



InfraGO

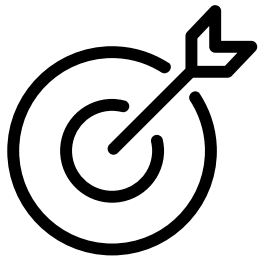
Track access charging system (TACS)

General introduction and charge adjustments for 2025

DB InfraGO AG | Track access charging system (TACS) | InnoTrans Berlin | 24th - 27th September 2024

Approved track access charges and charge adjustments – TACS 2025

TACS 2025 - charge adjustments



The **track access charging system for 2025** was approved by the German Federal Network Agency on 22nd March 2024.

The **approved charge adjustments** for the system in 2025 effectively amount to +16.2% for rail freight transport, +17.7% for long-distance rail passenger transport (nominally +19.7%¹) and +0.6% for regional and local rail passenger transport (nominally +6.7%¹).

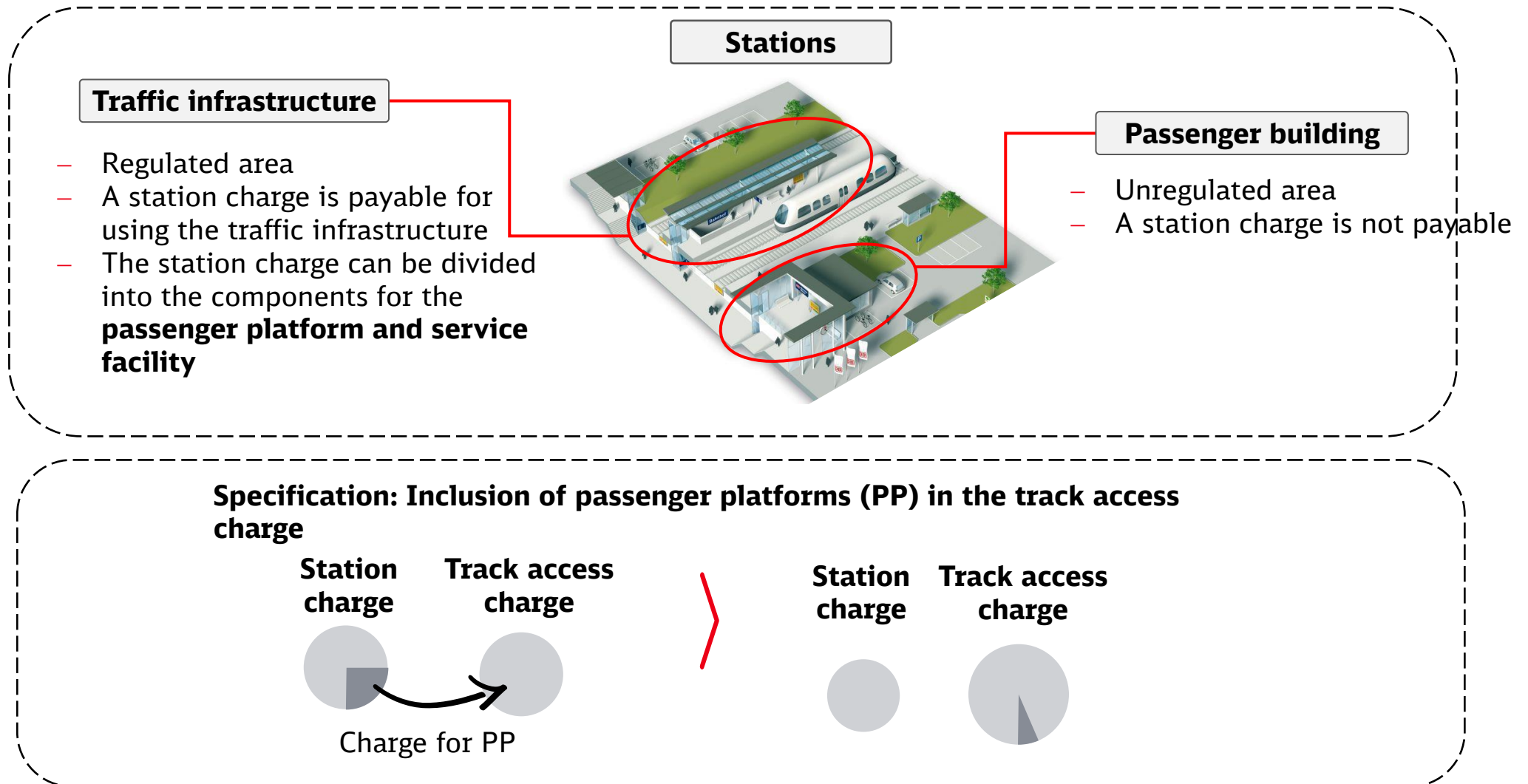
The disproportionate nature of the charge adjustments can be explained as follows:

- a. The following charge increases are necessary to finance the **increase in personnel and maintenance costs caused by inflation**: rail freight transport: +8.7%; regional and local rail passenger transport: +0.6%; long-distance rail passenger transport: +13.3%.
- b. Due to the merger of DB InfraGO AG and DB Station&Service AG to form DB InfraGO AG, the **costs of passenger platforms must be integrated** into the minimum access package for train paths when the TACS 2025 goes into effect. This integration results in the final price increase indicated above compared to the previous year.

(1) Does not take into account any financial relief in the station pricing system

The track access charging system for 2025 will include passenger platform costs for the first time InfraGO

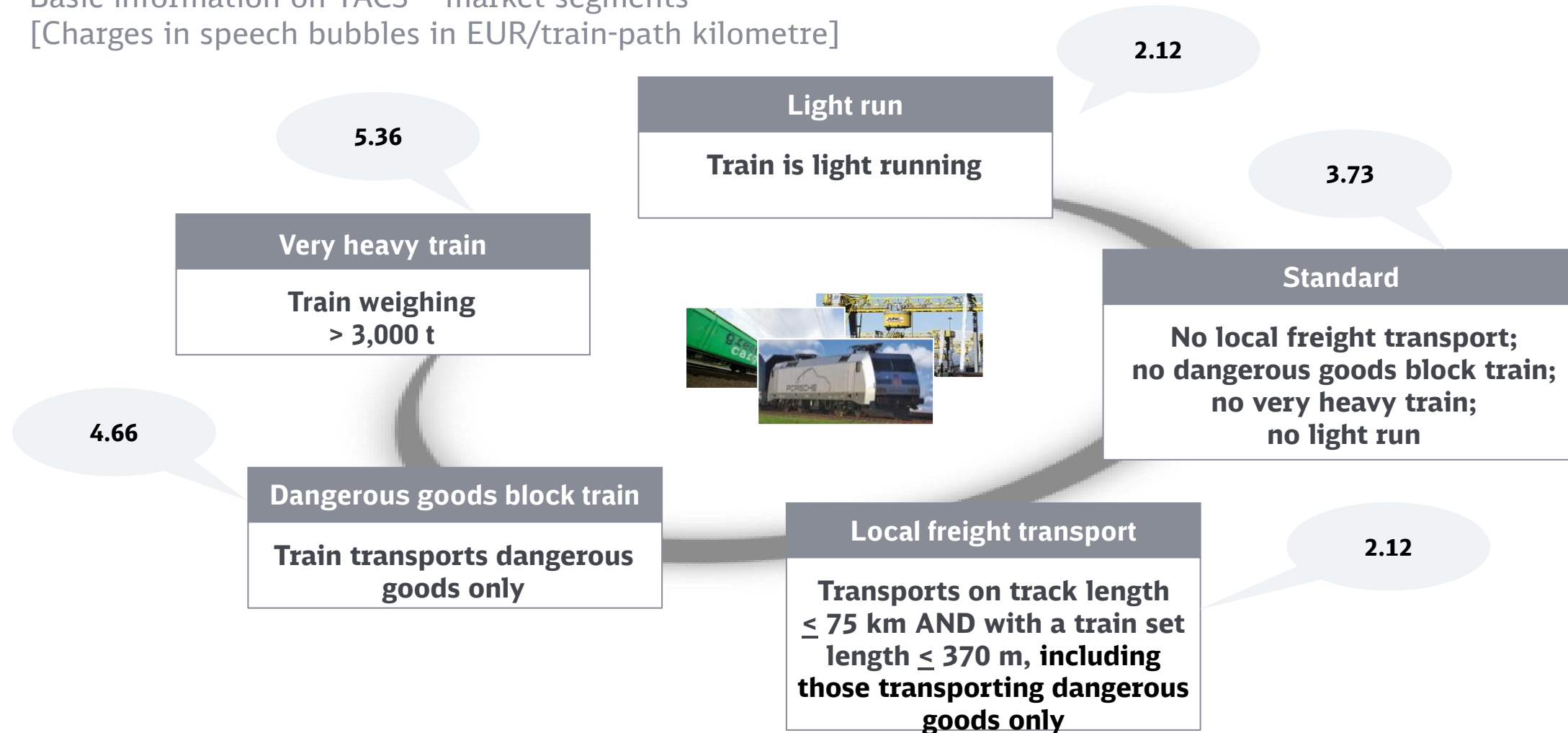
TACS 2025 - charge adjustments



Market segmentation in rail freight transport – Transports are divided into five segments

Basic information on TACS – market segments

[Charges in speech bubbles in EUR/train-path kilometre]

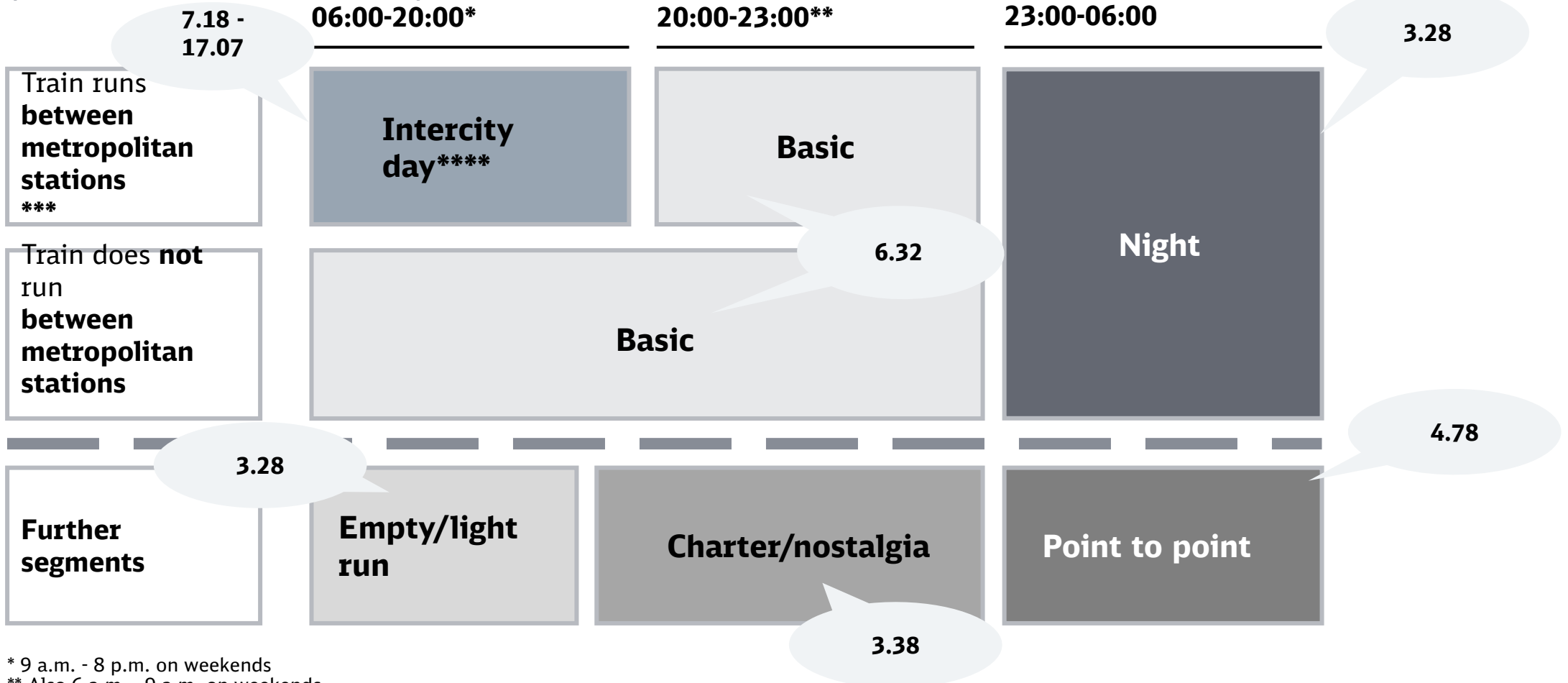


Market segmentation in long distance rail passenger transport – Transports are divided into six segments



Basic information on TACS – market segments

[Charges in speech bubbles in EUR/train-path kilometre]



* 9 a.m. - 8 p.m. on weekends

** Also 6 a.m. - 9 a.m. on weekends

*** Metropolitan stations are stations with more than 50,000 travellers per day. High-volume border points with more than 5,250 trains per year are equated with metropolitan stations in the market segmentation.

**** Speed-dependent charges between 100 km/h and 160 km/h (linear)

Segmentation in regional and local passenger transport according to the federal states – rate of adjustment is set by law

Basic information on TACS – market segments

[Charges in speech bubbles in EUR/train-path kilometre]

Requirements as per Sec. 37 § ERegG

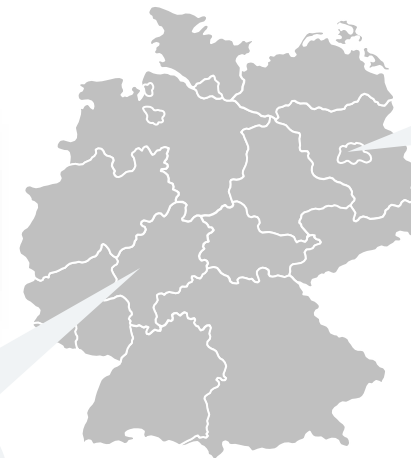
- **Segmentation in regional and local rail passenger transport** is determined by the **federal states**
- **Average charges for regional and local rail passenger transport in each federal state** must be **calculated** in such a way that they **correspond** to the average **charges** for the transport services concerned in the **respective state** in the **2020/2021** working timetable period
- As a result, **charges in each federal state change in line with the rate of adjustment for regionalisation funds** (German Public Transport Regionalisation Act (*Regionalisierungsgesetz*))

Segmentation in regional and local rail passenger transport

- Each **federal state** has its own market segment for **loaded** and **empty runs**
- The **average charges** per segment are **determined** in accordance with **the requirements of section 37 ERegG**



Empty runs
approx. 3.50



Loaded runs
approx. 6.0



Thank you.