

**PRICE LIST**  
**OF FEES FOR USING**  
**THE 1435 MM TRACK GAUGE RAILWAY INFRASTRUCTURE**  
**MANAGED BY PKP POLSKIE LINIE KOLEJOWE S.A.**  
**EFFECTIVE FROM 11 DECEMBER 2022 TO 20 DECEMBER 2022**

A draft price list of fees for the use of railroad infrastructure with a track gauge of 1435 mm, in the part concerning the method of determining the unit rate of the basic fee and the shunting fee for train timetable 2022/2023, was approved by decision of the President of the Office of Rail Transport (UTK) No. DRR-WLKD.730.12.2022.AO dated 21 November 2022, and pursuant to Article 33(21)(1) and (2) of [the Act](#), it enters into force 30 days after the date on which the decision was made, i.e. 21 December 2022. Until 20 December 2022, the price list adopted for use by Resolution No. 141/2021 of the Management Board of PKP Polskie Linie Kolejowe S.A. dated 16 March 2021, shall apply.

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
7. The method of determining fees for providing railway undertakings with information boards in order to publish additional commercial information of railway undertakings

Price list for using railway infrastructure with a track gauge of 1435 mm from 13 December 2020, adopted for implementation under Resolution No. 141/2021 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 16 March 2021.

Warsaw, 2022

## 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. Sub rate varying according to direct costs

##### 2.1.1.1. Sub rate varying according to train weight and railway line category

The sub rate 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
$60 \leq M < 120$	0,5100
$120 \leq M < 180$	0,6200
$180 \leq M < 240$	0,7400
$240 \leq M < 300$	0,8400
$300 \leq M < 360$	0,9000
$360 \leq M < 420$	0,9600
$420 \leq M < 480$	0,9800
$480 \leq M < 540$	0,9850
$540 \leq M < 600$	0,9910
$600 \leq M < 660$	0,9980
$660 \leq M < 720$	1,0000
$720 \leq M < 780$	1,0644
$780 \leq M < 840$	1,1016

Gross weight (t)	Rate factor $W_M$
$2520 \leq M < 2580$	2,3359
$2580 \leq M < 2640$	2,3792
$2640 \leq M < 2700$	2,4380
$2700 \leq M < 2760$	2,4634
$2760 \leq M < 2820$	2,5076
$2820 \leq M < 2880$	2,5407
$2880 \leq M < 2940$	2,5789
$2940 \leq M < 3000$	2,6300
$3000 \leq M < 3060$	2,6520
$3060 \leq M < 3120$	2,6939
$3120 \leq M < 3180$	2,7244
$3180 \leq M < 3240$	2,7633
$3240 \leq M < 3300$	2,7972
$3300 \leq M < 3360$	2,8232

Gross weight (t)	Rate factor $W_M$
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
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 $W_M$
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
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 12 December 2021, published in the 2021/2022 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
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 $W_K$
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
3.6	0.7526
3.7	0.7369
3.8	0.7220
3.9	0.7080
4.0	0.6951

### 2.1.1.3. Sub rate varying according to traction

The sub rate varying according to traction for trains based on electric traction is **0.22 PLN/km**.

### 2.1.2. Sub rate varying according to type of transport services

The sub rate 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-km**.

## 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 sub rate 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 sub rate varying according to traction for trains using electric traction as set out in section 2.1.1.3; and
- 3) the distance travelled by train multiplied by the sub rate 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 2021/2022 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

Reservation charges for unused allocated capacity, if:

- 1) the applicant who is not the railway undertaking does not indicate the railway undertaking that is to use the allocated capacity, or the railway undertaking indicated by the applicant does not conclude an agreement with PKP Polskie Linie Kolejowe S.A. for the use of capacity;
- 2) the applicant being a railway undertaking does not conclude an agreement with PKP Polskie Linie Kolejowe S.A. on the use of capacity

– is **100% of the basic fee for the planned trip, but not less than PLN 1000.**

PKP Polskie Linie Kolejowe S.A. does not charge a reservation charge if the railway undertaking applied to the President of Office of Rail Transport (UTK) for a decision on capacity use.

#### 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**.

## **7. The method of determining fees for providing railway undertakings with information boards in order to publish additional commercial information of railway undertakings:**

- 1) monthly rate for providing PLK's information board space: **16,23 zł/1 m<sup>2</sup>**;
- 2) monthly rate for providing space for the installation of railway undertaking's information board: **14,02 zł/1 m<sup>2</sup>**.