

Annex to Resolution No. 795/2017
of the Management Board of by
PKP Polskie Linie Kolejowe S.A.
of 25 July 2017



PKP POLSKIE LINIE KOLEJOWE S.A.

**PRICE LIST
OF FEES FOR USING
THE RAILWAY INFRASTRUCTURE
OF TRACK WIDTH 1435 MM MANAGED
BY PKP POLSKIE LINIE KOLEJOWE S.A.
APPLICABLE AS OF 10 DECEMBER 2017**

1. Fee for processing the application for assigning the infrastructure capacity
2. Unit rates of the basic fee for minimum access to railway infrastructure
3. The manner of determining reservations fees
4. The manner of determining the fee for parking train vehicles
5. The manner of determining the fee for preparing a case study of train timetable

Price list of fees for using the railway infrastructure of track width 1435 mm applicable as of 10 December 2017, adopted for use by Resolution No. 795/2017 of the Management Board of PKP Polskie Linie Kolejowe of 25 July 2017

Warsaw, 2017.

1. Fee for processing the application for assigning the infrastructure capacity

The fee charged from applicants for processing the application for assigning the infrastructure capacity amounts to: **PLN 100**

The fee for processing the application for assigning the infrastructure capacity is charged from applicants if infrastructure capacity was not assigned on the basis, except for situations in which infrastructure capacity was not assigned due to reasons caused by PKP Polskie Linie Kolejowe S.A.

2. Unit rates of the basic fee for minimum access to railway infrastructure [PLN/pockm]

1.1. Passenger trains

A. Sections of railway lines on which overhead line equipment is not available

Total gross weight M [t]	Railway line category			
	1	2	3	4
M<60	1.99	2.97	4.01	5.70
60≥M<120	2.21	3.21	4.29	6.05
120≥M<180	2.49	3.52	4.64	6.50
180≥M<240	2.87	3.94	5.11	7.09
240≥M<300	3.22	4.32	5.55	7.64
300≥M<360	3.58	4.72	6.00	8.21
360≥M<420	3.91	5.09	6.42	8.74
420≥M<480	4.15	5.35	6.71	9.11
480≥M<540	4.55	5.79	7.21	9.74
540≥M<600	4.87	6.14	7.61	10.25
600≥M<660	5.18	6.49	8.00	10.73
660≥M<720	5.48	6.82	8.39	11.22
720≥M<780	5.81	7.18	8.79	11.73
780≥M<840	6.10	7.50	9.16	12.19
840≥M<900	6.44	7.88	9.58	12.73
900≥M	6.94	8.43	10.20	13.51

A. Sections of railway lines on which overhead line equipment is available

Total gross weight M [t]	Railway line category				
	1	2	3	4	5
M<60	2.40	3.43	4.55	6.41	7.80
60≥M<120	2.62	3.68	4.83	6.77	8.22
120≥M<180	2.91	3.99	5.19	7.22	8.76
180≥M<240	3.29	4.41	5.66	7.82	9.47
240≥M<300	3.64	4.80	6.10	8.37	10.13
300≥M<360	4.01	5.21	6.56	8.96	10.82
360≥M<420	4.34	5.57	6.98	9.48	11.44
420≥M<480	4.58	5.84	7.28	9.86	11.90
480≥M<540	4.98	6.28	7.79	10.50	12.65
540≥M<600	5.30	6.64	8.19	11.01	13.26
600≥M<660	5.62	6.98	8.58	11.50	13.84
660≥M<720	5.93	7.32	8.97	11.99	14.43
720≥M<780	6.25	7.68	9.37	12.50	15.03
780≥M<840	6.55	8.01	9.75	12.97	15.59
840≥M<900	6.89	8.38	10.17	13.51	16.23
900≥M	7.39	8.94	10.80	14.30	17.18

1.2. Freight trains

A. Sections of railway lines on which overhead line equipment is not available

Total gross weight M [t]	Railway line category		
	1	2	3
M<60	1.99	2.97	4.01
60≥M<120	2.21	3.21	4.29
120≥M<180	2.49	3.52	4.64
180≥M<240	2.87	3.94	5.11

A. Sections of railway lines on which overhead line equipment is available

Total gross weight M [t]	Railway line category				
	1	2	3	4	5
M<60	2.40	3.43	4.55	6.41	7.80
60≥M<120	2.62	3.68	4.83	6.77	8.22
120≥M<180	2.91	3.99	5.19	7.22	8.76
180≥M<240	3.29	4.41	5.66	7.82	9.47

A. Sections of railway lines on which overhead line equipment is not available

Total gross weight M [t]	Railway line category		
	1	2	3
240≥M<300	3.22	4.32	5.55
300≥M<360	3.58	4.72	6.00
360≥M<420	3.91	5.09	6.42
420≥M<480	4.15	5.35	6.71
480≥M<540	4.55	5.79	7.21
540≥M<600	4.87	6.14	7.61
600≥M<660	5.18	6.49	8.00
660≥M<720	5.48	6.82	8.39
720≥M<780	5.81	7.18	8.79
780≥M<840	6.10	7.50	9.16
840≥M<900	6.44	7.88	9.58
900≥M<1000	6.94	8.43	10.20
1000≥M<1100	7.42	8.95	10.80
1100≥M<1200	7.93	9.52	11.45
1200≥M<1300	8.50	10.15	12.16
1300≥M<1400	9.03	10.73	12.82
1400≥M<1500	9.59	11.35	13.52
1500≥M<1600	10.10	11.91	14.16
1600≥M<1700	10.64	12.51	14.84
1700≥M<1800	11.16	13.08	15.49
1800≥M<1900	11.74	13.72	16.21
1900≥M<2000	12.24	14.27	16.84
2000≥M<2100	12.82	14.91	17.57
2100≥M<2200	13.31	15.45	18.18
2200≥M<2300	13.88	16.08	18.90
2300≥M<2400	14.41	16.66	19.56
2400≥M<2500	14.98	17.29	20.26
2500≥M<2600	15.36	17.71	20.74
2600≥M<2700	15.98	18.39	21.52
2700≥M<2800	16.44	18.91	22.10
2800≥M<2900	17.06	19.58	22.87
2900≥M<3000	17.50	20.08	23.43
3000≥M	17.71	20.30	23.69

A. Sections of railway lines on which overhead line equipment is available

Total gross weight M [t]	Railway line category				
	1	2	3	4	5
240≥M<300	3.64	4.80	6.10	8.37	10.13
300≥M<360	4.01	5.21	6.56	8.96	10.82
360≥M<420	4.34	5.57	6.98	9.48	11.44
420≥M<480	4.58	5.84	7.28	9.86	11.90
480≥M<540	4.98	6.28	7.79	10.50	12.65
540≥M<600	5.30	6.64	8.19	11.01	13.26
600≥M<660	5.62	6.98	8.58	11.50	13.84
660≥M<720	5.93	7.32	8.97	11.99	14.43
720≥M<780	6.25	7.68	9.37	12.50	15.03
780≥M<840	6.55	8.01	9.75	12.97	15.59
840≥M<900	6.89	8.38	10.17	13.51	16.23
900≥M<1000	7.39	8.94	10.80	14.30	17.18
1000≥M<1100	7.87	9.47	11.41	15.06	18.08
1100≥M<1200	8.40	10.05	12.06	15.89	19.07
1200≥M<1300	8.97	10.68	12.78	16.79	20.14
1300≥M<1400	9.50	11.26	13.44	17.63	21.13
1400≥M<1500	10.06	11.89	14.15	18.52	22.20
1500≥M<1600	10.58	12.46	14.80	19.34	23.16
1600≥M<1700	11.13	13.06	15.48	20.20	24.19
1700≥M<1800	11.65	13.63	16.14	21.03	25.17
1800≥M<1900	12.23	14.28	16.86	21.95	26.27
1900≥M<2000	12.74	14.83	17.50	22.74	27.21
2000≥M<2100	13.32	15.48	18.23	23.67	28.32
2100≥M<2200	13.81	16.02	18.85	24.45	29.24
2200≥M<2300	14.39	16.66	19.57	25.36	30.33
2300≥M<2400	14.93	17.25	20.24	26.20	31.33
2400≥M<2500	15.50	17.88	20.95	27.10	32.40
2500≥M<2600	15.88	18.30	21.44	27.71	33.12
2600≥M<2700	16.51	19.00	22.22	28.70	34.30
2700≥M<2800	16.98	19.51	22.81	29.45	35.18
2800≥M<2900	17.60	20.20	23.59	30.42	36.34
2900≥M<3000	18.05	20.69	24.15	31.13	37.19
3000≥M	18.25	20.92	24.41	31.46	37.58

3. The manner of determining reservations fees

3.1. Reservation free charged from applicants for failure to use the assigned infrastructure capacity

The reservation free is charged from applications for failure to use the assigned infrastructure capacity if the applicant fails to indicate the railway undertaking which should use the assigned infrastructure capacity, or if the railway undertaking indicated by the applicant fails to conclude an agreement with PKP Polskie Linie Kolejowe S.A. for use of infrastructure capacity, **amounts to 100% basic fee for the planned journey, however not less than PLN 1000.**

3.2. Reservation fee for failure to use the assigned train route

If the railway undertaking fails to use, due to reasons attributable to such undertaking, the whole or part of the train route assigned within the annual train timetable, the reservation fee for the unused part of the assigned train route amounts to:

- 1) 25% of the basic fee for the planned train journey:
 - a) in case of failure to file a resignation from the assigned route,
 - b) for the period from the date of filing the resignation until the day preceding the date of implementation of the change of the train timetable for which the deadline for filing applications has not expired yet;
- 2) 5% of the basic fee for the planned train journey in case of filing a resignation from the assigned route, for the period from the date of implementation of the change of the train timetable for which the deadline for filing applications has not expired yet until the end of the period in which the annual train timetable is applicable.

The fee referred to in point 2 shall not be charged for the period in which the train timetable was changed at the request of the manager.

If the railway undertaking fails to use, due to reasons attributable to such undertaking, the whole or part of the train route assigned in a mode other than within the annual train timetable, the reservation fee for the unused part of the assigned train route amounts to:

- 1) 25% of the basic fee for the planned train journey in cases of failure to file a resignation from the assigned route or in case of filing such resignation less than 12 hours prior to the planned launch of the train;
- 2) 20% of the basic fee for the planned train journey in case of filing a resignation from the assigned route more than 12 hours and less than 36 hours prior to the planned launch of the train;
- 3) 15% of the basic fee for the planned train journey in case of filing a resignation from the assigned route more than 36 hours and less than 72 hours prior to the planned launch of the train;
- 4) 10% of the basic fee for the planned train journey in case of filing a resignation from the assigned route more than 72 hours and less than 30 days prior to the planned launch of the train.

Reservation fees shall not be charged if failure to use the train route is a result of an application for assigning the train route regarding modification of the assigned train route filed within the change of the train timetable.

In case of failure to use the part of the assigned infrastructure capacity which is a result of reduction of the planned train weight by the railway undertaking, a reservation fee shall be charged, amounting to 50% reduction of the basic fee being a result of reduction of the train weight which does not require a change of the assigned train route.

4. The manner of determining the fee for parking train vehicles

The fee for parking train vehicle for not less than 2 hours is calculated as a product of the time of parking and the unit rate amounting to: **1,48 [PLN/hour of parking/track]**.

5. The manner of determining the fee for preparing a case study of train timetable

The fee for preparing a case study of train timetable is determined as a product of the time dedicated to preparation of a case study of train timetable and the unit rate amounting to: **57.92 [PLN/hour]**.