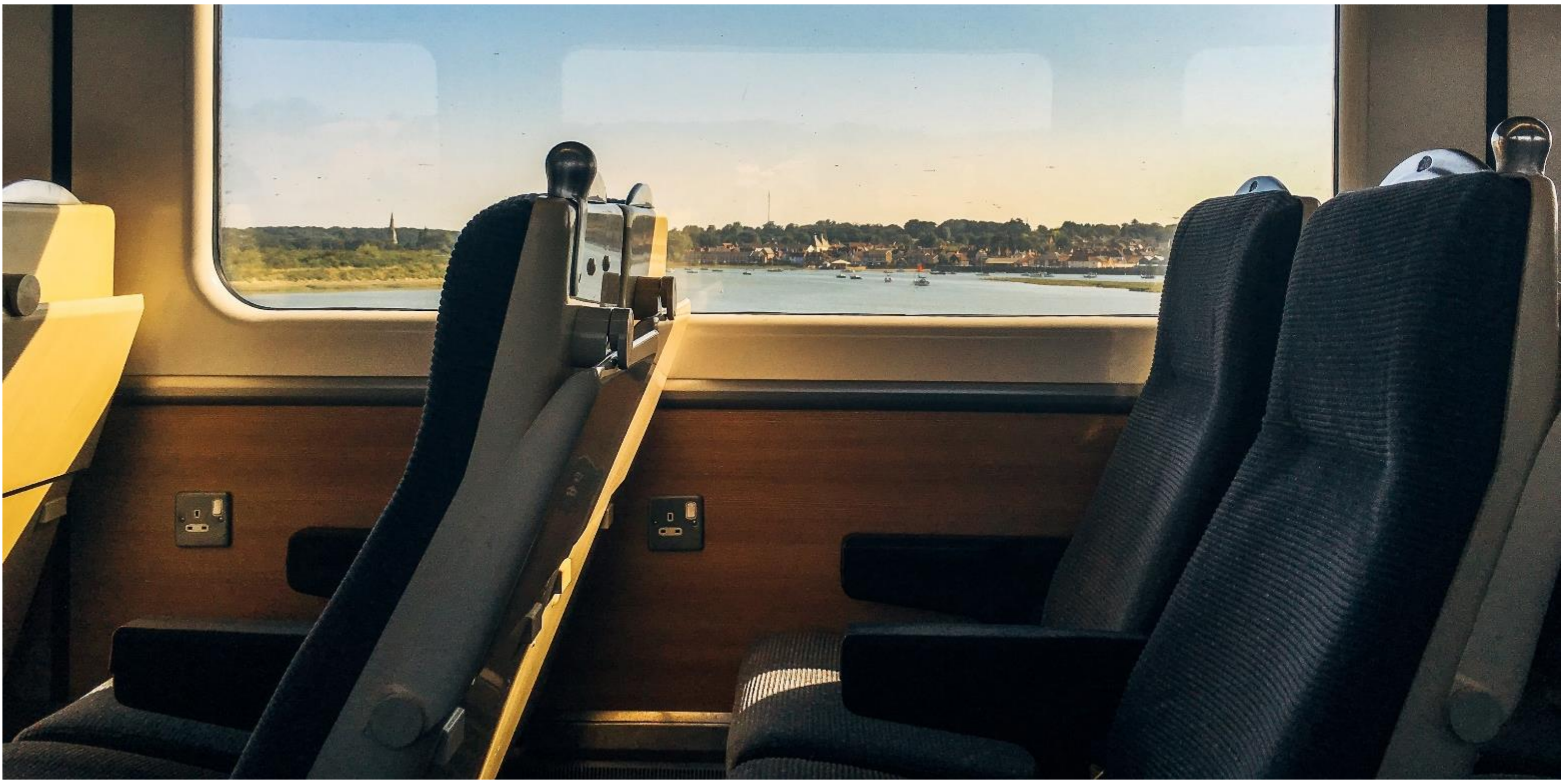
Regulatory Body for Railway Transport and Brussels Airport Operations



PASSENGERS' RAIL MARKET MONITORING – 2023 FIGURES

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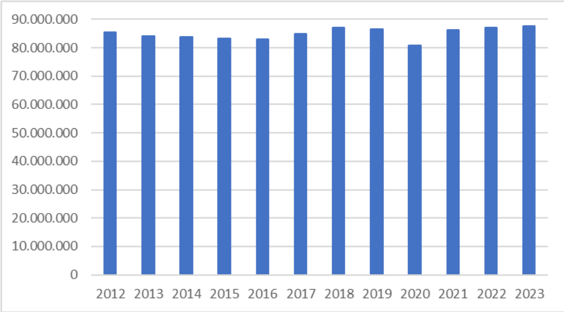
01 » THE DEVELOPMENT OF PASSENGERS RAIL TRANSPORT

The evolution of trains-km

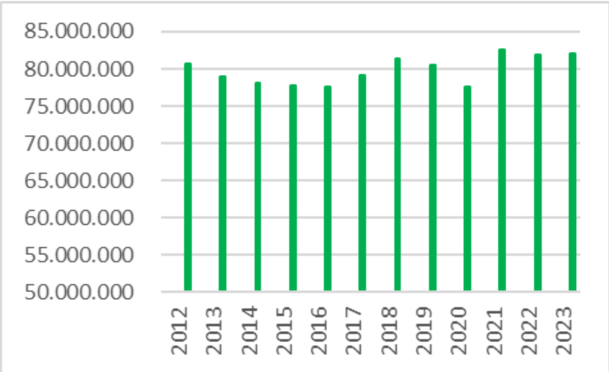
In 2023, 87.645 million train-km were travelled. This represents an increase of 0.65% in comparison with 2022. The increase is mainly attributable to growth in the international segment.

The below graphs show the evolution of national and international train-km since 2012.



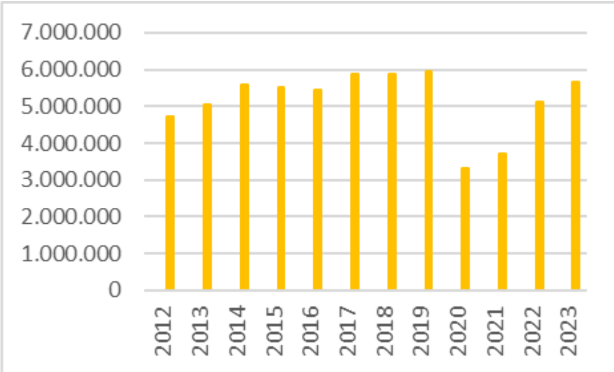
National train-km

The evolution in national train-km is stable compared to 2022 (a marginal increase of 0.03%). 2023 is close to the highest levels observed since 2012, such as 2012, 2018 or 2019.



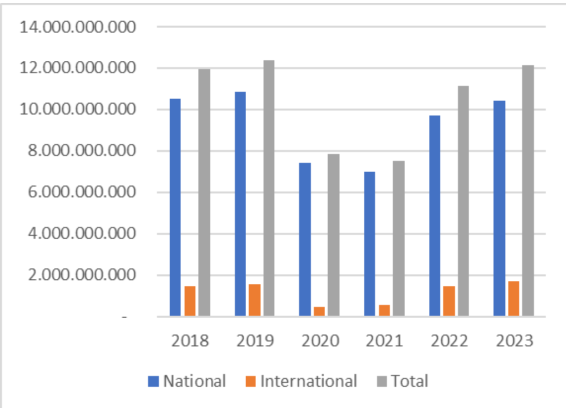
International train-km

International traffic continues to recover, with an increase of 11% compared to 2022. The figures for 2023 are close to pre-covid levels (-5%).



Passenger-Km

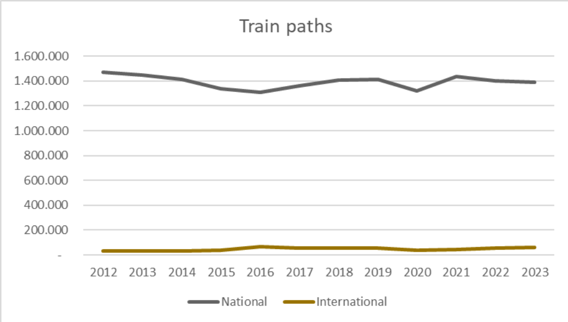
The graph shows the evolution of passenger-kilometres (both national and international) since 2018. Since 2021, the overall number of passenger-kilometres has increased significantly, almost reaching the level of 2019. As for international passenger-kilometres, the 2019 level has been exceeded; this is not yet the case for national passenger-kilometres. Compared to 2022, the number of passenger-km increased by 9%, while train-km has relatively stagnated. Regarding national passenger-km, there has been an increase of nearly 8% and an increase of almost 18% in international passenger-km. It can therefore be concluded that the demand for passenger rail transport (expressed by passenger-km) is growing rapidly, while the supply (expressed by train-km) remains stable and does not therefore keep pace with demand.



01 » THE DEVELOPMENT OF PASSENGERS RAIL TRANSPORT

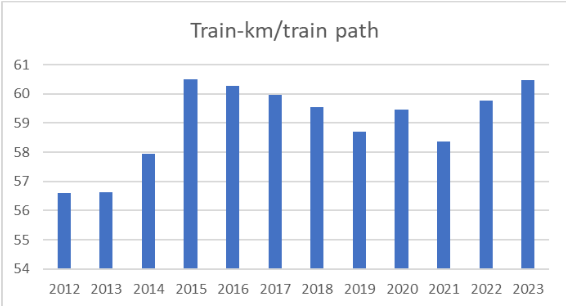
Use of rail capacity

The opposite graph shows the evolution of the number of actual domestic and international train paths. A decrease of 0.9% in national train paths is oberved. On the other hand, the number of international train paths has increased by 8.2%. Overall, there is a slight decrease in train paths of 0.5%.



Actual train paths represented 93% of the total number of train paths, compared with 92% in 2022.

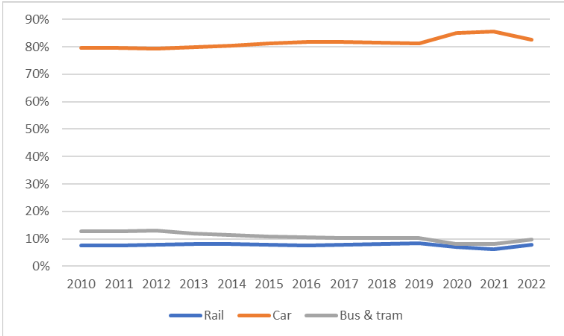
It is interesting to compare the evolution of the train-km ratio to the number of actual train paths. A rise in this ratio has been noted since 2021, as shown in the opposite graph.



02 » COMPETITION IN AND WITHIN THE RAIL SECTOR

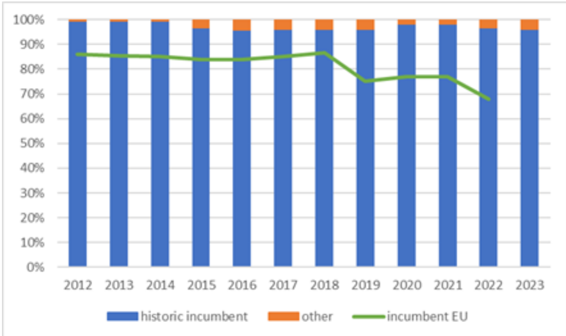
The modal share of the rail sector

The modal share of rail saw a slight increase in 2022, reaching 7.8% compared to 2021. It **is getting closer to the 2019 level (8.2%)**. The modal share of the cars decreased, falling 82.5%. **The European average for rail increased** to 8%. By way of comparison, the trends are similar in neighboring countries: in Germany, the rail share increased from 6.3% to 9.3%; in France from 9.1% to 10.7%; and in the Netherlands from 8.4% to 11.6%.



Market share trends in the rail sector (national & international)

The market share of the incumbent, measured in train-km, slightly decreased to 96.2%. This is due to a relative recovery in Eurostar and Thalys volumes in the international sector. Thalys increased its train-km by 16% and Eurostar by 33%.

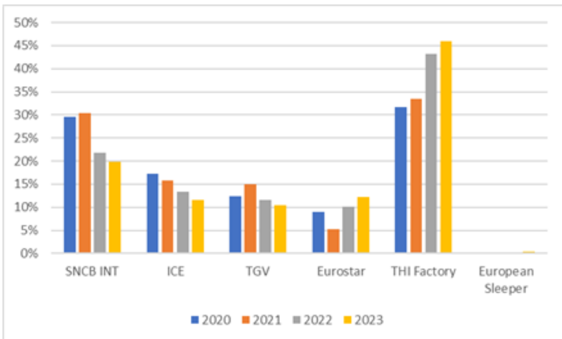


The market share of the incumbent in Europe is, on average, 68% based on train-km and 76% based on passenger-km (2022 figures).

In terms of passenger-km, the historical operator's market share in 2023 was 87%, compared to 88% in 2022. The European average in 2022 was 76%. In France, the historical operator's market share is 99%, in the Netherlands 93% and in Germany 80%. The graph beside shows the evolution of SNCB's market share which is generally declining but remains higher than the European average.

International traffic market share (in train-km)

Competition in passengers' transport has, in practice, been limited to the international segment. We observe the continued recovery of Thalys and Eurostar. These recoveries have automatically led to a significant drop in SNCB's market share in terms of train-km, which has fallen well below the 50% mark (42%).

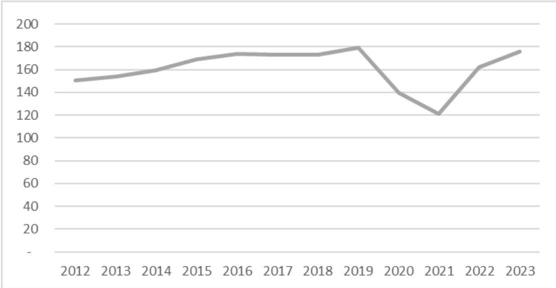


It should be noted that the SNCB's share includes various offerings. It encompasses traffic operated directly by SNCB (including OBB operated under SNCB license), but also ICE and TGV France traffic. There has been a decline in both SNCB International (now with 20% market share) and in SNCF TGVs and ICE. European Sleeper's share is very marginal.

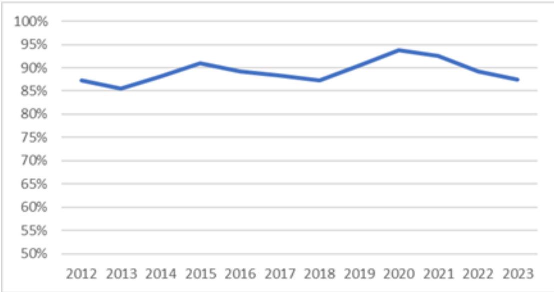
03 » SOME PASSENGERS SEGMENT INDICATORS

Train passengers

The recovery in the number of domestic passengers per train continued in 2023. This level is almost the same as that of 2019.



Punctuality



National punctuality for trains (national public service segment) was of 87.4% (trains with a delay of less than 6 minutes) compared to 89.2% in 2021. This punctuality has been falling since 2020. It should be noted that for 2022 punctuality in France was of 89.1% and of 75% in Germany.

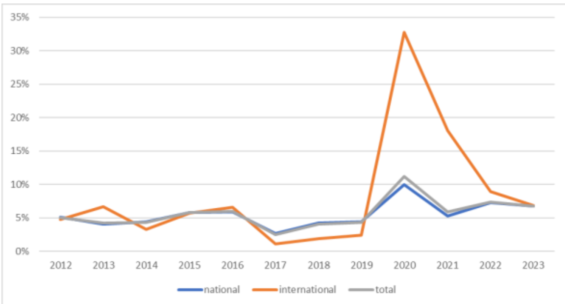
Speed

The average speed of the Public Service Obligation (PSO) segment is of 63.4 km/hour, decreasing compared to 2022.

The average speed in the high-speed segment is of 135.41 km/h.

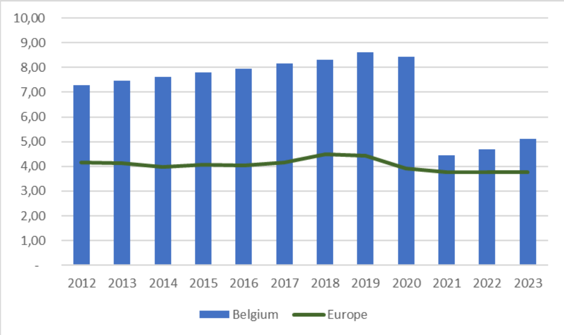
The proportion of non-effective train-km

The proportion of non-effective train-km has slightly decreased overall going from 7.4% to 6.8%. This decline is observed in both the national and international segments, with a slightly more pronounced decrease in the international segment. However, in the international segment, the percentage has decreased significantly but is still far from pre-covid levels (2.4%).



04 » PRICING FOR INFRASTRUCTURE USE

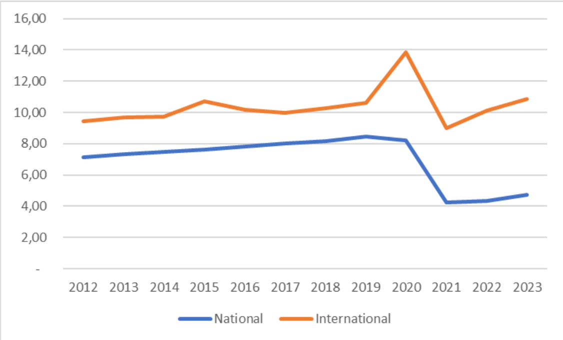
Belgium's position on charges



The average track access charge for passenger transport was **€5.11 per train-km**. This charge has increased by **9.2% compared to 2022**, which is the result of inflation, as in 2022, as well as of the increase in the trains volume during periods when charges are higher.

In 2022**, the European average was €4.59/train-km**. The charge was €2.12/train-km in the Netherlands, €0.03/train-km in Luxembourg, €5.22/train-km in Germany and €10.27/train-km in France.

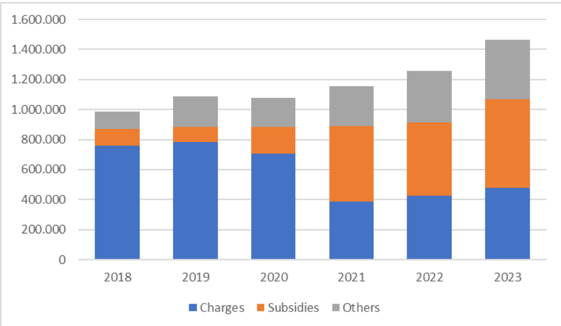
The evolution of charges per train-kilometer



Charges paid for train paths (national segment) amounted to €4.71 per train-km, an increase of 8.5% compared to 2022. This increase is attributed to inflation and a certain shift towards higher priced time slots. Indeed, charges during peak hours are more expensive than during off-peak hours.

Charges for **international traffic amounted to €10.89 per train-km, an increase of 7.5% compared to 2022.** In the high-speed commercial (HST) segment, charges amounted to €12.66 per train-km (a 10% increase).

The share of charges in the infrastructure manager's revenue



In 2023, passenger charges represented **a total of 479 million**, accounting for 93% of the total charge amount. It is worth noting the increase in the proportion of subsidies. **Passenger charges represent 33% of Infrabel's revenue.**