

Audit plant railway

Development of a tariff system for the efficient use of rail infrastructure



InfraserV Höchst is a leading site operator and industrial services provider for the chemical and pharmaceutical industries and related process industries. Industriepark Höchst in Frankfurt am Main covers an area of approximately 460 hectares and is home to some 90 companies, making it one of Europe's largest production and research sites. InfraserV operates a 72-km road network, around 800 km of pipelines and an extensive plant rail network with around 57 km of tracks for the companies located there, the costs of which are currently covered by the companies with rail access via a contribution system.

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Development of principles for a revised tariff system

In a first step, the legal framework was outlined and the question of public rail infrastructure versus non-public plant railroads was discussed. In addition, the current cost recovery ratio was determined on the basis of the existing contribution system and a respective need for action was derived. In addition, a cost estimate was drawn up for the new extension area to be built. Based on the results, it was possible to develop principles for the definition of conditions of use and a tariff structure that would result in a high degree of cost recovery for the rail infrastructure. For this purpose, a simulation model was set up to determine revenues based on assumptions for future traffic development and taking price elasticities into account.

Result of the conceptual tariff development

A separation of the rail facilities for the existing plant rail area and the operationally separate expansion area was proposed. For the new rail facilities in the expansion area, it was recommended that they be designed as public rail infrastructure with the definition of conditions of use and a tariff system. The wording of the conditions of use and the basic types and levels of fees were worked out jointly with InfraserV. A revised charging system was developed for the existing plant railroad, which provides a stronger incentive for economical use of the rail infrastructure in the industrial park. In particular, the dwell times of freight cars on the plant railroad site are to be minimized in order to be able to adapt the expansion requirements of the rail infrastructure to the limited space available.

Our Services

- Detailed analysis of the present revenue situation.
- Indication of the legal framework.
- Detailed discussion of different options for infrastructural pricing systems.
- Proposal for an operationally adequate division of the track infrastructure.
- Assistance in the development of terms of use.
- Development of a revenue simulation considering future developments and price elasticities.
- Cost calculation for the track extension.
- Revision of the cost allocation procedure.
- Pricing for the new public track area.