.1.1 Definition of performance

Article 58 (1) of the Federal Railways Act regulates that the rail infrastructure company must,
without any discrimination, make available to all entities entitled to access the following minimum access package upon request:

- The use of points and spurs;
- Train management, including signalling, controlling, dispatching and
  the transmission and provision of information about train movements;
- The use of existing supply facilities for traction power;
- Information necessary for the performance or provision of rail services
  for which the track capacity has been allocated.

A.2.1.2 Calculation of charges

Article 67 ff of the Federal Railways Act is particularly relevant with regard to the calculation of fees and charges:

1. The usage charges for access to rail infrastructure, including
that which is necessary in order to use the service facilities and for granting
the minimum access package, are essentially to be calculated on the basis of the costs which are
directly incurred in connection with operating the train.

2. The usage charges may consist of a component which reflects the duration of the time and location-based congestion in terms of track capacity on a line, a section of track or some other section of the rail infrastructure.

3. On the basis of the long-term investment costs, higher track usage charges may be defined for access to such rail infrastructure
the construction or expansion of which was concluded after 1988,
the construction or expansion of which has increased performance or reduced
the costs of using this infrastructure when this construction or expansion work would not have been undertaken without the increased usage charges.

4. In as far as the infrastructure usage charges and the other income from the operation of railway infrastructure is not sufficient

in order to fully cover the costs, additional surcharges may be defined on the basis of efficient, transparent and non-discriminatory principles, whereby the optimal competitiveness of the respective segments of the railway market is to be ensured. The amount of the infrastructure usage charges may not however exclude the use of the rail infrastructure by market segments which can cover at least the costs directly associated with the operations of the train plus a market-conform mark-up.

5. The infrastructure usage charges can be defined for an appropriate period of time, such as a calendar year or a network timetable period, and on the basis of the nature and timing of the rail services in particular.

In so doing, the relative amount of the lump sum charges for track usage must remain in relation to the costs incurred in connection with the rail services.

6. The average infrastructure usage charges and the infrastructure usage charges based on the marginal costs of a rail infrastructure company must be comparable for the same types of usage of its rail infrastructure.

The same infrastructure usage charges are to be levied for the provision of comparable rail services in a segment of the rail market.

(…)

7. The infrastructure usage charges must also contain performance-related components which offer the entities entitled to track capacity and the rail infrastructure company incentives to reduce disruptions to operations and to increase the performance of the rail infrastructure.

This may, for example, entail penalties for operational disruptions involving the railway infrastructure, compensation for entities entitled to track capacity affected by disruptions and a set of bonuses for services which exceed the service level agreed.

8. An appropriate charge is to be levied by the fee collecting body in the case of allocated track capacity which is not utilised. The relevant criteria are to be included in the network statement.
(…)

A.2.2 Definition of costs incurred directly as a result of train operations

A.2.2.1 Causation principle

Neither Directive 2012/34/EC nor the Federal Railways Act and/or the related explanatory remarks contain specific details defining what costs incurred directly as a result of train operations actually means.
On the basis of terms used in cost accounting literature, reference can be made to the causation principle for the practical implementation of this legally standardised principle. Based on a cause-and-effect relationship, the causation principle as-

sumes that it is only permissible to allocate those costs to the relevant parameters (e.g. costs centres or cost units) which can be adjusted in terms of their volumes as a result of action which is directed related to the relevant cost centre or cost unit.

The causation principle is the underlying principle of the marginal cost principle.
The following terminology-based differentiations are therefore to be taken into account when applying this principle in practice.

A.2.2.2 Marginal costs

The term marginal costs refers, in a strictly (mathematical) sense, to changes in costs as a result of modifying the output of an activity by one unit. In the case of a linear progression of the variable costs, the average variable costs and the marginal costs are identical. The marginal costs can then be determined by dividing the variable costs incurred for a defined output by the number of units produced or manufactured.

A.2.2.3 Summary

The calculation of the costs directly associated with access to the railway infrastructure,
including the costs of the minimum access package, takes into account the following costs on the basis of the details provided above:

_ Direct costs: The costs which can be directly allocated to the relevant cost unit on the grounds of suitable records and/or recording methods.

_ Performance-based (variable) overheads: Costs which change in response to variable workloads and order volumes but which cannot be directly allocated to the relevant cost unit and which are only allocated to cost centres and charged via shares in costs.

A.2.3 Calculating the costs directly related to train operations (lower limit)

In order to be able to calculate the costs directly related to access to the railway infrastructure, including the minimum access package, a more in-depth differentiation must be made in terms of the services to be provided in this context, as follows:

- Usage of the allocated track capacity (including points and spurs)
- Processing requests for the allocation of track capacity, train management (including signalling, controlling, dispatching and the transmission and provision of information on train movements) as well as the provision of all other information which is necessary in order to provide or operate the transportation service.

A 2.3.1 Usage of the allocated track capacity (including points and spurs)

The usage of the allocated track capacity mainly entails maintenance expenses incurred by the infrastructure manager in connection with the railway infrastructure used by the railway undertaking.

The maintenance costs cover the costs of the regular inspection and maintenance of the following track infrastructure:

- Track superstructure
- Track substructure
- Tunnels
- Bridges
- Embankments
- Railway crossings.

The maintenance costs do not cover the expenses associated with the manufacture or renewal of track equipment in as far as this relates to investments which have to be capitalised.

The calculation of the costs incurred directly as a result of train operations therefore takes into account the following components, which are generally captured as direct unit costs:

a) Personnel expenses (labour costs) related to those personnel involved in the regular inspection and maintenance of the track infrastructure.
When calculating the personnel expenses, account is to be taken of the gross salaries / wages and all non-wage labour costs (employer contributions, social insurance, community taxes, etc.) as well as the standardised expenses for severance, pension fund contributions and anniversary bonus payments for the employees in question.

Non-contributory periods are also to be taken into account here.

b) Expenses for the materials necessary to perform maintenance and inspection work

c) Expenses for services sourced from third parties in connection with the performance of maintenance and inspection work

Variable overheads – in as far as these are not taken into account in the calculation directly as unit costs due to their volume – could include the following variable costs:

- ☆ Procurement costs
- ☆ Energy costs
- ☆ Cost of premises (rental, running costs)

It is also conceivable to apply a use-related wear-and-tear (and therefore variable) component of the amortisation of intangible assets (e.g. software) and the depreciation of tangible assets (buildings, equipment and technical facilities, fixtures and fittings).

A.2.3.2 Processing requests for the allocation of track capacity (in accordance with the minimum access package)

Given that the relevant activities relate to services, the majority of the unit costs incurred will be personnel expenses (labour costs). When calculating the personnel expenses, account is to be taken of the gross salaries / wages and all non-wage labour costs (employer contributions, social insurance, community taxes, etc.) as well as the standardised expenses for severance, pension fund contributions and anniversary bonus payments for the employees in question.

Non-contributory periods are also to be taken into account here.
Variable overheads – in as far as these are not taken into account in the calculation directly as unit costs due to their volume – could include the following variable costs:

_ Office expenses (office materials, photocopies, postage, telephone and internet-related expenses, etc.)
_ Energy costs (regular costs for electricity, gas, district heating, etc.)
_ Costs of premises (rental, running costs)
_ Maintenance and servicing of office premises
_ Costs for the inspection and maintenance of train control systems
_ Costs associated with obtaining and managing information (regular license fees, programming expenses)

It is also conceivable to apply a use-related wear-and-tear (and therefore variable) component of the amortisation of intangible assets (e.g. software) and the depreciation of tangible assets (buildings, equipment and technical facilities, fixtures and fittings).

The decision as to whether and the extent to which such overheads are to be taken into account in the calculation is to be made on a case-by-case basis considering the materiality of these costs relative to the direct costs.

A.2.4 Calculation of full costs (upper limit)

When calculating the full costs incurred in connection with infrastructure access, including the minimum access package, the directly related costs are to be increased, in particular by (fixed) overhead-based components.

These include, for example:
_ Amortisation of intangible assets and depreciation of tangible assets (in as far as yet not taken into account as use-related wear-and-tear in the direct costs)

_ Administration costs
_ Cost of sales

A.2.5 Procedure

In terms of the calculation of charges for infrastructure access, including the minimum access package, the following procedure is recommended:

1. Definition of the specific services to be charged and the relevant charging units (train kilometres, total gross tonne kilometres, etc.).

2. Checking the extent to which the costs incurred are influenced by the network category and type of operations (e.g. drive system, safety equipment); in the case of major differences, divide the network into homogeneous routes and/or sections of track;

3. Definition of the scope of the cost components (lower limit, upper limit or in between) to be taken into account when calculating the charges

4. Calculation of the unit costs (either on the basis of experience-based values or forecasts) incurred as a result of the services provided for the route or sections of track based on an assumed capacity (train kilometres, total gross tonne kilometres)

5. Calculation of the unit costs (either on the basis of experience-based values or forecasts) incurred as a result of the services provided for the route or sections of track based on an assumed capacity (train kilometres, total gross tonne kilometres) and the calculation of surcharge or charging rates for the allocation of the variable overhead costs

6. Possible calculation of the fixed overhead costs (either on the basis of experience-based values or forecasts) incurred as a result of the services provided for the route or sections of track based on an assumed capacity and the calculation of surcharge or charging rates for the allocation of the fixed overhead costs

7. Calculation of the charges to be levied for the relevant service(s)
Annex 1 contains a table for calculating the charges to be levied for access to the infrastructure, including the minimum access package, which however still needs to be modified to reflect the specific circumstances of the relevant company.

A.3. Explanations relating to the Network Statement 2017 of GKB

GKB has calculated the infrastructure usage charges proposed to SCHIG in the Network Access Product Catalogue 2017 in accordance with the above rules for levying infrastructure usage charges.

A.3.1 Calculation formula

The calculation formula (*IBE Zugfahrt*) highlights that the basis for the infrastructure usage charge is a rate per train kilometre and a rate per total gross tonne kilometre travelled.
Both of these charging rates apply to all entities entitled to track capacity in the same manner.
Both of these charging rates comply with the provisions set out under Article 67 of the Federal Railways Act.

No surcharges as defined by Article 67a of the Federal Railways Act are levied given that GKB has not defined any sections of track or time periods as bottlenecks ('congested') in its Network Access Product Catalogue.

A.3.2 Incentive system

As the track allocation body, SCHIG has, in collaboration with GKB, implemented an incentive system pursuant to Article 67h of the Federal Railways Act. This system is based on the Performance Regime System of DB Netz AG. SCHIG and GKB have adopted this system as a basis due to the fact that DB Netz AG played a central role in the development of the European Performance Regime (EPR) of RailNetEurope. SCHIG and GKB intended to follow suit with this latest European development.

The incentive system is taken into account in the Network Access Product Catalogue 2017 by means of a performance-based track usage charge component based on minutes of delay at the train station responsible for scheduling (German: *Verspätungsminute im Fahrplanerfassungsbahnhof*). SCHIG has relied upon industry conventions to determine the scope of this fee component.
A detailed explanation of the manner in which the incentive system works can be found in the Network Statement and the Network Access Product Catalogue 2017 of GKB.

B Information about the charges

B.1 Information about track usage charges

Sufficient details about the rules on the infrastructure usage charges can be found in the Network Access Product Catalogue 2017 under the relevant section on charges. A description is provided there as to how the infrastructure usage charge is calculated as well as information about the various charging parameters and the formula for calculating the infrastructure usage charge.

Explanations for the track usage charges and the charging rules were also drafted. These can be found in Section 1 of this document.

B.2 Information about service charges

GKB offers the following special services as described in the relevant valid Network Access Product Catalogue.

Stops by passenger trains at stations

The scope of this service is described in more detail in the Network Access Product Catalogue 2017. The charge for this service is based on four categories of stations. The charging rates are based on industry-standard charges. No profit margin has been taken into account.

Stationary rolling stock

The scope of this service is described in more detail in the Network Access Product Catalogue 2017. The charging rates are based on industry-standard charges. No profit margin has been taken into account.

Shunting

Given that shunting services are offered by ÖBB Infrastruktur Betrieb AG at the nearby Graz Hauptbahnhof in accordance with the Network Access Product Catalogue 2017, this additional service on the part of GKB does not constitute a monopoly.

Usage of other facilities

GKB offers the use of weighing stations to the extent defined in the Network Access Product Catalogue 2017. Given that the use of weighing stations is offered by ÖBB Infrastruktur Betrieb AG at the nearby Graz Hauptbahnhof in accordance with the Network Access Product Catalogue 2017, this additional service on the part of GKB does not constitute a monopoly.

Deployment of personnel for other services related to infrastructure operations

The price table for services relating to the deployment of personnel to the facilitate the provision of railway services provided in the Network Access Product catalogue 2017 is based on industry-standard rates. No profit margin has been taken into account.

Traction services

The traction services department (GKB-Traktion) grants entirely non-discriminatory access for any requesting railway undertaking to its service facilities and the following services provided at these facilities, including track access.

Diesel fuel for rail vehicles:

Locomotives may use the following track facilities: Tracks with an inspection pit, tracks without an inspection pit, additional power supply

Workshops

The workshop department (GKB-Werkstätte) grants entirely non-discriminatory access, subject to the availability of resources, for any requesting railway undertaking to its service facilities and the following services provided at these facilities, including track access:

A range of dedicated tracks and services associated with the performance of maintenance and inspection work can be rented. Services are to be requested at least 24 hours in advance.

Pre-heating

The rail passenger department (EB-PV) has set up power supply facilities for pre-heating and for supplying passenger carriages with power in the vicinity of the Graz Köflacherbahnhof, Köflach and Wies-Eibiswald stations. Depending on the availability of resources and assuming compatibility in terms of the current and connections, it is possible to arrange the provision of electrical power for the abovementioned purposes on the basis of the power supply prices of the local electricity provider subject to the conclusion of a corresponding agreement with this department.

Information about the rates defined in the Network Access Product Catalogue 2017 compared to those in 2016

In most cases, the rates have been index-adjusted by around 1.97%, with the following exceptions:

The charge per train kilometre travelled (Zugkilometer-IBE) has been increased by 2.0 % (1.1)

In order to promote single wagon loading systems, the charge per train kilometre travelled does not apply in the case of the following train categories: VG, SVG, BED, SBED, NG and SNG (1.1)

The transport-specific usage charge for direct freight services (*Güterverkehr – Direktverkehr*) has been reduced by €0.3858 (1.3.1).

The rate for the Wettmannstätten station, which is used in conjunction with Austrian Federal Railways (ÖBB), has been adjusted to reflect the rate charged by ÖBB (2.1).

The following increases apply to the other station categories:

1. **An increase of 1.99 % for Station Category 2**
2. **An increase of 1.99 % for Station Category 3**
3. **An increase of 1.98 % for Station Category 4**

The services provided by the traction, workshop and passenger rail service departments have now been included in the Network Access Product Catalogue 2017.

Due to the monopoly-based nature of the services offered and the resulting options to decide for or against surcharges, the rates for these services have not changed.