

**PRICE LIST
OF FEES FOR USING THE 1435 MM TRACK GAUGE RAILWAY INFRASTRUCTURE
MANAGED BY PKP POLSKIE LINIE KOLEJOWE S.A.
EFFECTIVE FROM 15 DECEMBER 2024**

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- 7. Method for defining the fees for providing the carriers with area on the platforms
or access routes to the platforms for publishing trade information of the carriers**

Price list of fees for using the 1435 mm track gauge railway infrastructure effective from 15 December 2024 adopted for use through the Resolution No 1106/2023 of the PKP Polskie Linie Kolejowe S.A. Management Board of 5 December 2023.

Warsaw, 2023

1. Fee for handling the application for the allocation of infrastructure capacity

Fee collected from applicants for handling the application for the allocation of infrastructure capacity: **PLN 100.00**

Fee for handling the application for the allocation of infrastructure capacity is collected from the applicants if the infrastructure capacity was not allocated based on the application, excluding situations where the infrastructure capacity was not allocated for reasons attributable to PKP Polskie Linie Kolejowe S.A.

2. The method for defining the unit price of the basic fee

2.1. Fee components

2.1.1. Portion of the fee depending on the direct costs

2.1.1.1. Portion of the fee depending on the mass of the train and the category of railways

The portion of the fee depending on the mass of the train and the category of railways is defined as the product of the average fee depending on the mass of the train and the category of railways and:

- 1) coefficient W_M differentiating the average rate depending on the total planned gross mass of the train;
- 2) coefficient W_K differentiating the average rate depending on the category of the railways.

The average rate depending on the mass and the category of railways:

$S_{MK} = \text{PLN } 8,01 / \text{pockm.}$

2.1.1.2. Differentiating coefficients

2.1.1.2.1. Differentiating coefficients W_M depending on the total planned gross mass of the train

Gross mass M [t]	Coefficient W_M
$M < 60$	0,3770
$60 \leq M < 120$	0,5059
$120 \leq M < 180$	0,6254
$180 \leq M < 240$	0,7464
$240 \leq M < 300$	0,8473
$300 \leq M < 360$	0,9079
$360 \leq M < 420$	0,9724

Gross mass M [t]	Coefficient W_M
420≤M<480	0,9792
480≤M<540	0,9842
540≤M<600	0,9900
600≤M<660	1,0000
660≤M<720	1,0483
720≤M<780	1,0869
780≤M<840	1,1283
840≤M<900	1,1720
900≤M<960	1,2131
960≤M<1020	1,2548
1020≤M<1080	1,2991
1080≤M<1140	1,3376
1140≤M<1200	1,3890
1200≤M<1260	1,4321
1260≤M<1320	1,4755
1320≤M<1380	1,5229
1380≤M<1440	1,5670
1440≤M<1500	1,6180
1500≤M<1560	1,6648
1560≤M<1620	1,7098
1620≤M<1680	1,7575
1680≤M<1740	1,7948
1740≤M<1800	1,8524
1800≤M<1860	1,8983
1860≤M<1920	1,9441
1920≤M<1980	1,9911
1980≤M<2040	2,0355
2040≤M<2100	2,0851
2100≤M<2160	2,1311
2160≤M<2220	2,1738
2220≤M<2280	2,2176
2280≤M<2340	2,2593

Gross mass M [t]	Coefficient W_M
2340≤ M <2400	2,3086
2400≤ M <2460	2,3495
2460≤ M <2520	2,3955
2520≤ M <2580	2,4295
2580≤ M <2640	2,4714
2640≤ M <2700	2,5164
2700≤ M <2760	2,5520
2760≤ M <2820	2,5937
2820≤ M <2880	2,6266
2880≤ M <2940	2,6683
2940≤ M <3000	2,7060
3000≤ M <3060	2,7357
3060≤ M <3120	2,7742
3120≤ M <3180	2,8080
3180≤ M <3240	2,8402
3240≤ M <3300	2,8749
3300≤ M <3360	2,9030
3360≤ M <3420	2,9291
3420≤ M <3480	2,9592
3480≤ M <3540	2,9867
3540≤ M <3600	3,0147
3600≤ M <3660	3,0403
3660≤ M <3720	3,0675
3720≤ M <3780	3,0836
3780≤ M <3840	3,1076
3840≤ M <3900	3,1284
3900≤ M <3960	3,1479
3960≤ M <4020	3,1669
4020≤ M <4080	3,1821
4080≤ M <4140	3,2003
4140≤ M <4200	3,2162
4200≤ M <4260	3,2242

Gross mass M [t]	Coefficient W_M
$4260 \leq M < 4320$	3,2395
$4320 \leq M < 4380$	3,2466
$4380 \leq M < 4440$	3,2562
$4440 \leq M < 4500$	3,2646
$4500 \leq M < 4560$	3,2717
$4560 \leq M < 4620$	3,2774
$4620 \leq M < 4680$	3,2807
$4680 \leq M < 4740$	3,2847
$4740 \leq M < 4800$	3,2861

2.1.1.2.2. Differentiating coefficients W_K depending on the category of railways

The category of railways for the specific train route is defined as the average category of railway weighed with the length of the sections, defined with a precision to the decimal fraction. The categories of railway sections are defined in the Statement of railways managed by PKP Polskie Linie Kolejowe S.A. with the classification of price list categories applicable from 15 December 2024 published in the 2024/2025 Network Statement.

Average category	Coefficient W_K
1,0	1,1790
1,1	1,1652
1,2	1,1507
1,3	1,1357
1,4	1,1201
1,5	1,1041
1,6	1,0876
1,7	1,0707
1,8	1,0535
1,9	1,0359
2,0	1,0181
2,1	1,0000
2,2	0,9818
2,3	0,9634
2,4	0,9450
2,5	0,9265

Average category	Coefficient W_k
2,6	0,9080
2,7	0,8895
2,8	0,8711
2,9	0,8528
3,0	0,8346
3,1	0,8167
3,2	0,7991
3,3	0,7817
3,4	0,7647
3,5	0,7480
3,6	0,7318
3,7	0,7161
3,8	0,7009
3,9	0,6862
4,0	0,6721

2.1.1.3. Portion of the fee depending on the traction

Portion of the fee depending on the traction for trains and shunting carried out through electrical traction: **PLN 0,29 /km.**

2.2. The method for defining the basic fee

The basic fee is the sum of the following components

- 1) the sum of the products of the train route with the specific gross mass of the train and the portion of the fee depending of the gross mass of the train defined for the section of the route with an unchanged gross mass and the average category of railway sections defined for the entire route of the train defined in accordance with item 2.1.1.1;
- 2) the product of the train route carried out through electrical traction and the portion of the fee depending on the traction for trains carried out through electrical traction defined in item 2.1.1.3.

3. The method for defining the unit price of the shunting fee

The shunting fee is the product of the unit rate of the shunting fee in accordance with the table below and the journey distance in accordance with the Statement of journey distances adopted for calculating the shunting fee constituting appendix 2.8 to the 2024/2025 Network Statement.

No.	Specification	Unit rate of shunting fee [PLN/km of journey]
1	Rail vehicle or a combination of rail vehicles with the use of electrical traction	3,66
2	Rail vehicle or a combination of rail vehicles with the use of other type of traction	3,37

4. The method for defining the reservation fees

4.1. Reservation fee collected from applicants for failure to use the allocated infrastructure capacity

Reservation fee collected from applicants for failure to use the allocated infrastructure capacity, if:

- 1) an applicant who is not a carrier fails to indicate a rail carrier which is to use the allocated infrastructure capacity, or a rail carrier indicated by the applicant does not execute a use agreement with PLK;
 - 2) the applicant who is a carrier does not execute a use agreement with PLK;
- amounts to 100% of the basic fee for the planned journey of the train, however not less than PLN 1 000.

PLK does not collect the reservation fee if the carrier has applied to the President of the Office of Rail Transport for issuing the decision on using the infrastructure capacity and the President of the Office of Rail Transport issued a decision mentioned in Article 30d of the Act.

4.2. Reservation fee for the unused allocated train route

The method of determining reservation fees is presented in subsection 5.6 of the 2024/2025 Network Statement.

5. Method for defining the fee for the stopover of rail vehicles

The fee for the stopover of rail vehicles not shorter than 2 hours shall be defined as the product of the duration of the stopover and the unit price in the amount of:

PLN 1.53/h of stopover.

6. Method for defining the fee for developing a study of the transport schedule

The fee for developing a study of the transport schedule is defined with the application of the hourly rate in the amount of: **PLN 64.28/h**

7. Method for defining the fees for providing the carriers with area on the platforms or access routes to the platforms for publishing trade information of the carriers

The monthly rate amounts to:

- 1) **PLN 16.76/1 m²** – for providing the area of the PLK information mediums;
- 2) **PLN 14.02/1 m²** – for providing the area for installing the carrier's information mediums.