

PRICE LIST

OF FEES FOR USING THE 1435 MM TRACK GAUGE RAILWAY INFRASTRUCTURE MANAGED BY PKP POLSKIE LINIE KOLEJOWE S.A. EFFECTIVE FROM 14 DECEMBER 2025

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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 14 December 2025 adopted for use through the Resolution No 1143/2024 of the PKP Polskie Linie Kolejowe S.A. Management Board of 3 December 2024.

Warsaw, 2024

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 14 December 2025 published in the 2025/2026 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 2025/2026 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

If RU does not use a RRJ-allocated train path in whole or part due to reasons attributable to the RU, the reservation charge for the unused part of the train path shall be:

- 1) if the RU does not submit a notice of cancellation of the train path - 25% of the basic charge for the planned train run;
- 2) if the notice of cancellation is submitted by 12 November 2025, the reservation charge:

- a) for the period from the date the train subject to cancellations scheduled to run until 6 April 2026 will be equivalent to 25% of the basic charge,
 - b) for the period from 7 April 2026 until the end of the RRJ validity period will be equivalent to 5% of the basic charge;
- 3) if the notice of cancellation is submitted by 23 January 2026, the reservation charge:
- a) for the period from the date of submitting the notice of cancellation until 13 June 2026 will be equivalent to 25% of the basic charge,
 - b) for the period from 14 June 2026 until the end of the RRJ validity period will be equivalent to 5% of the basic charge;
- 4) if the notice of cancellation is submitted by 5 May 2026, the reservation charge:
- a) for the period from the date of submitting the notice of cancellation until 6 September 2026 will be equivalent to 25% of the basic charge,
 - b) for the period from 7 September 2026 until the end of the RRJ validity period will be equivalent to 5% of the basic charge;
- 5) if the notice of cancellation is submitted by 28 May 2026, the reservation charge:
- a) for the period from the date of submitting the notice of cancellation until 4 October 2026 will be equivalent to 25% of the basic charge,
 - b) for the period from 5 October 2026 until the end of the RRJ validity period will be equivalent to 5% of the base fee.

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 basic charge for the planned train path if no request to cancel the allocated train path is submitted or it is submitted in less than 12 hours before the scheduled start time of the concerned train;
- 2) 20% of the basic charge for the planned train path if the request to cancel the allocated train path is submitted between 12 and 36 hours before the scheduled start time of the concerned train;
- 3) 15% of the basic charge for the planned train path if the request to cancel the allocated train path is submitted between 36 and 72 hours before the scheduled start time of the concerned train;
- 4) 10% of the basic charge for the planned train path if the request to cancel the allocated train path is submitted between 72 hours and 30 days before the scheduled start time of the concerned train;

- 5) 0% of the basic charge for the planned train path if the request to cancel the allocated train path is submitted more than 30 days before the scheduled start time of the concerned train.

The reservation charges referred to above is 0% of the basic charge for the planned train run when the non-usage of the allocated train path is an effect of a ZRJ path request which concerns a modification in the allocated train path.

If a portion of the allocated capacity is not used because the RU modified the parameters of the allocated train bath by reducing the planned train's weight, a reservation fee shall be collected at 50% of the basic charge reduction resulting from reducing the train's weight.

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.