



PKP POLSKIE LINIE KOLEJOWE S.A.

PRICE LIST OF FEES FOR USING THE 1435 MM TRACK GAUGE RAILWAY INFRASTRUCTURE MANAGED BY PKP POLSKIE LINIE KOLEJOWE S.A. EFFECTIVE FROM 9 DECEMBER 2018

TAKING INTO ACCOUNT THE MODIFICATIONS ADOPTED BY RESOLUTION NO. 391/2018 OF THE MANAGEMENT BOARD OF PKP POLSKIE LINIE KOLEJOWE S.A. OF 22 MAY 2018.

- 1. Handling fees for capacity allocation applications**
- 2. Calculation of unit rates of standard fees**
- 3. Calculation of unit rates of shunting fees**
- 4. Calculation of reservation fees**
- 5. Calculation of stabling fees**
- 6. Calculation of train timetable study fees**

Basis for calculation of unit rates of standard and shunting fees for using the 1435 mm track gauge railway infrastructure managed by PKP Polskie Linie Kolejowe S.A. during the existence of the 2018/2019 train timetable approved by Decision No. DRR-WLKD.730.7.2018.AO of 22 August 2018 issued by President of the Railway Transport Office (UTK)

Basis for calculation of handling fees for capacity allocation applications, reservation, stabling and train timetable study fees relating to the 1435 mm track gauge railway infrastructure managed by PKP Polskie Linie Kolejowe S.A. during the existence of the 2018/2019 train timetable approved for use by Resolution No. 168/2018 of 26 February 2018 of the Management Board of PKP Polskie Linie Kolejowe S.A.

Warsaw, 2018

1. Handling fees for capacity allocation applications

The handling fee for capacity allocation applications is **PLN 100.00**.

The handling fee for capacity allocation applications is collected if no capacity is allocated based on the application, except when capacity is not allocated for reasons attributable to PKP Polskie Linie Kolejowe S.A.

2. Calculation of unit rates of standard fees

2.1. Proportional rates

2.1.1. Subrate varying according to direct costs

2.1.1.1. Subrate varying according to train weight and railway line category

The subrate varying according to train weight and railway line category is obtained by multiplying the average rate according to train weight and railway line category by:

- 1) the rate factor W_M varying the average rate according to total planned train gross weight;
- 2) the rate factor W_K varying the average rate according to railway line category.

The average rate according to train weight and railway line category is **$S_{MK} = 7.77$ PLN/train-km**.

2.1.1.2. Rate factors

2.1.1.2.1. Rate factors W_M according to total planned train gross weight

Gross weight (t)	Rate factor W_M
M<60	0,3800
60≤M<120	0,5100
120≤M<180	0,6200
180≤M<240	0,7400
240≤M<300	0,8400
300≤M<360	0,9000
360≤M<420	0,9600
420≤M<480	0,9800
480≤M<540	0,9850
540≤M<600	0,9910
600≤M<660	0,9980
660≤M<720	1,0000
720≤M<780	1,0644
780≤M<840	1,1016
840≤M<900	1,1422
900≤M<960	1,1698
960≤M<1020	1,2132
1020≤M<1080	1,2471
1080≤M<1140	1,2849
1140≤M<1200	1,3466

Gross weight (t)	Rate factor W_M
2520≤M<2580	2,3359
2580≤M<2640	2,3792
2640≤M<2700	2,4380
2700≤M<2760	2,4634
2760≤M<2820	2,5076
2820≤M<2880	2,5407
2880≤M<2940	2,5789
2940≤M<3000	2,6300
3000≤M<3060	2,6520
3060≤M<3120	2,6939
3120≤M<3180	2,7244
3180≤M<3240	2,7633
3240≤M<3300	2,7972
3300≤M<3360	2,8232
3360≤M<3420	2,8524
3420≤M<3480	2,8874
3480≤M<3540	2,9204
3540≤M<3600	2,9467
3600≤M<3660	2,9745
3660≤M<3720	3,0102

Gross weight (t)	Rate factor W_M
1200≤M<1260	1,3742
1260≤M<1320	1,4230
1320≤M<1380	1,4621
1380≤M<1440	1,5000
1440≤M<1500	1,5655
1500≤M<1560	1,5914
1560≤M<1620	1,6427
1620≤M<1680	1,6814
1680≤M<1740	1,7225
1740≤M<1800	1,7899
1800≤M<1860	1,8199
1860≤M<1920	1,8686
1920≤M<1980	1,9065
1980≤M<2040	1,9490
2040≤M<2100	2,0142
2100≤M<2160	2,0395
2160≤M<2220	2,0922
2220≤M<2280	2,1245
2280≤M<2340	2,1686
2340≤M<2400	2,2323
2400≤M<2460	2,2551
2460≤M<2520	2,3073

Gross weight (t)	Rate factor W_M
3720≤M<3780	3,0202
3780≤M<3840	3,0540
3840≤M<3900	3,0772
3900≤M<3960	3,0958
3960≤M<4020	3,1159
4020≤M<4080	3,1458
4080≤M<4140	3,1630
4140≤M<4200	3,1790
4200≤M<4260	3,1961
4260≤M<4320	3,2093
4320≤M<4380	3,2298
4380≤M<4440	3,2431
4440≤M<4500	3,2497
4500≤M<4560	3,2614
4560≤M<4620	3,2717
4620≤M<4680	3,2823
4680≤M<4740	3,2903
4740≤M<4800	3,2959
4800≤M<4860	3,3011
4860≤M<4920	3,3045
4920≤M<4980	3,3069
4980≤M<5040	3,3083

2.1.1.2.2. Rate factors W_K according to railway line category

The railway line category for a given train path is determined as an average railway line category weighted by the length of individual travel sections, rounded to the first decimal place.

The available railway line categories are specified in the List of the railway lines managed by PKP Polskie Linie Kolejowe S.A. and their tariff categories, effective from 9 December 2018, published in the 2018/2019 Network Statement.

Average category	Rate factor W_K
1.0	1.2191
1.1	1.2069
1.2	1.1936
1.3	1.1793
1.4	1.1642
1.5	1.1482
1.6	1.1315
1.7	1.1142
1.8	1.0962
1.9	1.0778

Average category	Rate factor W_K
2.6	0.9397
2.7	0.9196
2.8	0.8996
2.9	0.8798
3.0	0.8602
3.1	0.8410
3.2	0.8222
3.3	0.8039
3.4	0.7862
3.5	0.7690

Average category	Rate factor W_K
2.0	1.0588
2.1	1.0395
2.2	1.0198
2.3	1.0000
2.4	0.9799
2.5	0.9598

Average category	Rate factor W_K
3.6	0.7526
3.7	0.7369
3.8	0.7220
3.9	0.7080
4.0	0.6951

2.1.1.3. Subrate varying according to traction

The subrate varying according to traction for trains and shunting operations based on electric traction is **0.22 PLN/km**.

2.1.2. Subrate varying according to type of transport services

The subrate varying according to type of transport services for freight trains of at least 660 tonnes gross weight, used for providing transport services other than intermodal transport is **PLN 1.28 /train-km¹**.

2.2. Calculation of standard fees

The standard fee is a total of the following components:

- 1) the subtotal of distances travelled by train of given gross weight multiplied by the subrate varying according to train gross weight for the part of the path with the same gross weight and the average railway line category for the entire train path as set out in section 2.1.1.1; and
- 2) the distance travelled by train using electric traction multiplied by the subrate varying according to traction for trains using electric traction as set out in section 2.1.1.3; and

¹ The revenues from the basic and shunting fee for the use of the railway infrastructure with the track gauge of 1435 mm in the period for which the 2018/2019 train schedule applies, shall be monitored and reported to the President of the Railway Transport Office (UTK) as at 31 March 2019, 30 June 2019, 30 September 2019 and 14 December 2019 until the end of the following month. After the end of the 2018/2019 train schedule application, the difference between the revenues from the basic and shunting fee and the planned revenues from the basic and shunting fee for the use of railway infrastructure with a track gauge of 1435 mm for 2019 will be determined according to the multi-annual programme.

The part of the unit basic fee rate related to the type of performed transport services shall be reimbursed in full to the carriers when the actual revenue from the basic fee and the shunting fee for the use of the railway infrastructure with the track gauge of 1435 mm are higher than the revenue planned under the multi-annual programme, i.e. PLN 66.8 million.

The part of the unit basic fee rate related to the type of performed transport services shall be reimbursed in part to the carriers if the difference between the actual and planned revenues from the basic fee and the shunting fee for the use of railway infrastructure with the track gauge of 1435 mm is greater than zero and lower than PLN 66.8 million, as provided for in the multi-annual programme. The part of the rate to be reimbursed to the carriers relating to the type of performed transport service shall be set as the difference between PLN 1.28 per 1 train km and the updated rate part relating to the type of performed transport service. The updated part of the unit basic fee rate relating to the type of performed transport service shall be determined as the quotient of the difference between the actual and planned revenues from the basic fee and the shunting fee and the service provided by freight trains subject to a part of the rate depending on the type of transport service, as provided for in the multi-annual programme.

After the end of the 2018/2019 train schedule application, at the latest by 31 January 2020, correction invoices shall be issued taking into account the reimbursement of the part of the unit basic fee rate relating to the type of performed transport service, in whole or in part.

- 3) the distance travelled by train multiplied by the substrate varying according to type of transport services as set out in section 2.1.2.

3. Calculation of unit rates of shunting fees

The shunting fee is calculated by multiplying the unit rate of shunting fee according to the table below by the distance travelled according to the List of travel distances used in the calculation of shunting fees as attached in Appendix 2.8 to the 2018/2019 Network Statement.

No.	Specification	Unit rate of shunting fee (PLN/km of travel distance)
1	Motive power unit or sets of motive power units using electric traction	3.57
2	Motive power unit or sets of motive power units using another type of traction	3.35

4. Calculation of reservation fees

4.1. Reservation fees for unused allocated capacity

The reservation fee for unused allocated capacity, which is collected when an applicant fails to appoint a railway undertaking to take over the allocated capacity or a railway undertaking appointed by the applicant fails to conclude a Contract of Capacity Use with PKP Polskie Linie Kolejowe S.A., **is equal to 100% of the standard fee for the planned journey, however, not less than PLN 1,000.**

4.2. Reservation fees for unused allocated train path

In the event that a railway undertaking fails to use, in whole or in part, the train path allocated under the annual timetable for reasons attributable to the railway undertaking, the reservation fee for the unused portion of the allocated train path is equal to:

- 1) 25% of the standard fee for planned train journey:
 - a) if no request to cancel the allocated train path is submitted,
 - b) for the period from when a cancellation request is submitted to the day preceding the date of timetable update which is still open to applications for train path allocation;
- 2) 5% of the standard fee for planned train journey if a request to cancel the allocated train path is submitted, for the period from when a timetable update, still open to applications for train path allocation, is effective to the end of the existence of the annual train timetable.

The fee referred to in section 2 is not collected during periods when a train timetable is changed at the request of the railway line manager.

In the event that a railway undertaking fails to use, in whole or in part, the train path allocated otherwise than under the annual timetable for reasons attributable to the railway undertaking, the reservation fee for the unused portion of the allocated train path is equal to:

- 1) 25% of the standard fee for planned train journey if no request to cancel the allocated train path is submitted or it is submitted in less than 12 hours before the scheduled time of departure of the train;
- 2) 20% of the standard fee for planned train journey if a request to cancel the allocated train path is submitted in at least 12 hours and less than 36 hours before the scheduled time of departure of the train;
- 3) 15% of the standard fee for planned train journey if a request to cancel the allocated train path is submitted in at least 36 hours and less than 72 hours before the scheduled time of departure of the train;

- 4) 10% of the standard fee for planned train journey if a request to cancel the allocated train path is submitted in at least 72 hours and not more than 30 days before the scheduled time of departure of the train;
- 5) 0% of the standard fee for planned train journey in the case when cancellation of allocated train path was submitted more than 30 calendar days prior to scheduled train departure.

The reservation fee is not collected if the failure to use the allocated train path is due to submitting an application for modification of the allocated train path under a timetable update.

If a portion of the allocated capacity is not used due to reducing the planned train weight by a railway undertaking, a reservation fee is collected, equal to 50% of the amount by which the standard fee is reduced due to the reduction in the train weight, where such reduction requires no changes to the allocated train path.

5. Calculation of stabling fees

The fee for stabling operations of at least 2 hours' duration is equal to the duration of stabling operations multiplied by the unit rate of **1.48 PLN/h of stabling operations**.

6. Calculation of train timetable study fees

The train timetable study fee is calculated based on the hourly rate of **57.92 PLN/h**.