

## Annex-6.3.2 Tariff for Utilization of Service Facilities

### 1 General Information

Services that are stated in the Annex 2.2 of the Regulation regarding Railway Infrastructure Access and Capacity Allocation and provided in service facilities in use of the Railway Undertaking will be provided without any discrimination.

### 2 Passenger Stations, Buildings and Other Facilities

#### 2.1 Basic Principles of Station Use Charging for Passenger Services

Stations are classified into two types according to the scoring system taking criteria such as status of the station, daily passenger output, equipment owned, number of platforms, social facilities and safety status into consideration.

Station usage fee is determined according to the station class and number of stops made.

#### 2.2 Classification of Stations

A scoring system on the scale of 100 has been used in the classification. In the scoring system, workplaces have been evaluated according to two categories as number of passengers and other criteria.

The following criteria are applied in the classification of the stations that are inaugurated after the publication of the Network Statement.

Classification that has been made according to the scoring system is given below:

Station Class	Station Scoring Categories		
	HST	Main Line	Suburb
A	70 - 100	70 - 100	70 - 100
B	0 - 69	0 - 69	0 - 69

#### 2.2.1 Criterion of Number of Passengers

The scoring as basis of the classification according to number of passengers using the station facilities.

Suburb	Number of Passengers/ Day	>10000	7501-10000	5001-7500	2501-5000	1001-2500	0-1000
	Score	40	35	30	25	20	15
HST/ Main Line	Number of Passengers/ Day	>1000	751-1000	501-750	251-500	101-250	0-100
	Score	40	35	30	25	20	15

## 2.2.2

### 2.2.2 Other Criteria

The scorings as basis of the classification according to other facilities of the station and the services provided in the station:

	Status	Point
Workplace Status 4 points	Terminal Management	4
	Terminal Chief Office	3
	Station Chief Office	2
	Siding/ Stop	1

	Features	Point
Waiting Room 13 Points	Heating	2
	Air Conditioner	2
	TV	2
	Passenger Information Board	2
	Vocal Announcement	1
	Ticket/ Card Vending Machine	1
	Information Desk	1
	Internet Connection (Wi-Fi)	2

	Features	Point
Safety Services 9 Points	CCTV System	2
	Security Staff, Private or TCDD	2
	X-Ray	1
	Door Detector	2
	Police Post	2

	Number of Platforms	Point
Platform 5 Points	3 and more	5
	2	4
	1	3
	Low-Height Platforms	2

	Features	Point
Facilities 29 Points	VIP Lounge	3
	CIP Lounge	3
	Canopy	1
	Parking Area	1
	Restaurant	2
	Cafe	2
	Buffet	2
	Elevator	1
	Escalator	1
	Toilet for Disabled People	2
	Tactile Surface	2
	Baby Care Room	1
	Luggage Lockers	1
	Bank/ ATM	2
	PTT (Post Office)	1
	Prayer Room	2
Shopping Mall	2	

### 2.3 Charging System

Passenger stations have been classified according to the criteria above and their usage have been priced. Total passenger station usage fee is calculated as is below:

$$\text{Total Passenger Station Usage Fee} = \sum_{i=1}^n (\text{Station Usage Fee})_i$$

#### 2.3.1 Station Usage Unit Fees According to Station Classes

30, 60 and 10 minutes will be respectively based on as the maximum length of stop for HSTs, main line and suburban trains in departure and arrival stations used for passenger transport in timetable planning.

5, 10 and 1 minutes will be respectively based on as the maximum duration of stop for HSTs, main line and suburban trains in the stations that are used for passenger transport in timetable planning and taking place between arrival and departure points.

Usage fees for departure-arrival and intermediate stations at which stops made are given in the table below:

Station Class	Station Usage Fees for Passenger Trains (₺)					
	Departure-Arrival Stations			Intermediate Station		
	HST (Up to 30 Minutes)	Main line (Up to 60 Minutes)	Suburb (Up to 10 Minutes)	HST (Up to 5 Minutes)	Main line (Up to 10 Minutes)	Suburb (Up to 1 Minutes)
A	135,00	81,00	54,01	41,71	27,01	4,87
B	68,73	54,01	27,01	27,01	14,83	2,54

### 2.3.2 Office Leasing Tariff

Offices, if any available, can be leased out to the RUs requesting for leasing them in passenger terminals/ stations with an additional agreement within the provisions of “**TCDD Service Tariff**”.

In leasing process, provisions of the law no. 6461 are applied for TCDD Taşımacılık A.Ş.

The liabilities arising from subscribing to utilities such as water, electricity, gas etc. are assumed by the leaseholder. In the places where these services are in common use, following the calculation by TCDD, necessary payments for them are made to TCDD.

### 2.3.3 Suburban Service Tariff

In the line sections where suburban trains are operated and station management is performed by TCDD, following payments for the services provided for suburb operation are received from the **suburban trains** in each stations (including departure, arrival and intermediate stations) they made stops:

**14,83 ₺ per stops made in Başkentray and in Halkalı-Bahçeşehir and 19,60 ₺ per stops made in Marmaray**

## 3 Logistics Centre and Station Tariff for Freight Trains

### 3.1 Basic Principles of Station Usage Charging for Freight Transport

Stations are classified according to the existing facilities and opportunities within them (such as train formation, shunting, handling, weighing, gauge, maintenance, repair, supplying, triangle, loop line, swing bridge and safety status).

Station usage fees have been set according to the state of being arrival, departure or intermediate stations; class of the station and usage duration.

Fees for loading-unloading lines and facilities, ramps, automatic unloading facility, storage (open and covered) area, weighbridge, ferry, port, parking and stabling services are additionally charged.

### 3.2 Station Classification

In the determination of workplace usage fees for the freight transportations to be performed by using TCDD workplaces, they have been classified into 4 as is below:

- a) Logistics centres,
- b) Terminal Managements and Chief Offices open for freight transport,
- c) Station Chief Offices, sidings and loading zones of station open for freight transport,
- d) Work places closed for freight transport.

### 3.3 Charging System

Freight stations have been classified according to the groups declared within the Network Statement and fees have been charged for using them. Total freight station usage fee is calculated as is below:

$$\text{Total Freight Station Usage Fee} = \sum_{i=1}^n (\text{Station Usage Fee})_i$$

#### 3.3.1 Station Usage Unit Fees According to Station Classes

The maximum length of stop for freight trains in timetable planning will be based on 60 minutes in departure and arrival stations and 30 minutes in intermediate stations taking place between departure and arrival stations and where stops made.

Usage fees for departure-arrival and intermediate stations at which stops made are given in the table below:

Station Class	Station Usage Fees for Freight Trains (₺)	
	Departure-Arrival Stations (Up to 60 minutes)	Intermediate Stations (Up to 30 minutes)
Logistics Centre, Terminal Management	135,00	68,73
Terminal Chief Office, Station Chief Office, Other	68,73	27,01

#### 3.3.2 Office Leasing Tariff

Offices, if any available, can be leased out to the RUs requesting for leasing them in the freight workplaces with an additional agreement within the provisions of "TCDD Service Tariff".

In leasing process, provisions of the law no. 6461 are applied for TCDD Taşımacılık A.Ş.

The liabilities arising from subscribing to utilities such as water, electricity, gas etc. are assumed by the leaseholder. In the places where these services are in common use, following the calculation by TCDD, necessary payments for them are made to TCDD.