

Annex no. 4
Price list for 2025/2026 TT

PRICES
CHARGES FOR THE USE OF 1,435 MM WIDE RAILWAY INFRASTRUCTURE
MANAGED BY "EUROTERMINAL SŁAWKÓW" SP. Z O.O.
applicable as of 14 December 2025.

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 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. In case of non-use by the carrier, for reasons attributable to the carrier, of all or part of the allocated train route, the reservation fee for the unused section of the allocated train route is:
 - 1) 100% of the basic fee for a planned train ride, if the cancellation of the assigned route has not been submitted;
 - 2) 25% of the basic fee for a planned train ride in case of cancellation of an assigned route less than 12 hours before the scheduled start of the train;
 - 3) 20% of the basic fee for a planned train ride in case of cancellation of an assigned route not less than 12 hours and less than 36 hours before the scheduled start of the train;
 - 4) 15% of the basic fee for a planned train ride in case of cancellation of an assigned route not less than 36 hours and less than 72 hours before the scheduled start of the train;
 - 5) 10% of the basic fee for a planned train ride in case of cancellation of an assigned route not less than 72 hours and not more than 30 days before the scheduled start of the train;
 - 6) 0% of the basic fee for a planned train ride in case of cancellation of an assigned route more than 30 days before the scheduled start of the train.

The reservation fee referred to in point 1 shall be calculated in the manner available in point 1 from 1 December 2025.

2. Repealed
3. Repealed
4. The reservation fee referred to in item 1 is 0 % of the basic fee for a planned train ride in case the unused train route is a consequence of a request for allocation of a train route concerning modification of the allocated train route submitted within the framework of a change in the train schedule.
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.

SPECIAL OFFER

METHOD TO DETERMINE FEES FOR PARKING OF RAIL VEHICLES

The maximum stabling time for rail vehicles within the framework of minimum access to railway infrastructure, for which no capacity allocation charges are levied, is 6 hours prior to the scheduled train departure. This charge-free period (normative time) is the time required to perform operational activities.

The charge for stabling rail vehicles on ES tracks for over 6 hours is determined as the product of the stabling duration and a unit rate of PLN 10.00 per rail vehicle. If the trainset is not collected from the

station within 6 hours, the carrier shall incur stabling costs for each vehicle and for every hour of stabling from the time the trainset was declared ready.

Charges shall be applied for every instance of exceeding the stabling limit (from the 6th hour onwards), including on tracks not belonging to a service facility.

Excess stabling of rail vehicles is calculated according to the following time intervals:

I. Stabling up to six hours – free of stabling charges;

II. Stabling exceeding six hours – charged per hour, noting that only the first two hours are free of charge (time is calculated from the first hour of stabling);

Stabling charge = (time calculated from the first hour of stabling – 2 hours) x rate of PLN 10.00 net/hour x number of rail vehicles.

A rail vehicle is defined as a vehicle with up to 4 axles; the charge for a vehicle with more than 4 axles will be calculated as the charge for two vehicles.

Stabling charges shall not be levied if the stabling results from reasons attributable to the infrastructure manager.

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 125.00/per every 15 minutes commenced
2	Other services provided to support devices – wagon scales	PLN 45.00/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 82.00 per hour.
4	Services provided on the basis of agreements tailored to individual needs of the rail carrier concerning supervision of extraordinary shipments	PLN 75.00 /h.
5	Provision of supplementary information	PLN 75.00 /h.

Fees for standstill and for the work of the aircraft locomotive and information staff during the period of validity of the 2025/2026 annual train timetable, i.e. from 14 December 2025 to 12 December 2026, as well as in the period from 13 December 2026 to 31 December 2026.

Other services: SUPPORT SERVICE

Operational coordination service for the Sławków Euroterminal station valid from 11 May to 12 December 2026.

1. Due to the limited capacity and technical and operational conditions of the **Sławków Euroterminal station**, the infrastructure manager offers railway carriers a support service consisting in the operational coordination of transport on the Szczakowa Jaworzno/Sosnowiec Maczki – Sławków Euroterminal route.
2. The service is ancillary to access to infrastructure.
3. The operational coordination service includes in particular:
 - 1) planning and coordinating the use of the operational capacity of the Sławków Euroterminal station,
 - 2) organization of train traffic services within the station,
 - 3) ensuring the continuity of operational operations,
 - 4) coordination of cooperation with entities carrying out traction activities,
 - 5) optimizing the use of station infrastructure.
4. The Administrator is entitled to provide the support service using third parties.
5. Use of this service is voluntary. The carrier is authorized to independently perform the transportation in accordance with the requirements of these Network Regulations.
6. The fee for the support service includes the fee for access to the service infrastructure facility and the basic fee

Table of fees

Compartments according to the gross train	Service fee
up to 1000 tons	8,400.00 PLN
1,001 tons to 2,000 tons	8,600.00 PLN
2,001 tons to 3,000 tons	9,200.00 PLN
3,001 tons	15,200.00 PLN

7. The support service will be provided on the basis of the service order received, sent electronically to the following address: dyspozytor@euterminal.pl the content of which is appended as Appendix to the Regulations.