

Annex no. 4
Price list for 2022/2023 TT

PRICES
CHARGES FOR THE USE OF 1,435 MM WIDE RAILWAY INFRASTRUCTURE
MANAGED BY "EUROTERMINAL SŁAWKÓW" SP. Z O.O.
applicable as of 11 December 2022.

FEES FOR APPLICATION SUPPORT

If the rail carrier is not granted the capacity, "Euroterminal Sławków" sp. z o.o., hereinafter referred to as the ES, will charge applicants a fee for support of application for the allocation of capacity at the rate of PLN 100. The fee shall not be collected if the capacity is not allocated for reasons attributable to ES.

METHOD OF DETERMINATION OF THE UNIT RATE FOR BASE FEE ON THE BASIS OF PARTIAL RATES AND CORRECTION COEFFICIENTS ALONG WITH THE DETERMINATION OF THEIR VALUE

Unit cost of a basic fee shall be determined as the sum of parts of a rate depending on the direct costs and part of the rate associated with a type of operations performed.

The basic fee for services provided under the minimum access to the railway infrastructure shall be determined as the product of mileage and unit rates specified for train ride at a distance of one kilometer.

The value of a factor differentiating the average rate depending on the gross weight of the train in individual ranges of train weights for one secondary category of line (1)

Total weight gross [t]	The factor differentiating av. rate	Total weight gross [t]	The factor differentiating av. rate	Total weight gross [t]	The factor differentiating av. rate
below 101	0,65	1201-1300	1,28	2401-2500	1,94
101-200	0,70	1301-1400	1,33	2501-2600	1,99
201-300	0,75	1401-1500	1,39	2601-2700	2,05
301-400	0,80	1501-1600	1,44	2701-2800	2,10
401-500	0,85	1601-1700	1,50	2801-2900	2,16
501-600	0,90	1701-1800	1,55	2901-3000	2,21
601-700	0,95	1801-1900	1,61	3001-3100	2,27
701-800	1,00	1901-2000	1,66	3101-3200	2,32
801-900	1,06	2001-2100	1,72	3201-3300	2,38
901-1000	1,11	2101-2200	1,77	3301-3400	2,43
1001-1100	1,17	2201-2300	1,83	3401-3500	2,49
1101-1200	1,22	2301-2400	1,88	Above 3501	2,54

Values of partial rates

Unit rates for basic fees for services performed under the minimum access to the railway infrastructure are specified only for one type of trains, because the railway line no. 665 managed by ES supports only freight trains on fuel traction.

The part of rate which depends on direct costs was established as the sum of parts of the rate depending on the weight of the train for one specified as a secondary category railway line and because ES infrastructure is not electrified, one diesel (non-electric) traction for which the value is 0 PLN/trainkilometer.

Part of the rate depending on the weight of the train and railway line categories shall be determined by multiplying the average rate depending on the weight of the train and the category of railway lines and:

- a) the factor differentiating the average rate depending on the total gross weight of the train;
- b) the factor differentiating the average rate depending on the category of railway lines, which for ES is 1 because of the specific one secondary category of the railway line.

The average rate depending on the weight of the train and railway line categories is **79.07 /tkm** for which the average weight of a train is 741,64 t.

The administrator took advantage of his right specified in § 21 para. 19. of the Regulation and withdrew from performing a market analysis in order to determine the scope of application of the values of the component associated with the type of services to be performed, taking the value of that component at 0 PLN/tkm.

The performed calculations allowed to obtain values of unit rates of a basic fee for a minimum access to railway infrastructure (PLN/tkm) for one category of line on the track with 1,435 mm clearance.

Total gross weight [t]	Basic fee rate	Total weight gross weight [t]	Basic fee rate	Total weight gross weight [t]	Basic fee rate
below 101	51,78	1201-1300	100,86	2401-2500	153,16
101-200	55,68	1301-1400	105,22	2501-2600	157,53
201-300	59,58	1401-1500	109,58	2601-2700	161,89
301-400	63,48	1501-1600	113,94	2701-2800	166,24
401-500	67,38	1601-1700	118,30	2801-2900	170,60
501-600	71,28	1701-1800	122,66	2901-3000	174,96
601-700	75,17	1801-1900	127,02	3001-3100	179,32
701-800	79,07	1901-2000	131,37	3101-3200	183,67
801-900	83,43	2001-2100	135,74	3201-3300	188,03
901-1000	87,79	2101-2200	140,09	3301-3400	192,39
1001-1100	92,15	2201-2300	144,44	3401-3500	196,74
1101-1200	96,51	2301-2400	148,81	Above 3501	201,12

METHOD OF DETERMINATION OF THE UNIT RATE FOR SHUNTING CHARGE

The average rate depending on the weight and the category of railway line shall be determined as the quotient of the planned direct costs and planned in-service work.

The value of the average rate depending on weight is: PLN **131.42** /tkm for which the average value of the weight of the stock is 741,64 t.

ES has established one line category - secondary (labeled 1), and the same category is specified for all railway infrastructure shared.

The same, as for the basic fee, equal ranges for gross weights have been established every 100 tonnes, with the first range that is less than 101 tonnes and last one above 3,501 tonnes for one secondary line category.

The values of the factor differentiating average rate depending on the gross weight in the different ranges of weights for one secondary line category have been established in the same way as for a basic fee.

The value of the part of the rate associated with a type of carriage performed is 0 PLN/tkm.

The value of the part of the rate associated with execution of one kind of freight only on one - diesel - traction is 0 PLN/tkm.

The values of the factor differentiating average rate depending on the gross weight in the different ranges of weights for one secondary line category are identical as for a basic fee.

The performed calculations allowed to obtain values of unit rates of a shunting fee for services performed within a minimum access to railway infrastructure, related to shunting performed (PLN/tkm) for one category of line on the track with 1,435 mm clearance.

Total weight gross weight [t]	The rate of shunting charge	Total weight gross weight [t]	The rate of shunting charge	Total weight gross weight [t]	The rate of shunting charge
below 101	86,06	1201-1300	167,64	2401-2500	254,56
101-200	92,54	1301-1400	174,88	2501-2600	261,81
201-300	99,02	1401-1500	182,13	2601-2700	269,05
301-400	105,50	1501-1600	189,37	2701-2800	276,30
401-500	111,98	1601-1700	196,61	2801-2900	283,54
501-600	118,46	1701-1800	203,86	2901-3000	290,78
601-700	124,94	1801-1900	211,10	3001-3100	298,03
701-800	131,42	1901-2000	218,34	3101-3200	305,27
801-900	138,66	2001-2100	225,59	3201-3300	312,51
901-1000	145,91	2101-2200	232,83	3301-3400	319,76
1001-1100	153,15	2201-2300	240,08	3401-3500	327,00
1101-1200	160,39	2301-2400	247,32	Above 3501	334,25

The shunting fee for services provided under the minimum access to the railway infrastructure related to shunting performed shall be determined as the product of shunting stock journey and average

distance indicated in the terms and conditions and unit rate depending on the weight determined for a ride at a distance of one kilometer..

METHOD OF DETERMINING RESERVATION FEES

The reservation fee shall be charged from applicants for non-utilisation of allocated capacity

The reservation fee is collected from applicants for non-utilisation of allocated capacity, if the applicant does not indicate the rail carrier that is to use the allocated capacity, or a railway carrier indicated by the applicant does not conclude a contract to use the capacity with ES in the amount of 100% of the basic fee for the planned ride, not less than PLN 1,000.

The reservation fee for the unused train route

1. If a carrier, for reasons attributable to the carrier, does not use the whole or part of the train route allocated under the annual timetable, ES shall charge a reservation fee for the unused section of the allocated train route in the amount of:
 - 1) 25% of the basic fee for a planned train ride:
 - a. in the absence of a resignation from the assigned route
 - b. for the period from the date of submission of the cancellation to the day preceding the implementation of the changes to the timetable of trains, for which the application deadline has not yet expired;
 - 2) 5% of the basic fee for a planned train ride in the event of resignation from the assigned route for a period from the date of implementation of the changes to the train timetable for which the application deadline has not yet expired, until the end of the period of validity of the annual train timetable.
2. There is no fee for the period in which the train schedule was changed at the request of ES.
3. If the carrier, for reasons attributable to the carrier, does not use the whole or part of the train route allocated in a mode other than adopted for the annual timetable of trains, ES shall charge a reservation fee for the unused section of the allocated train route in the amount of:
 - 1) 25% of the basic fee for a planned train ride in the absence of a resignation from the assigned route or when the resignation is submitted in less than 12 hours before the scheduled launch of the train;
 - 2) 20% of the basic fee for a planned train ride when the resignation from the assigned route is submitted in no less than 12 hours before the scheduled launch of the train and less than 36 hours before the launch of the train;
 - 3) 20% of the basic fee for a planned train ride when the resignation from the assigned route is submitted in no less than 36 hours and less than 72 hours before the launch of the train;
 - 4) 10% of the basic fee for a planned train ride when the resignation from the assigned route is submitted in no less than 72 hours before the scheduled launch of the train and no longer than 30 days before the launch of the train;
4. Reservation fees shall not be collected if the failure to use the train route follows the request to allocate a train route concerning modification of the allocated train route submitted as part of the changes to the train timetable.
5. In the event of failure to use part of the allocated capacity as a result of reduction of the expected weight train by the carrier, the administrator shall charge a reservation fee amounting to 50% of the basic fee.

METHOD TO DETERMINE FEES FOR PARKING OF RAIL VEHICLES

The maximum stopover time of railway vehicles within the minimum access to the railway infrastructure for which there is no charge for the allocated capacity for parking needs of railway vehicles is 2 hours prior to scheduled departure of train and 2 hours after the arrival of the train. The free of charge time (normative) is the time necessary to perform the operational activities.

The fee for parking of rail vehicles on RS tracks that lasts over 2 hours is determined as the product of the duration of the stopover and the unit rate of **PLN 14.28 per railway vehicle**.

The fee shall be charged for each exceeded parking time (from 2hrs on) also on the tracks that do not belong to service infrastructure object.

Excessive parking of rail vehicles is calculated according to the following periods of time:

- I. parking for up two hours - free of charge parking time,
- II. above the second hour until the fifth hour - charge is PLN 14.28/railway vehicle.
- III. above five hours until the tenth hour - charged twice the rate for vehicles parking, i.e. 28.56/railway vehicle,
- IV. above tenth hours - PLN 14.28 for every hour/railway vehicle.

A railway vehicle should be understood as a vehicle with up to 4 axles, the fee for a vehicle with more than 4 axles will be calculated as a fee for two vehicles.

Fees for rail vehicles parking shall not be charged when the stop is due for reasons attributable to the administrator.

FEES FOR SERVICES THAT CAN BE PROVIDED TO RAILWAY CARRIERS

ES provides auxiliary services for railway carriers for which it charges a fee according to the following rates:

No.	Name of the service	Unit rates
1	Shunting locomotive work with personnel	PLN 695.00 per hour.
2	Other services provided to support devices – wagon scales	PLN 38.00/railway vehicle
3	Services provided on the basis of agreements tailored to individual needs of the rail carrier concerning the transfer of information and train observation with a shipment containing dangerous goods	PLN 68.00 per hour.
4	Services provided on the basis of agreements tailored to individual needs of the rail carrier concerning supervision of extraordinary shipments	PLN 63.00 /h.
5	Provision of supplementary information	PLN 63.00 /h.