



Information on the regulation of electricity and diesel costs for transport contracts that include domestic rail transport

General information

Green Cargo buys all electricity (drive motor power) from the Swedish Transport Administration. The Swedish Transport Administration, in turn, buys electricity with the help of one or more external portfolio managers. The Swedish Transport Administration's total electricity price is secured in accordance with the Swedish Transport Administration's electricity procurement strategy. For more information see the Swedish Transport Administration's electricity price report. Green Cargo and other train operators pay the same price to the Swedish Transport Administration.

Electricity cost for railway

The Swedish Transport Administration submits a monthly trade report with a forecast of future electricity costs for the coming year, on which Green Cargo bases its electricity costs in the contract pricing. If the forecast price for the electricity cost specified in the transport agreement (hereinafter "Base price") at any time when the transport begins should deviate from the monthly price for the electricity cost published by the Swedish Transport Administration (hereinafter "Actual price"), the agreed price will be adjusted with the deviation between Actual price and Base price. Such a deviation is debited or credited as a separate item on the invoice. Notwithstanding the above, the base price applies 12 months at a time, after which it is revised based on the Swedish Transport Administration's forecast from the trade report. A change in base price must result in a corresponding change in the contract price.

Diesel cost for rail

The SÅ Index (Sveriges Åkerier) is used to set the diesel price. The diesel price is read on Sveriges Åkerier's website on the 20th of each month (K92SÅ0900 diesel MK1). The price has a three-month backlog. The value is used for rail transport with diesel fuel.