

*Annex do the Resolution No. 8/2020  
Of the Management Board of CARGOTOR sp. z o. o.  
of April 8, 2020*

**Regulations of  
CARGOTOR Sp. z o.o.  
network  
Timetable 2020/2021  
("Regulations")**

**Warsaw, 2020**

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**1. Address and telephone number details of the manager, including: mailing address, telephone and fax number and address of electronic mail**

**1.1. The Manager within the meaning of this Regulations is:**

CARGOTOR Limited Liability Company

**1.2. Company's headquarters:**

Warsaw

**1.3. Mailing address:**

CARGOTOR Sp. z o.o.

ul. Lubelska 13

03-802 Warszawa

**1.4. Details on economic activity:**

Number of National Court Register (KRS): **0000484401**

Tax Identification Number (NIP): **7010403200**

REGON number : **146968850**

Share capital: **20 181 000.00 zł paid in full**

Safety authorisation **identification number PL2120150005**

**1.5. Contact:**

**Office**

Telephone: 502 345 534

Tel./Fax: (22) 290 55 65

e-mail: [sekretariat@CARGOTOR.com](mailto:sekretariat@CARGOTOR.com)

**Sales Department**

Director of the Department: 786 851 057

Office Employees: 512 161 047, 798 798 931

e-mail: [sprzedaz@CARGOTOR.com](mailto:sprzedaz@CARGOTOR.com)

**Railway Traffic Department**

Director of the Department: 600 084 215

Head of the Department: 663 293 184

21-540 Małaszewicze Duże, ul. Parkowa 1

e-mail: [ruchkolejowy@CARGOTOR.com](mailto:ruchkolejowy@CARGOTOR.com)

**Infrastructure Maintenance Department**

Director of the Department: 798 798 930

Office Employees: 798 798 954

e-mail: [infrastruktura@CARGOTOR.com](mailto:infrastruktura@CARGOTOR.com)

**Safety Management Office**

Director of the Department : 502 345 496

e-mail: [bezpieczenstwo@CARGOTOR.com](mailto:bezpieczenstwo@CARGOTOR.com)

**2. Information regarding the way of obtaining a licence referred to in art. 43 of the Act, and safety certificate referred to in art. 18B of the Act, or indication of a website offering this information free of charge in an electronic form**

CARGOTOR Sp. z o.o. as manager is not obliged to obtain a licence referred to in art. 43 of the Act dated 28 March 2003 on Railway transport (Journal of Laws of 2016, item 1727 as amended) (Hereinafter referred to as the “Act”) nor the security certificate referred to in Art. 18b of the Act.

The way how to obtain the above documents is defined on the website

<https://bip.utk.gov.pl/bip/licencjonowanie/199,Tryb-udzielania-licencji-przewoznika-kolejowego.html> and respectively <https://www.utk.gov.pl/pl/bezpieczenstwo-systemy/zarzadzanie-bezpieczen/najcze/11960,Najczesciej-zadawane-pytania.print>

**3. List of railway lines made available to applicants along with their characteristics including:****3.1. permissible technical speed****3.2. permissible loads and classes of railway line sections****3.3. assignment to individual sections of railway line of particular categories**

List of railway lines made available to applicants along with their characteristics is included in the Attachment no. 1 and 1a to the Regulations.

**4. List of dispatch points, their location in relation to railway lines and their characteristics, in particular the length of active platform and loading edges, their height and parameters of access tracks.**

List of dispatch points, their location in relation to railway lines and their characteristics is included in the **Attachment no. 2b** to the Regulations.

**5. List of points adjacent to railway infrastructure of other managers excluding dormant infrastructure.**

List of points adjacent to railway infrastructure of other managers excluding dormant infrastructure is included in the **Attachment no. 3** to the Regulations.

**6. Address of website with the register of infrastructure referred to in art. 25g of the Act.**

<https://rinf.utk.gov.pl/Account/Login?ReturnUrl=%2F>

**7. Restrictions in using railway infrastructure including those associated with the performance of tasks of the manager referred to in art. 5 para. 1 point 4 of the Act, and list of railway lines referred to in art. 29b of the Act.**

**7.1.** The following may occur in the process of utilizing railway infrastructure:

- 7.1.1.** Sudden traffic restrictions affecting the scheduled implementation of transports due to damages to technical components of railway infrastructure;
- 7.1.2.** Situations, about occurrence of which the manager was warned but he could not prevent it, e.g. strike, passage blockage, demonstrations etc.;
- 7.1.3.** Preventing or stopping the passage of a railway operator's train due to vehicle's or its employees failure to meet the requirements specified in the agreement for utilization of traffic capacity, the Act and regulations issued on its basis as well as requirements determined by the manager in its internal regulations;
- 7.1.4.** Traffic restrictions affecting the scheduled transport occurred as a result of "emergency situations", including those arising from a sudden atmospheric changes and others, about which the manager was not pre-warned;
- 7.1.5.** Traffic restrictions, in the event of a threat to traffic safety or security of transport and associated with security and defence of the state;
- 7.1.6.** Traffic restrictions resulting from the repairs, construction or modernization of infrastructure managed by the manager lasting no longer than 30 calendar days.

**7.2.** The manager immediately notifies about the occurrence of the restrictions referred to above:

- 7.2.1.** The applicant with whom an agreement for the allocation of traffic capacity is concluded, 6
- 7.2.2.** The railway operator with whom the agreement is concluded for the utilization of traffic capacity in terms of railway infrastructure, which was affected by the restriction in the utilization referred to above.

**7.3.** The manager informs all entities indicated in sub-points 7.2.1. and 7.2.2. above about the necessity of introducing long-term traffic restrictions lasting for more than 30 calendar days, unscheduled in the timetable of trains, including in particular those resulting from the sudden need to perform works on the railway infrastructure. The manager informs about the scheduled long-term traffic restrictions lasting for more than 30 calendar days, as far as possible with one month's notice prior to introduction of the restriction.

**7.4.** It is allowed to make notifications referred to above using the electronic mail, to e-mail addresses indicated for notifications in the agreement for the allocation of traffic capacity or agreement for the utilization of traffic capacity.

**7.5.** All restrictions imposed on an access to railway infrastructure resulting from technical conditions or renovation works are also provided on the website of CARGOTOR Sp. z o.o. in "restrictions imposed on use of infrastructure" tab.

The manager has not classified railway lines as privileged which is referred to in art. 29b of the Act.

## **8. Specific technical and organizational requirements for the use of railway infrastructure provided by the manager**

Information specific to technical parameters and local restrictions caused by them are included in the technical regulations of stations within Małaszewicze transshipment area are available at the Railway Traffic Department.

Regulations for service infrastructure objects (dispatch points) are available at the headquarters of CARGOTOR Sp. z o.o. at the Plenipotentiary for the Safety Management System and on the website.

## **9. Detailed specification of services rendered as part of sharing railway infrastructure and conditions of their provision.**

**9.1.** Specification of services provided as part of a minimum access to railway infrastructure:

- 9.1.1.** Examining the request to allocate traffic capacity of railway infrastructure;
- 9.1.2.** Right to use the allocated railway infrastructure, including turnouts and railway junctions within the traffic capacity allocated;
- 9.1.3.** Railway traffic control within allocated traffic capacity and providing information on traffic of trains;
- 9.1.4.** Sharing information required for implementation of transports for which traffic capacity of railway infrastructure has been allocated;
- 9.1.5.** Making traction network facilities available, if they are available.

**9.2.** The condition for making the railway infrastructure available as part of the minimum access is the conclusion of an agreement for the utilization of traffic capacity by a railway operator with the manager.

**9.3.** Within the structure of CARGOTOR Sp. z o.o. operates the Coordination Center, whose task is to coordinate train and shunting movements based on the Regulations of the Coordination Center constituting Appendix No. 12

## **10. Requirements and conditions specific to rolling stock, personnel and organization of train movement**

### **10.1. Requirements for rolling stock and staff**

- 10.1.1.** Employees of railway operators participating in the process of utilising the railway infrastructure should get familiar beforehand with the internal instructions of the manager and strictly follow them.

- 10.1.2.** List of internal instructions of the manager, regulating the operation of trains and shunting operations on the managed infrastructure:
- 10.1.2.1.** Instructions on operation of trains, handling of technical traffic posts and shunting technique - TR-01 (R-1);
  - 10.1.2.2.** Instructions on dealing with serious accidents and incidents on infrastructure managed by CARGOTOR Sp. z o.o. - TR-02;
  - 10.1.2.3.** Instruction on train radio, shunting and road radio -communication - TR-04;
  - 10.1.2.4.** Instructions on signalling - TR-05;
  - 10.1.2.5.** Instructions on dealing with transport of extraordinary shipments and dangerous goods - TR-07.
  - 10.1.2.6.** Instructions on post-events measures – TU-07.
- 10.1.3.** Employees of rail operators participating in the process of using railway infrastructure employed on positions directly related to the operation and safety of railway traffic must be familiar with technical regulations of traffic posts and regulations of infrastructure objects (cargo terminals) to the extent necessary for safe execution of railway transport processes.
- 10.1.4.** CARGOTOR Sp. z o.o. participates in trainings of operator's employees directly related to the operation of train, referred to in clause 10.1.3. of the Regulations, aimed at familiarizing them with local conditions and Technical Regulations of traffic posts in force at CARGOTOR Sp. z o.o. The railway operator is obliged to report the need for training at least 72 hours prior to scheduled passage carried out by the above-mentioned employees.
- 10.1.5.** A railway operator, prior to start of transports, should request in writing CARGOTOR Sp. z o.o. to provide him with appropriate extracts from instructions and regulations, which the manager undertakes to immediately provide to railway operator in an electronic form.
- 10.1.6.** Employees of railway operators performing activities directly related to rail traffic operations and safety; and drivers of certain types of railway vehicles must meet the conditions set out in the Act and the relevant implementing acts issued hereupon, including train drivers regarding work and rest time as well as knowledge of railway line sections;
- 10.1.7.** Requirements specific to rolling stock and railway vehicles:
- 10.1.7.1.** Railway vehicles used by railway operators must meet the technical conditions set out in the provisions of law, including conditions specified - depending on the intended use of a vehicle - in RIC, RIV, SMGS, PPW and RID and RIP regulations respectively;
  - 10.1.7.2.** Railway vehicles should have all equipment in good working order, including those subject to technical examinations required to obtain a



permission to operate the type of railway vehicle based on the provisions of law. Each railway vehicle should have a return to operation or rail vehicle worthiness certificate within the meaning of the provisions of law;

**10.1.7.3.** All types of railway vehicles operated by the railway operator must have a type-approval certificate or authorization for placing in service issued on the basis of the provisions of law;

**10.1.7.4.** Trains moving on lines covered by these Regulations should be fitted with a functional combined brake. Railway operators failing to meet this condition may apply for a movement along the line on special terms, set out individually by the manager.

**10.1.8.** Requirements in the field of automation and telecommunications:

**10.1.8.1.** Locomotives must be fitted with radio communication devices incorporated into the "Radio Stop" system of remote stoppage of train;

**10.1.8.2.** Other traction vehicles (including unassisted track machines) must be fitted with radio-telephone devices, enabling communication with a station master;

**10.1.8.3.** Radio-telephone devices must comply with the provisions of law;

**10.1.8.4.** Wheel sets of rolling stock must provide electrical shorting of track rails - the resistance of a wheel set must not exceed 50 m $\Omega$ ;

**10.1.8.5.** Elements of tests qualifying the vehicle and enabling the issuance of a permission to operate the type of vehicle include compatibility testing, covering:

**10.1.8.5.1.** Possibility of work with devices of systemic control of tracks and turnouts occupancy used on the manager's network;

**10.1.8.5.2.** Electromagnetic compatibility; tests for the compliance of electromagnetic compatibility must confirm that any railway vehicle does not generate interference preventing the correct operation of railway traffic control equipment (SRK) and radio communication devices (also on the railway vehicle).

**10.1.9.** Requirements specific to radio-telephone networks:

**10.1.9.1.** All radio-telephone devices in order to operate as part of train radio communication or shunting network must meet the following requirements:

**10.1.9.1.1.** Have a valid document or a sign confirming the device's compliance with the provisions of law;

**10.1.9.1.2.** Have a valid permission to operate the type of vehicle issued by the president of UTK (possibly the chief railway inspector);

**10.1.9.1.3.** Have a valid radio license (homologation) issued by the competent authority;

**10.1.9.1.4.** Have a valid permission to use the radio communications issued by PKP Polskie Linie Kolejowe S.A. ;

**10.1.9.1.5.** Work with devices used in the manager's radio-telephone

networks;

**10.1.9.1.6.** Not interfering the operation of radio-telephone networks operated within the railway operator's area,

**10.1.9.2.** Devices operating in the train radio-telephone and shunting network, cannot be made available for use by other users who are not authorised to work within these networks;

**10.1.9.3.** The railway operator is responsible for the efficiency and the manner of using radio-telephone devices working in radio communication networks used within the railway operator's area.

**10.1.10.** Requirements specific to special rolling stock:

The manner of marking of special rolling stock should comply with the provisions of law.

**10.1.11.** Requirements specific to environmental protection:

Pursuant to the provisions of law, due to implementation of transports by railway operator, it is forbidden to emit dangerous substances to water, soil or air which could result in exceeding environmental quality standards.

**10.1.12.** Requirements specific to organization of transport:

**10.1.12.1.** The railway operator in order to utilize the traffic capacity provided within the framework of an agreement for its utilization for the sake of transport, which ends within sidings served from the manager's track system, is obliged to present a certified copy of the siding user's consent to accept the train of the applicant or the agreement expressing such consent or authentication obtained from the user on the copy of the request for an access;

**10.1.12.2.** As part of the route coordination process, requirements for transport organization may be formulated by the manager aimed at optimizing the traffic capacity of railway infrastructure (e.g. duration of the siding service, number of sidings served during the train passage);

**10.1.12.3.** While formulating the requirements for organization of carriages referred above, the manager will be guided by the principle of equal treatment of railway operators and take into account the interests of those who intend to use railway lines and access tracks.

**10.1.13.** Other requirements resulting from the specifics of routes granted by the manager:

**10.1.13.1.** The Manager, as far as the possessed technical and operational capabilities allow, with the application of rules and conditions set out in the provisions law, ensures the implementation of transport of any consignment of a rail operator including extraordinary consignments;

**10.1.13.2.** The railway operator notifies about the intention of transporting an

extraordinary consignment (within the meaning of the instruction TR-07) to the Manager, at least 20 days before its scheduled transport;

**10.1.13.3.** The railway operator in his notification about the intention of transporting an extraordinary consignment specifies the data necessary to organize the transport (in an unambiguous manner characterizing its type, technical parameters - weight and dimensions of cargo or consignment, transport itinerary, date in which it is to be transported), other specific requirements, appropriate technical documentation of the consignment along with a drawing characterizing in detail this consignment;

**10.1.13.4.** The manager notifies the railway operator before the scheduled start of transport of the acceptance of request for execution and informs the railway operator about the set time and manner of carrying out the movement of extraordinary consignment;

**10.1.13.5.** The manager may refuse to provide routes for transport of extraordinary consignment in case the technical and operational capabilities of the line do not allow its displacement or in the event of a high risk arising from this transport and railway operator failing to specify all parameters of the consignment;

**10.1.13.6.** Transport of a dangerous consignment may be carried out on terms and conditions set out in the regulations for the international carriage of dangerous goods by rail (RID) or the attachment no. 2 to SMGS, Instruction for handling extraordinary consignments and dangerous goods - TR-07 and in applicable railway operator's internal regulations. In the case of consignment including the high risk dangerous goods (TWR), transport may take place after prior notification by the railway operator to the Manager about the intention to transport it. Railway operator's employees carrying out the transportation of extraordinary or dangerous consignments are obliged to know and strictly follow the provisions of the "instruction on dealing with transport of dangerous goods and extraordinary consignments by rail - TR-07";

**10.1.14.** Authorized employees of the manager have the right to perform the check of correctness of performing activities arising from the concluded agreement for utilization of traffic capacity, and in particular, control of technical condition of railway operator's rolling stock, traffic permits, accessories and psychophysical condition of the railway operator's employees. If any irregularities are found, the authorized manager's staff may demand the suspension of railway traffic.

## **10.2. Information which the operator is obliged to pass to the manager before, during and after completing the passage of the train**

**10.2.1.** Information which the operator is obliged to pass to the manager before beginning the passage of a train

**10.2.1.1.** Arising from applicable laws and technical regulations of traffic posts;

- 10.2.1.2. Arising from the traffic capacity utilization agreement,
        - 10.2.1.3. Arising from the Regulations.
      - 10.2.2. Information which the operator is obliged to pass to the manager during the passage of a train:
        - 10.2.2.1. Arising from the provisions of law and business instructions,
        - 10.2.2.2. Arising from the traffic capacity utilization agreement,
        - 10.2.2.3. Arising from the Regulations.
      - 10.2.3. Information which the operator is obliged to pass to the manager after completing the passage of a train:
        - 10.2.3.1. Arising from the provisions of law and arising from this Regulation, in particular documents related to the settlement of services,
        - 10.2.3.2. Arising from the traffic capacity utilization agreement.
      - 10.2.4. The Manager has the right to request other information from the operator, if this is relevant to the proper use of the infrastructure or settlement of the Manager's remuneration, i.e.:
        - 10.2.4.1. List of railway vehicles in the train composition R-7,
        - 10.2.4.2. Order for performing shunting operations R-10
        - 10.2.4.3. Marshalling card R-II
        - 10.2.4.4. Transfer note for wagons transferred to the siding R-25,
        - 10.2.4.5. Notification about wagons ready to be taken R-27and equivalents used by carriers.
      - 10.2.5. A railway operator is obliged after accepting the train or before its start to provide the list of railway vehicles in the train set within the meaning of the Regulation of the Minister of Transport of November 2, 2006 on documents that should be held by the railway vehicle.
- 10.3. **Method of transportation of loose materials to prevent dusting**
  - 10.3.1. For the transportation of loose materials the appropriate type of cars (series) may be used, in accordance with their intended use, with sealed boxes that prevent the material from spilling onto the tracks.<sup>12</sup>
  - 10.3.2. In the event of transportation of loose materials in open cars, cargo in addition to uniform distribution of the consignment within the cargo area, must not protrude above the side of car.
  - 10.3.3. In order to secure the transportation of dusting materials, loading surfaces should be covered with (wetted) aqueous colloidal solutions of film-forming substances or secure the cargo with wagon tires. The railway operator is responsible for securing the cargo.

## **11. Internal regulations of the manager applicable to an applicant and an operator in the course of preparation and validity of the train timetable;**

- 11.1. Currently, the Manager does not have internal regulations that would apply to applicants in the course of preparation and validity of the train timetable, apart from these Regulations and documents explicitly indicated therein.

**11.2.** Internal regulations applicable to the railway operator in the course of preparation and validity of the timetable include these Regulations and Instructions listed in clause 10.1.2. of the Regulation.

**12. Procedure for submitting and processing requests referred to in § 4 para. 2-4 of the Regulations, including treatment of freight transport, international transport and requests to allocate a train route within the framework of individual timetable of the train**

**12.1. Templates of requests indicating the information, provision of which is mandatory**

**12.1.1.** Template of the Path request is attached as Attachment no. 4 to the Regulations

**12.1.2.** Template of the Capacity request for implementation of a standstill of railway vehicles is attached as Attachment no. 5 to the Regulations.

**12.1.3.** The manager does not allocate any traffic capacity to perform shunting operations due to inability to perform shunting operations on railway lines managed by CARGOTOR Sp. o.o. for technical reasons. The Manager allocates the traffic capacity to perform shunting operations only on track no. 14, no. 102a, no. 116, no. 136 and no. 138 within Małaszewicze transshipment area. The characteristic of these tracks is attached as Attachment no. 11 to the Regulations. Template of a **Capacity request for performing shunting operation** is attached as Attachment no. 4 to the Regulations.

**12.2. Information, whether in relation to requests referred to in art. 30 para. 10 of the Act, the manager elaborates a simplified timetable of the train**

**12.2.1.** If the applicant submits a Path request later than 5 days before the scheduled start of train, the manager elaborates the simplified timetable of the train specifying the time of departure of train from the station and the time of passage of train, not including the time of a standstill resulting from movement of other trains.

**12.2.2.** The procedure for submitting requests for simplified timetable of trains for railway lines not adjacent (single-network routes) to railway infrastructure managed by other managers

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**12.2.2.1.** The applicant is entitled to submit a Path request for a period shorter than the validity of annual train timetable and individual timetable. Such request is submitted in an electronic form (e-mail);

**12.2.2.2.** Such a request should be sent directly to the Railway Traffic Department;

**12.2.2.3.** The template of such a request is included as attachment no. 4 to these Regulations;

**12.2.2.4.** The request referred to above should include following information:

- a) Itinerary and train/railway vehicle route,
- b) type of transports performed,
- c) type and series of traction vehicle or technical data along with traction characteristics of traction vehicle,

- d) maximum train speed,
- e) gross weight of a train/railway vehicles, whereas it is not necessary to submit a request for modifying the allocated train route (revision) if the weight is reduced
- f) length of train/railway vehicles, whereas it is not necessary to submit a request for modifying the allocated train route (revision) if the length is reduced
- g) duration of running from - to,
- h) operates on: week days
- i) time of standstill at the siding/station,
- j) requested time of departure,
- k) number of cars,
- l) agreed siding operation plan /hours/.

- 12.2.2.5.** The Manager considers requests submitted within deadline indicated in these Regulations, containing information referred to in point 12.2.2.4. above;
- 12.2.2.6.** The date of submission of request sent by e-mail is the date of receipt of request by the employee of the Manager receiving the request (date of e-mail receipt);
- 12.2.2.7.** The Manager acknowledges in electronic form the receipt of request;
- 12.2.2.8.** Requests failing to meet the requirements set out in the Regulations are left by the Manager without recognition, who notifies the applicant about that. Due to the deadline for examination of request, the procedure for completing the request is not provided for;
- 12.2.2.9.** The request will be examined within 2 hours from its receipt by the railway traffic department (e-mail receipt);
- 12.2.2.10.** As a result of examination of the request, the manager drafts a proposal for a simplified train timetable and provides the applicant with the proposal of train departure time from the starting station and the route and provides the applicant in an electronic form (e-mail) for its acceptance or refuses to draft a simplified timetable, about which<sup>14</sup> the applicant is immediately notified in an electronic form (e-mail);
- 12.2.2.11.** If the simplified timetable fully covers the request of the applicant, the applicant is deemed to have accepted the simplified timetable presented to the applicant by the manager. If the simplified timetable introduces any changes in relation to the applicant's request, the applicant may refuse its acceptance in an electronic form within 30 minutes of receiving the simplified timetable. In the event of failure to submit a statement on refusal to accept a simplified timetable, the applicant is deemed to have accepted the simplified timetable proposed by the Manager without any reservations;
- 12.2.2.12.** CARGOTOR Sp. z o.o. is entitled to request, and the applicant is obliged to provide any other information or documents necessary to examine the above request;
- 12.2.2.13.** The request will be examined taking into account the scheduled

date of passage and the order in which requests have been submitted;

**12.2.2.14.** Due to the deadline for examination of requests to allocate routes within the scope of simplified timetable, CARGOTOR Sp. z o.o. does not provide for the possibility of any revisions of simplified timetables.

**12.2.3.** The procedure for submitting requests for simplified train timetable for railway lines adjacent (multi-network routes) to railway infrastructure managed by other managers (lines 450, 865, 866, 867, 906) is set out in point 12.9. of the Regulations.

**12.3. Procedures according to which applicants may submit requests, including information on the subject of financial guarantees referred to in art. 29d para. 3 of the Act, and the method of sharing information about the database of traction vehicles for which the manager has traction characteristics**

**12.3.1.** Procedure according to which applicants can submit requests:

**12.3.1.1.** Requests referred to in point 12.1. above may be submitted only by the applicant who entered into an agreement for the allocation of traffic capacity with the manager;

**12.3.1.2.** The applicant applies in writing (also e-mail: [sprzedaz@cargotor.com](mailto:sprzedaz@cargotor.com)) to the Sales Office of CARGOTOR Sp. z o.o. for the conclusion of contract of capacity allocation;

**12.3.1.3.** The applicant submits requests referred to in point 12.1. above in electronic form to [ruchkolejowy@cargotor.com](mailto:ruchkolejowy@cargotor.com);

**12.3.1.4.** The Path request is examined within deadlines indicated in these Regulations, depending on the timetable that applies. The procedure for examining requests within the scope of individual timetables has been described in later part of the Regulations. Further provisions of point 12.3. of the Regulations apply only to the Capacity request for performing shunting operations and Capacity requests for a standstill of railway vehicles, with the exception of points 12.3.1.7; 12.3.1.8 and 12.3.1.14., which apply to all Capacity requests;

**12.3.1.5.** Capacity request for performing shunting operation is examined within 1 hour from the time of reception by the Railway Traffic Department (reception of e-mail);

**12.3.1.6.** Capacity request for a standstill of railway vehicles is examined within 1 hour from the time of reception by the Railway Traffic Department (reception of e-mail);

**12.3.1.7.** The applicant is not allowed to submit a Capacity request for different types of traffic capacity if they are not related to successive operations performed with a trainset;

**12.3.1.8.** In emergency cases, when due to operating conditions, that have not been possible to predict earlier, the need to perform particular shunting operation or a standstill, Capacity requests in the field of request for shunting operation or a standstill may be submitted by radio-telephone to

the Railway Traffic Department; Requests submitted in this mode should include all data indicated in the Attachment no. 4 or respectively in the Attachment no. 5 to the Regulations for a specific type of traffic capacity. The Manager examines the request provided the request was submitted in an electronic form or documents specified by the Manager were presented within deadline indicated by the Manager. The applications are reported directly to the station master by an employee of the railway operator. Such notification is made by the radio-telephone and contains all information indicated in Attachment no. 5 to the Regulations.

- 12.3.1.9.** The **Capacity request for performing shunting operations** includes the following information:
- purpose of shunting operation,
  - location of shunting operation,
  - type of shunting vehicles,
  - gross weight of train/railway vehicles,
  - date of shunting operations,
  - number of cars;
- 12.3.1.10.** The request for the allocation of traffic capacity for a standstill of railway vehicles includes the following information:
- location of the trainset,
  - maximum length of the trainset,
  - time of standstill of the trainset (date and time);
- 12.3.1.11.** The Capacity request for performing shunting operation and Capacity request for the purpose of standstill of a trainset will be examined, provided they were submitted at least one hour before the scheduled date of allocation of traffic capacity,
- 12.3.1.12.** The date of submission of request sent by e-mail is the date of receipt of request by an employee of the Manager receiving the request (date of e-mail receipt);
- 12.3.1.13.** The Manager acknowledges in an electronic form the receipt of request;
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- 12.3.1.14.** Requests failing to meet the requirements specified in § 6 para. 1 point 1 and 2 of the Regulation of the Minister of Infrastructure and Construction of April 7, 2017, Journal of Laws. 2017.755 of 10 April 2017 (the "**Regulation**") are returned to the applicant by the manager along with an indication of the reason. In case of requests failing to meet the requirements specified in § 6 para. 1 point 3 of the Regulations or with other deficiencies in relation to the requirements of the provisions of law or the Regulations, the manager requests the applicant to complete the requests within 5 working days;
- 12.3.1.15.** CARGOTOR Sp. z o.o. notifies the applicant about accepting or rejecting the request in an electronic form (e-mail);
- 12.3.1.16.** The Manager may examine the request subject to a condition of amending the request by the applicant, which will make it possible to



examine it;

**12.3.1.17.** CARGOTOR Sp. z o.o. is entitled to request, and the applicant is obliged to provide any other information or documents necessary to examine the above request. If the applicant fails to submit them within deadline set by the Manager - CARGOTOR Sp. z o.o. may not accept the request, about which the applicant is immediately informed;

**12.3.1.18.** The request will be examined taking into account the expected deadline for the allocation of traffic capacity and the order in which requests have been submitted;

**12.3.1.19.** Due to the deadline for examining requests specific to allocation of traffic capacity to perform shunting operations and for the purpose of a standstill of railway vehicles, CARGOTOR Sp. z o.o. does not provide for the possibility of revising the allocated traffic capacity in this respect.

**12.3.2.** Information on financial guarantees referred to in art. 29d para. 3 of the Act

The agreement for the allocation of traffic capacity may contain requirements concerning the applicant's submission of a Financial Guarantee to secure the payment.

**12.3.3.** The Manager does not have any traction vehicles.

#### **12.4. Requirements specific to applicants**

**12.4.1.** In order to utilize the traffic capacity for transport, which ends within the area of sidings or service facilities serviced from the manager's track system, the applicant is obliged to present a certified copy of the consent of siding's user or the operator of service infrastructure facility to accept the applicant's train, or an agreement with such consent, the confirmation obtained from the siding's user or respectively the operator of service infrastructure facility on the copy of request for an access.

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**12.4.2.** The applicant (being also a carrier) in his request for the allocation of traffic capacity will determine the estimated period of using infrastructure and provide other data required by the manager to optimize the traffic capacity of railway infrastructure (e.g. duration of service of siding/service infrastructure facility, number of sidings/service infrastructure facilities served during the train passage) .

**12.4.3.** The applicant at the request of the manager will immediately provide additional information that is necessary to examine the applicant's request or fulfilment of an agreement for the allocation of traffic capacity or an agreement for the utilization of traffic capacity with the operator indicated by the applicant.

#### **12.5. Schedule of drafting the annual train timetable and changes in train timetable,**

**12.5.1.** The annual timetable for trains running only within railway infrastructure managed by CARGOTOR Sp. z o.o. (single-network routes) is elaborated by

CARGOTOR Sp.z o.o.

**12.5.2.** The annual timetable for trains running within railway infrastructure managed by CARGOTOR Sp. z o.o. and PKP Polskie Linie Kolejowe S.A. (multi-network routes) is elaborated by PKP Polskie Linie Kolejowe S.A.

**12.5.3.** The manager, on the basis of Path requests elaborates the train timetable in accordance with the following time schedule for the preparation of the annual timetable:

**12.5.3.1.** The manager on the basis of Path requests submitted not earlier than 12 months before the term of annual timetable and not later than 5 months before the term of annual timetable elaborates the annual train timetable;

**12.5.3.2.** On the basis of submitted requests for the allocation of traffic capacity for **international routes**, the manager agrees with the managers concerned, not later than 11 months before the term of the annual timetable the following:

- a) routes to be included in the annual timetable,
- b) time the train passes the point of network interconnection taking into account the anticipated traffic of trains that have priority in relation to requested multi-network routes;

**12.5.3.3.** On the basis of submitted requests for the allocation of traffic capacity for **multi-network routes**, the manager agrees not later than within deadline referred to in § 7 para. 4 and para. 2 point 3 of the Regulation (i.e. not later than 5 months before the term of the annual train timetable) and agreed not later than one month before the beginning of the term of the annual timetable, with the managers concerned:

- a) routes to be included in the annual timetable,
- b) time of passage of the international train at the point of network interconnection taking into account the anticipated traffic of trains with priority over the requested multi-network routes;

**12.5.3.4.** Based on requests for the allocation of traffic capacity for international routes and multi-network routes, the manager elaborates within the deadline referred to in § 7 para. 4 and para. 2<sup>18</sup> point 3 of the Regulations (i.e. not later than 5 months before the term of the annual train timetable) initial train routes along with specification of traffic capacity booked for their possible shifts resulting from further work on the annual timetable;

**12.5.3.5.** On the basis of submitted requests for the allocation of traffic capacity, the manager elaborates within one month of the expiry of deadline referred to in point 12.5.3.1. above, the draft of the annual train timetable, taking into account circumstances referred to in § 7 para. 7 of the Regulations;

**12.5.3.6.** In the event of collisions of train routes, the manager ensures the best possible fulfilment of needs requested by the way of consultations with applicants, which include:

**12.5.3.6.1.** Providing applicants with information in paper or electronic form about the collision of train routes, immediately after its disclosure,

along with:

- a) necessary information specific to requested collision routes, without disclosing the identity of other applicants, unless the applicants concerned agree to such disclosure,
- b) a proposal from the manager to resolve such collision situation, taking into account the priority in allocating train routes causing a collision, including proposals for alternative or variant routes, if they are possible,
- c) information on the criteria to be taken into account in the process of allocating the train routes and the indication of requests for the allocation of train routes equal in terms of priority in allocation of train capacity
- d) information on the routes of trains pre-developed for other applicants on the section where the collision of routes occurs, without revealing the identity of other applicants, unless the applicants concerned agree to such disclosure;

**12.5.3.6.2.** Acceptance on the part of an applicant of the proposal or submitting comments and presenting by an applicant possible concessions in the scope of submitted requests, whereas lack of response of an applicant within 5 working days (working day for the purposes of these Regulations to be understood as each day of week except of Saturday and public holidays) from the date of receipt of information from the manager means the acceptance of the submitted proposal;

**12.5.3.7.** The manager **provides** applicants, for their acceptance, with the **part of annual train timetable** which refers to them, not later than two months after expiry of deadline referred to in § 7 para. 2 point 3 of the Regulations;

**12.5.3.8.** Within one month from the date of receipt of the draft of annual train timetable, the applicant accepts the draft, <sup>19</sup>submits comments, or proposes changes to its part of the draft to the extent that it does not meet the requirements set out in requests submitted by him. If the applicant fails to take a position within this deadline, the applicant is deemed to have accepted the draft of the annual timetable;

**12.5.3.9.** If the manager is not able to include comments or implement changes referred to above:

**12.5.3.9.1.** He indicates the overcrowded section of infrastructure where the collision of train routes has prevented the implementation of request in accordance with the requirements set out therein, and the time of overcrowding, with the exclusion of instance when the train route assumes a derogation from requirements set out in the request in terms of time of running or times of commercial stopover up to:

- 15 minutes - for trains carrying out inter-regional transports,
- 30 minutes - for passenger trains carrying out other than inter-

- regional transports,
  - 180 minutes - for freight trains;
- 12.5.3.9.2.** He notifies the applicant on the scope of comments and changes which he did not accept, not later than within 14 days from the expiry of deadline referred to in point 12.5.3.8. above;
- 12.5.3.9.3.** In the event of indicating the overcrowded section of infrastructure referred to in point 12.5.3.9.1. above, in the notification referred to in point 12.5.3.9.1. above, he provides the applicant with routes equal in terms of priority in the allocation of traffic capacity that cause a derogation from the requirements set out in requests,
- 12.5.3.9.4.** In case of indicating routes referred to in point 12.5.3.9.3. he conducts with the participation of applicants who requested these routes, an auction of unallocated traffic capacity, as a result of which:
  - he determines the amount of increase in basic fee declared by applicants for the particular train routes,
  - he indicates the order in which requests are examined,
  - he verifies the draft of annual train timetable, in terms of unallocated traffic capacity, taking into account the new order of examining the requests subjected to an auction,
  - he determines the amount of increase in basic fee for train routes for which it is possible, as a result of an auction, to limit derogations from the requirements set out in requests in relation to the draft of annual train timetable,
  - he provides applicants with a new proposal of train routes requested on the overcrowded infrastructure section, including alternative or variant routes, or refuses to allocate traffic capacity;
- 12.5.3.10.** The applicant, in case of receiving a new proposal of train routes referred to in point 12.5.3.9.4. fourth indent, within 5<sup>20</sup> working days from its receipt, is able to withdraw requests for which the draft of annual timetable does not meet the requirements set out in the request. Failure to withdraw the request by the applicant is tantamount to acceptance of the proposal referred to in point 12.5.3.9.4. fourth indent;
- 12.5.3.11.** If it is possible to include comments and implement changes referred to in point 12.5.3.8. above, the manager agrees with the applicant a draft of annual train timetable, within 14 days from the date of receiving the applicant's request in this matter;
- 12.5.3.12.** The manager, on the basis of the agreed draft of annual train timetable, allocates train routes, elaborates the annual train timetable and makes it available directly (e-mail) to the applicant concerned by the annual timetable not later than 3 months prior to its term;
- 12.5.3.13.** The aforementioned rules represent the procedure for the elaboration of the annual train timetable, referred to in art. 30 para. 3 of

the Act.

#### **12.5.4. Schedule of changes to annual timetable**

**12.5.4.1.** The change to annual train timetable may take place

**12.5.4.1.1.** At midnight on the second Saturday in June,

**12.5.4.1.2.** At another time if the manager finds it reasonable.

Changes to annual train timetable are introduced not more frequently than every 30 days.

**12.5.4.2. Changes to annual train timetable** are made in accordance with the following rules:

**12.5.4.2.1.** The applicant has the right, once a calendar month, to submit a request correcting the previously allocated routes, i.e. to change the train movement parameters (e.g. change the route, extend or shorten the route, change the place and time of stopovers) or supplementary request as per the template of form in the attachment no. 4 to these Regulations (with the note "correction"),

**12.5.4.2.2.** The manager shall, within one month, prepare a draft of the amended annual timetable and makes it available for the applicant to agree on the part that applies to him or informs about the lack of traffic capacity,

**12.5.4.2.3.** The applicant, within 7 days, accepts the a.m. part of the draft of change to annual timetable or reports comments or proposes changes to the extent to which it does not meet the requirements set out in requests submitted by him and accepted by CARGOTOR Sp. z o. o.,

**12.5.4.2.4.** If CARGOTOR Sp. z o. o., cannot consider the comments or cannot implement the changes referred to in point 12.5.4.2.3. above, he notifies the applicant about that within 7 days;

**12.5.4.2.5.** If it is possible to consider comments or implement changes referred to in point above, CARGOTOR Sp. z o.o. agrees with the applicant a draft of the annual timetable within 14 days;

**12.5.4.2.6.** The procedure, place and form of submission of corrective and supplementary requests referred to above have to comply with the rules described above regarding the requests concerning the annual timetable, subject to different rules set out in this point 12.5.4.2.;

**12.5.4.2.7.** The manager makes available for the applicant the change to train timetable not later than 21 days before its term.

#### **12.6. Date after which the manager does not allocate traffic capacity on the basis of IRJ requests, defined as number of days or hours prior to scheduled start of train**

**12.6.1.** The manager does not allocate any traffic capacity on the basis of requests for

issuing an individual timetable (IRJ request) 5 days before the scheduled utilization of traffic capacity.

**12.6.2.** The manager does not allocate any traffic capacity on the basis of requests for issuing a simplified timetable (URJ request) 2 days before the scheduled utilization of traffic capacity.

## **12.7. Way of conducting the coordination and dispute resolution processes**

**12.7.1.** In the event of a dispute between the submitted requests for the allocation of traffic capacity by different applicants, the manager ensures the best possible implementation of the reported needs by conducting a coordination process with applicants concerned in accordance with the rules set out in these Regulations.

**12.7.2.** In the event of collisions of **train routes** within the framework of the annual timetable, the provisions of point 12.5.6. and 12.5.3.9. of the Regulations shall apply.

**12.7.3.** During negotiations, the administrator immediately informs the applicants about the situation occurred and submits a proposal to resolve it, which may consist in:

**12.7.3.1.** Allocating a different time frame for the requested train route,

**12.7.3.2.** Shortening the time of train passage through the overcrowded element of infrastructure by reducing the number of stopovers, their duration, reducing the weight of train, using a railway vehicle with better parameters,

**12.7.3.3.** Train running a substitute route,

**12.7.3.4.** Imposing restrictions - at specified times - running of selected trains,

**12.7.3.5.** An auction for unallocated traffic capacity.

**12.7.4.** While resolving conflicts when allocating the routes, the manager strives to find a solution which is a compromise for the parties involved in the dispute.

**12.7.5.** The consultation process referred to above must end and the position that resolves the conflict must be presented within 7 days from the date of notifying the applicants about the dispute.

**12.7.6.** If the traffic capacity specific to a standstill is not sufficient, the manager immediately notifies the applicants about situation occurred and submits a proposal to resolve it, which may consist in indicating another place of a standstill.

**12.7.7.** In the event of insufficient shunting capacity, the rules indicated in para. 12.7.3.1. and 12.7.4. above shall apply.

**12.7.8.** In the event of collisions of train routes within the timetable other than annual, rules indicated in para. 12.7.3.1. and 12.7.4. above shall apply.

**12.7.9.** In the event the dispute is not resolved in the manner provided for above, each

of the parties may request the competent public administration or courts to resolve the dispute.

**12.7.10. Insufficient traffic capacity**

**12.7.10.1.** If any section of railway line is found to have insufficient traffic capacity, the manager immediately notifies the President of UTK and applicants who requested the allocation of traffic capacity on this section of railway line. The obligation to notify also applies if a section of railway line is found on which the manager predicts the insufficient traffic capacity in the next annual train timetable;

**12.7.10.2.** The manager, within 6 months from the date of notification referred to in point 12.7.10.1. above, is obliged to analyse the traffic capacity on the section of railway line with insufficient capacity in accordance with § 13 of the Regulations and submit the results of analysis to the President of UTK;

**12.7.10.3.** The manager, within 6 months from the date of submitting the results of the analysis of traffic capacity, after consultations with railway operators performing transport on a section of railway line concerned, elaborates the plan aimed at increasing traffic capacity in accordance with § 14 of the Regulations and submits it to the President of UTK.

**12.8. Priorities applied at the stage of elaboration of a timetable, including the conditions under which previous level of utilization of traffic capacity by the applicant are taken into account**

CARGOTOR Sp.z o.o. does not apply priorities at the stage of elaboration of a timetable.

**12.9. Rules and criteria for the allocation of traffic capacity applicable within the framework of collaboration with other managers, including the way of dealing with difficulties in determining multi-network routes**

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**12.9.1.** These rules apply to trains running on lines adjacent to railway infrastructure managed by PKP Polskie Linie Kolejowe S.A. (lines 865, 866, 867, 906). For the sake of consistency, the manager informs that these rules also apply to PKP PLK S.A. line no. 60 (width of 1520 mm).

**12.9.2.** Requests for the allocation of traffic capacity for the infrastructure indicated in para. 1 above, the applicant submits to PKP Polskie Linie Kolejowe S.A. This applies in particular to requests regarding the annual timetable (see point 12.5.2 of the Regulations), requests for individual timetable and requests regarding the simplified timetable.

**12.9.3.** Due to the fact that the railway infrastructure managed by CARGOTOR Sp. z o.o. is accessible only from the infrastructure managed by PKP Polskie Linie Kolejowe S.A. the procedure and deadlines for the submission of requests referred to in point 12.9.2. above are determined by PKP Polskie Linie Kolejowe S.A. in the Network Regulations or other document regulating this issue. List of lines

adjacent to railway infrastructure managed by PKP Polskie Linie Kolejowe S.A. constitutes the Attachment no. 3 to these Regulations (the relevant diagram is included in Attachment no. 3a).

**12.9.4.** The allocation by PKP Polskie Linie Kolejowe S.A. of traffic capacity is binding for CARGOTOR Sp. z o. o., if the allocation was previously agreed with CARGOTOR Sp. z o. o. and information indicated in the Attachment no. 6 to the Regulations was provided by the applicant within deadline for the submission of request to PKP Polskie Linie Kolejowe S.A. Such information should be addressed to the Railway Traffic Department.

**12.9.5.** Rules for allocating the routes for trains running along the line no. 60 with a width of 1520 mm at the Brześć - Terespol border crossing are defined by the "Minutes of the meeting of the Belarusian-Polish Border Commission on the reconciliation of the Timetable and the plan for the formation of freight trains for 2019/2020 at the border crossing points between PKP PLK and BCz of October 18, 2018. This procedure is available on the website [www.cargotor.com](http://www.cargotor.com). In the event of discrepancies between the provisions of the above procedure and these Regulations, the provisions of the above procedure shall apply.

**12.10. Rules for establishing communications,**

CARGOTOR Sp. z o.o. does not use communications between individual trains and shunting trains.

**12.11. Procedure in the event of overcrowding of infrastructure section referred to in § 7 para. 11 point 1 of the Regulation, including the level of utilization of train route entitling the manager to refuse to allocate the train route on a given section to the applicant**

**12.11.1.** In the event of overcrowding of infrastructure section referred to in § 7 para. 11 point 1 of the Regulation, the Manager is entitled to refuse to allocate to the applicant an infrastructure section:

**12.11.1.1.** In the event of its occupancy by another applicant;

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**12.11.1.2.** In an emergency situation, in particular a threat to safety of persons or property;

**12.11.1.3.** In the event of implementation of tasks related to preventing or removing the effects of railway accidents.

**12.11.2.** In case of refusal to allocate an infrastructure section to the applicant, the manager informs him immediately of the reason for refusal, at the same time providing possible variants for examining the request submitted by the applicant.

**12.11.3.** If, despite the actions, it is not possible to fulfil orders specified in the request due to limited traffic capacity on parts of lines adjacent to the point of interconnection of railway lines of different managers, the procedure in this regard is implemented by the manager responsible for the cause of lack of traffic capacity.

**12.11.4.** The size of utilization of train route entitling the manager to refuse to



allocate a train route to a given applicant on particular section is under 70% of the train route allocated to a given applicant in the period covering 31 consecutive planned travels.

**12.12. Catalogue routes,**

Currently, CARGOTOR Sp. z o.o. does not use catalogue routes.

**12.13. Way of providing applicants with information on free traffic capacity for the needs of an individual train timetable**

Information on free traffic capacity for the needs of an individual train timetable is provided by the manager at the request of the applicant with whom an agreement for the allocation of traffic capacity is concluded, in electronic or telephone form. Requests are directed to the Railway Traffic Department.

**12.14. Procedure for accepting by the applicant the individual train timetable**

**12.14.1.** The procedure for submitting requests for **individual train timetable for railway lines not adjacent** (single-network routes) to railway infrastructure managed by other managers (line no. 450 on the track with a clearance of 1520 mm and line 906 on the track with a clearance of 1435 mm):

**12.14.1.1.** The applicant with whom the manager has priorly concluded an agreement for the allocation of traffic capacity is entitled to submit a request to allocate train route for a period longer than the validity of annual train timetable and longer than simplified timetable, individual timetable. Such a request should be submitted in an electronic form (e-mail), after the deadline for submitting requests to allocate traffic capacity as part of the annual timetable (hereinafter referred to as "**IRJ request**");

**12.14.1.2.** In case of an IRJ request submitted by the day of providing the applicants with an annual train timetable, the manager elaborates an **individual train timetable** within 5 working days from the date of providing the applicants with an annual train timetable, and if the annual timetable has not been elaborated, within 5 working days from the second Saturday in December;

**12.14.1.3.** for the IRJ request submitted after the date of providing the applicants with an annual train timetable and before the deadline specified in the Regulations, after which the manager does not allocate the traffic capacity on the basis of IRJ requests, the manager immediately elaborates a **draft of individual train timetable**, but not later than within 5 working days from the date of submitting a IRJ request;

**12.14.1.4.** Date after which the manager does not allocate traffic capacity on the basis of IRJ requests is 5 working days before the scheduled deadline for the utilization of traffic capacity;

**12.14.1.5.** The draft of individual train timetable will be elaborated within

more than 5 working days in the following cases: accident or breakdown of railway infrastructure or other force majeure event. In this case, the manager informs an applicant about the deadline for elaborating a draft of individual train timetable.

**12.14.1.6.** The manager examines the IRJ requests in the following order:

**12.14.1.6.1.** The obligation to implement transport imposed by the provisions of transport law;

**12.14.1.6.2.** Restrictions arising from the need to provide traffic capacity referred to in § 7 para. 1 point 1 of the Regulation;

**12.14.1.6.3.** The best possible utilization of traffic capacity;

**12.14.1.6.4.** Scheduled travel time;

**12.14.1.6.5.** Order of submitting requests.

**12.14.1.7.** In order to fulfil the IRJ request it is possible to change the previously allocated traffic capacity subject to a consent of the applicants concerned;

**12.14.1.8.** With reference to a request for modification of the allocated train route, points 12.14.1.3. to 12.14.1.7. above and points 12.14.2 to 12.14.9 below apply accordingly, except that the request includes the annotation "correction";

**12.14.2.** IRJ request should be directed directly to the Railway Traffic Department.

**12.14.3.** The template of IRJ request is attached as the Attachment no. 4 to these Regulations.

**12.14.4.** ITJ request should include following information:

**12.14.4.1.** Itinerary and train/railway vehicle route,

**12.14.4.2.** Type of transports performed,

**12.14.4.3.** Type and series of traction vehicle or technical data along with traction characteristics of traction vehicle,

**12.14.4.4.** Maximum train speed,

**12.14.4.5.** Gross weight of train/railway vehicles, except that the reduction of weight does not require to submit a request to modify the allocated train route (correction),

**12.14.4.6.** Length of train / railway vehicles, whereas it is not necessary to submit a request for modifying the allocated train route (revision) if the length is reduced

**12.14.4.7.** Duration of running from - to,

**12.14.4.8.** Running on: week days

**12.14.4.9.** Time of standstill at the siding/station,

**12.14.4.10.** Requested time of departure,

**12.14.4.11.** Number of wagons

**12.14.4.12.** Agreed siding operation plan /hours/.

**12.14.5.** The Manager examines requests submitted within deadline indicated in these Regulations.

**12.14.6.** The date of submission of request sent by e-mail is the date of receipt of request by an employee of the Manager receiving the request (date of e-mail

receipt).

- 12.14.7.** The Manager acknowledges the receipt of request in an electronic form.
- 12.14.8.** CARGOTOR Sp. z o.o. notifies the applicant about elaboration or refusal to elaborate an individual timetable in an electronic form (e-mail).
- 12.14.9.** The Manager may examine the request under condition of amending the request by the applicant, which will make its examination possible.
- 12.14.10.** CARGOTOR Sp. z o.o. is entitled to request, and the applicant is obliged to provide any other information or documents necessary to examine the IRJ request. If the applicant fails to submit them within deadline set by the manager - CARGOTOR Sp. z o.o. may reject the request, about which the applicant is immediately informed.
- 12.14.11.** The procedure for submitting requests for **individual train timetable for railway lines adjacent** (multi-network routes) to railway infrastructure managed by other managers (line no. 865 , 866 , 867, 906) is set out in point 12.9 of the Regulations.

**12.15. Threshold rate of utilisation of train route, default of which may result in loss of right to use the train route;**

If a train route is utilized less than 70% of the allocated traffic capacity by a given applicant/railway operator during the period of 31 consecutive planned passages, it may result in losing the right to use the train route. An applicant/railway operator will be informed by the manager in a manner provided for in the agreement for the allocation of traffic capacity or in the agreement for utilisation of traffic capacity, respectively.

**13. Mode, conditions and deadlines for making changes to train timetable**

- 13.1.** Changes to the **annual train timetable** are made in accordance<sup>27</sup> with the rules indicated in point 12.5. of the Regulations.
- 13.2.** **Changes to individual train timetable** are made in accordance with the rules indicated in point 12.14.1.8. of the Regulations.
- 13.3.** The manager does not provide for changes to the **simplified timetable**.

**14. Way of notifying about changes concerning the technical and operational parameters and railway lines on which train routes have been allocated, including the restrictions related to works, speed restrictions and other operating restrictions, incorrect operation of railway traffic control and communication devices as well as rolling stock control and diagnostic devices**

Notification of changes regarding the technical and operational parameters of railway lines on which train routes have been allocated, **including** the restrictions related to works, speed restrictions and other operational restrictions, incorrect operation of railway traffic control and communication devices is available at the website [www.CARGOTOR.com](http://www.CARGOTOR.com) by posting the

Regulations for temporary railway traffic operations and shunting works during the overhaul/repair and the Attachment no. 2 to internal train timetable containing the list of constant warnings and operating speeds in force within the area managed by CARGOTOR Sp. z o.o. in the Małaszewicze transshipment area. In addition, the above information will be transferred by electronic way (e-mail) to applicants using the infrastructure within the region in question, with whom the manager entered into an agreement for the allocation of traffic capacity and to railway operators using the infrastructure within the region in question, with whom the manager entered into an agreement for the utilisation of traffic capacity, to the addresses given in these agreements.

## **15. Procedures for elaborating and entities responsible for drafting the repairs schedules**

**15.1.** The procedure specific to drafting the repairs schedules:

**15.1.1.** Performance of diagnostics and drafting protocols from the measurements and technical tests of railway infrastructure and engineering structures managed by CARGOTOR Sp.z o.o. ;

**15.1.2.** Analysis of diagnostic protocols/ measurements and drawing operational conclusions

**15.1.3.** Determining the urgency of works;

**15.1.4.** Drafting the plan of repairs and overhauls for a given calendar year in consultation with the Railway Traffic Department and the Sales Department.

**15.2.** A detailed procedure for drafting the repair schedules is included in the basic Instruction: TU-01 (Instruction for maintenance of permanent way along with railway bed and engineering structures used by CARGOTOR Sp.z o.o.), which is available at the website [www.CARGOTOR.com](http://www.CARGOTOR.com)

**15.3.** Entity responsible for drafting repair schedules: Infrastructure Maintenance Department CARGOTOR Sp.z o.o.

## **16. Special measures to be taken in the event of disruptions in traffic of trains caused by a technical failure or an accident resulting in undertaking of all necessary steps to restore the normal operation, including an action plan in instances requiring notification of competent authorities**

**16.1.** In the event of disruptions in train traffic caused by technical failure or an accident, CARGOTOR Sp. z o.o. immediately informs about that the applicants who have been allocated with traffic capacity on infrastructure on which the technical failure or accident occurred. CARGOTOR Sp. z o.o. also informs about alternate possibilities of utilization of traffic capacity, taking into account the applicants' interest in implementing transports and competent authorities. A detailed action plan provides for Instructions of conduct in cases of serious accidents, accidents and incidents on infrastructure managed by CARGOTOR Sp.z o.o. TR-02 available at [www.CARGOTOR.com](http://www.CARGOTOR.com). In addition, the above information will be transferred by electronic way (e-mail) to applicants using the infrastructure in the region in question, with whom the manager entered into an agreement for the allocation of traffic capacity and to railway operators using the infrastructure in the region in

question, with whom the manager entered into an agreement for the utilisation of traffic capacity, to the addresses given in these agreements.

- 16.2.** CARGOTOR Sp. z o.o. will also take immediate action to restore previously possessed traffic capacity, about which he will immediately notify the applicants.

## **17. Control actions carried out by authorized employees of the manager**

The manager has the right as part of control actions:

- 17.1.** To perform control actions regarding trains, railway vehicles and railway operator's employees in order to ensure the traffic which is safe and complies with legal regulations;
- 17.2.** To prevent passage of a train or stoppage of train in case of finding the default by the rolling stock or railway operator's employees in meeting the requirements set out in relevant regulations, rules and agreements;
- 17.3.** To perform actions controlling the railway operator's employees and rolling stock, including transport documentation and technical condition of the railway operator's rolling stock;
- 17.4.** To perform control of compliance with order regulations within the railway area, in trains and railway vehicles owned by railway operator;
- 17.5.** To request explanations from the railway operator regarding the way of implementation of agreement for the allocation and utilization of railway infrastructure in cases where there is justified concern of breaching the provisions of the aforementioned agreements or the threat to safety of persons or property.

## **18. Threshold rate of utilization of train route allocated on the section of railway infrastructure with insufficient traffic capacity, exceeding of which by a railway operator authorizes the manager to deprive him of the right of its utilization**

If the railway operator utilizes a train route allocated on a section of railway infrastructure with insufficient traffic capacity at a level of less than 70% in the period covering 31 consecutive planned passages, the manager is entitled to deprive him of the right of its utilization. The manager will inform the applicant/operator about depriving him of the right to utilize a train route, in case of finding out the non-utilization of route at the level of 70% in the manner provided for in the agreement for the allocation of traffic capacity or respectively in the agreement for the utilization of traffic capacity.

## **19. Way of determining and collecting fees for utilization of railway infrastructure**

- 19.1.** Applicable regulations in terms of way of determining fees

CARGOTOR Sp. z o.o. applies the same principles of collecting fees for all Applicants /carriers for the entire railway network being under its management. In addition, he informs that unit rates are determined based on the actual state and partly on the planned state. The rules for determining fees have been developed on the basis of provisions of:

- a) Directive of the European Parliament and of the Council 2012/34/EU of 21 November 2012 (hereinafter referred to as the „**Directive**”),
- b) the Act of 28 March 2003 on railway transport;
- c) Regulation of the Minister of Infrastructure and Construction of 7 April 2017 on access to railway infrastructure.

CARGOTOR Sp. z o.o. may request the Applicant/carrier to present a financial guarantee referred to in Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants submitting applications for the provision of railway infrastructure capacity and repealing the Regulation. (EU) No 870/2014 (OJ L 3/34, 7.1.2015).

**19.2.** Draft of a pricelist referred to in art. 13 para. 13 of the Act;

The pricelist referred to in art. 13 para. 13 of the Act, forms attachment no. 10 to the Regulations. The manager has not drafted the market analysis, referred to in § 21 para. 17 of the Regulations.

**19.3.** The draft price list for the use of railway infrastructure with a track width of 1435 mm will be published, in accordance with art. 33 para. 14 of the Act, immediately after its preparation.

**19.4.** Way of determining the category of railway line

The line categories as defined by CARGOTOR Sp. z o.o. are indicated in attachment No. 1.

**19.5.** The split of transport market applied while determining the scope of using the part of fee related to the type of transports performed referred to in § para. 1 of the Regulation.

CARGOTOR Sp. z o.o. did not split the market of transports, since the railway infrastructure managed by CARGOTOR Sp.z o.o. operates exclusively the freight traffic. Freight traffic is not split into types (due to cargo transported) when determining the fee.

**19.6.** The value of the part of fee related to the type of transports performed referred to in § 21 para. 1 of the Regulation broken down to types of transports.

Not applicable. Currently, the manager does not conduct a classification in terms of the types of transports performed, since the infrastructure managed by CARGOTOR Sp. z o.o. operates only freight traffic.

**20. Template of framework agreement, if the manager offers its conclusion**

The manager does not offer a framework agreement.

**21. Procedures for dispute and appeal resolution specific to matters related to the provision of railway infrastructure and an implementation plan referred to in art. 30f para. 4 of the Act**

**21.1.** Disputes and appeals regarding matters related to provision of infrastructure will be addressed to the Management Board of CARGOTOR Sp. z o.o.

- 21.2.** Disputes and appeals in matters related to the implementation plan will be addressed to the Management Board of CARGOTOR Sp. z o.o.
- 21.3.** Requests and appeals to be submitted in writing at the headquarters of CARGOTOR Sp. z o.o. with detailed description of the matter and reasoning and proposed dispute resolution.
- 21.4.** In the event of formal defects of a request or an appeal, CARGOTOR Sp. z o.o. requests to remove them within 7 days from notification of the request under pain of leaving the letter without its recognition.
- 21.5.** Disputes and appeals addressed to the Management Board of CARGOTOR Sp. z o.o. will be resolved within 10 working days of receipt of a letter in question, and in the case of formal defects within 10 working days of their removal.
- 21.6.** Upon the consent of the parties, the dispute may be submitted for a resolution of a third party (arbitrator) ensuring impartiality of the dispute resolution, selected by the manager and accepted by the other Party. The decision of the arbitrator binding for the Parties and the manner of breakdown of costs of proceedings before such third party, including its remuneration, the Parties agree in writing within 5 working days from the date of parties' consent to submit the dispute to the resolution by a third party. In case of failure to establish within this deadline the above-mentioned rules to prolong the deadline by the parties, the parties' declaration of submission of dispute to the resolution of a third party expires.
- 21.7.** The aforementioned procedures for dispute and appeal resolution do not exclude the use of legal remedies provided for in applicable provisions of law, except that in case of submission of dispute resolution by the third party and finding out that its resolution is binding for the parties, this will be considered as an arbitration clause.
- 22. List of service infrastructure facilities linked with the manager's network, their location in relation to railway lines, access conditions and provision of services within these objects or indication of a website where such information is provided free of charge in an electronic form**
- 22.1.** The list of service infrastructure facilities, their location in relation to railway lines forms the Attachment no. 7 to the Regulations with regard to infrastructure located in the Małaszewicze transshipment area and the Attachment No. 3 to the Regulations with regard to infrastructure located outside the Małaszewicze transshipment area. The schematic location of service infrastructure specific to railway lines forms the Attachment no. 3a and the Attachment no. 7a to the Regulations, respectively.
- 23. List of service facilities owned by the manager, their location with regard to railway lines, conditions of access and service realization in these facilities**
- 23.1.** List of service facilities, their location with regard to railway lines, constitutes Appendix No. 3 to the Regulation.
- 23.2. Conditions for access and provision of services in service infrastructure objects:**
- 23.2.1.** In order to obtain an access to the service infrastructure, a railway operator is obliged to send in an electronic form to the address

[ruchkolejowy@CARGOTOR.com](mailto:ruchkolejowy@CARGOTOR.com) a request in accordance with the template constituting the Attachment No. 4 to the Regulations, except that the request does not have to contain the following data:

- 23.2.1.1. itinerary and train/railway vehicle route,
- 23.2.1.2. maximum train speed,
- 23.2.1.3. gross weight of train/railway vehicles,
- 23.2.1.4. purpose of shunting operation,
- 23.2.1.5. location of shunting operation,
- 23.2.1.6. type of shunting vehicles;

The request may be submitted at any time. In the event of a need for an emergency exclusion of a car, it is allowed to submit the request by radio-telephone, which then should be confirmed by a request in an electronic form;

**23.2.2.** The request is examined by the manager within 14 days of the date of receipt of written request by the manager/ subject to point 22.2.6. below, the manager shall inform about the request examination in an electronic form, to the address indicated in the request or address, from which the request was sent or by telephone in emergency cases. The manager does not disclose any secret information of the enterprise obtained in connection with sharing the object, whenever it was expressly indicated by the applicant along with reasoning (indication) that the information constitutes a secret of the enterprise;

**23.2.3.** The railway operator acquires the right to utilize services provided within the object after the conclusion with the manager an agreement specifying in particular the rights and obligations of the manager and the railway operator connected with services provided, except that the manager, upon his own discretion, may conclude with the railway operator one agreement instead of an agreement referred to in art. 30C para. 2 of the Act (an agreement for utilization of traffic capacity between the manager and railway operator, and agreement referred to above, containing all the provisions required by these agreements);

**23.2.4.** The rail operator applies in writing (also e-mail to: [sprzedaz@cargotor.com](mailto:sprzedaz@cargotor.com)) to the Sales Office of CARGOTOR Sp. z o.o. to conclude a contract for the use of capacity;

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**23.2.5.** The manager may refuse to grant to any railway operator an access to facility if:

23.2.5.1. This railway operator may perform the scheduled railway transport on economically comparable terms using another facility provided, except situation when the operator informs the manager that the operator of the indicated facility refused him the access,

23.2.5.2. A positive examination of a request would entail a need to incur expenditures by the manager referred to in art. 36b para. 3 of the Act,

23.2.5.3. Due to the lack of sufficient traffic capacity, a positive examination of the request would prevent the manager to meet his own reasonable needs or fulfil obligations under agreements previously concluded with other railway operators;

**23.2.6.** In the event of refusal of an access to service infrastructure, the administrator justifies his refusal in writing and forwards it to the rail operator without delay, but not later than within 14 days. In the event referred to in point 22.2.5.1.



above, the manager indicates in his refusal referred to above, another facility that will enable the railway operator to perform railway transport on economically comparable terms, if the manager has knowledge on such a facility;

**23.2.7.** The railway operator is obliged to provide a report on utilization of service infrastructure facility within a given calendar month, within no more than 3 working days after the end of a given calendar month;

**23.2.8.** CARGOTOR Sp. z o.o. does not elaborate an annual timetable for service infrastructure facilities. Access to dispatch points (cargo terminals) takes place on the basis of a positively examined request and concluded agreement referred to in point 22.2.3. above;

**23.2.9.** Detailed technical conditions for an access to facilities of service infrastructure outside the Małaszewicze transshipment area:

23.2.9.1. No facility of service infrastructure (managed by CARGOTOR Sp. z o.o.) has traffic posts, and points and derailleurs are manually shifted by the shunting team of the railway operator using it,

23.2.9.2. Entry to the area of service infrastructure facility managed by CARGOTOR Sp. z o. o. in all locations takes place from the infrastructure managed by PKP Polskie Linie Kolejowe S.A.,

**23.2.10.** More detailed data on technical access to service infrastructure facilities (outside the Małaszewicze transshipment area) can be found in the Attachment no. 9 to the Regulations and in the Regulations of dispatch points (cargo terminals), which are available at the headquarters of CARGOTOR Sp. z o.o. at the Plenipotentiary in charge of Safety Management System;

**23.2.11.** Detailed data of technical access to service infrastructure facilities (outside the Małaszewicze transshipment area:

23.2.11.1. Service infrastructure facilities (managed by CARGOTOR Sp. z o.o.) do not have traffic posts, and points and derailleurs are manually shifted by the shunting team of the railway operator are located in Zaborze, Raniewo, Podsędków, Wólka

23.2.11.2. Service infrastructure facilities (managed by CARGOTOR Sp. z o.o.) with traffic posts, and points and derailleurs manually shifted by employees of CARGOTOR Sp. z o.o. are located in following locations:

- Małaszewicze station, including MsC train announcement post, Ms-1, Ms-2, Ms-4, Ms-5, Ms-51, Ms-61, Post.1 and Post.2 dependent posts,
- Kobylany station, including MsD train announcement post and Ms-41 and Post.12 dependent posts,
- Chotyłów station, including Cht-2 dependent post,
- Bór station including Br train announcement post and Br-1 dependent post.

23.2.11.3. More detailed data on technical access to service infrastructure facilities within Małaszewicze transshipment area can be found in the Attachment no. 7 to the Regulations, in the technical regulations of stations and regulations of sidings and dispatch points (cargo terminals), which are available at the headquarters of CARGOTOR Sp. Z o.o. at the

Plenipotentiary in charge of Safety management System;

**23.2.12.** Fees for an access to service infrastructure facilities will be included in the pricelist, draft of which constitutes the Attachment no. 10.

**23.3.** Requests for an access to service infrastructure facilities will be examined in accordance with a sequence of receipt of requests which meet the requirements specified in the Regulations and the agreement for the utilization of traffic capacity with a given railway operator.

**23.4.** Unauthorized entry, i.e. entry to the Service Infrastructure Facility without submitting an application to the Duty Coordinator for access, results in charging an additional fee of PLN 6500.00 net for each commenced day. The fee was calculated based on the daily occupation of a 450m long point on the unloading front. The payment of the above fee does not exclude the liability of the Carrier/applicant for the damage caused.

**24.** Procedure to obtain derogations from requirements for knowledge of Polish for train drivers from other European Union member states specific to railway lines or sections of railway lines including border crossings with European Union states neighbouring the Republic of Poland

Not applicable. Railway lines (or sections of railway lines) managed by CARGOTOR Sp. z o.o. do not include border crossings with European Union states neighbouring the Republic of Poland.

**25.** Rules for introduction of substitute transportation

Not applicable. No passenger transport is conducted on railway infrastructure managed by CARGOTOR Sp. z o.o. but only freight transport, therefore no substitute transportation is planned.

**26.** Mode, deadline and manner of introducing amendments and updates in Network Regulations in case such necessity occurs

**26.1.** Amendments to these Regulations with regard to rights<sup>34</sup> and obligations of applicants or railway operators, in particular the conditions of an access to railway infrastructure and service infrastructure will be introduced by CARGOTOR Sp. z o.o. after previous consultations with applicants, with whom the manager has concluded agreements for the allocation of traffic capacity and operators with whom the manager has concluded agreements on the utilization of traffic capacity or agreements referred to in Article 36c para. 1 of the Act.

**26.2.** Amendments to these Regulations may be introduced at any time, in particular in case of:

**26.2.1.** Changes in actual state, including changes in characteristics of the railway infrastructure or service infrastructure managed,

**26.2.2.** Submission of a request by an applicant or railway operator,

**26.2.3.** Amendments in provisions of law or adjusting the Regulations to provisions of law, or amended interpretation of law,

**26.2.4.** Occurrence of other justified reason, including the need for clarification of

Regulations or changes in its scope, after prior notification of applicants and railway operators referred to in point 25.2.1. above will enter into force on the date indicated in the notification, but not earlier than 14 days from the notification of the above entities.

- 26.3. Notification and consultations may take place in writing or electronic form, including the posting of planned amendments to the Regulations on the website [www.CARGOTOR.com](http://www.CARGOTOR.com)**
- 26.4. CARGOTOR Sp. z o.o. will notify those who give comments about inclusion or non-inclusion of their comments in the planned amendments, if they are sent within the deadline for submitting comments indicated in the notice of a planned amendment to following e-mail address: [regulamin@CARGOTOR.com](mailto:regulamin@CARGOTOR.com)**

## **27. Other provisions**

- 27.1.** CARGOTOR Sp. z o.o. takes part in co-ordinating the international train routes running on line no. 60 with a width of 1520 mm at the Brześć - Terespol border crossing in accordance with the procedure for allocating freight train routes to Polish railway operators performing railway transports through Belarusian Polish border crossing on 1520 mm track dated September 9, 2015. This procedure is available on the website [www.CARGOTOR.com](http://www.CARGOTOR.com). In case of discrepancies between the provisions of the above procedure and these Regulations, the provisions of the above procedure shall apply.
- 27.2.** CARGOTOR Sp. z o.o. also manages the railway infrastructure covering the 1520mm track gauge. Art. 36 of the Act limits the application of art. 29-35 of the Act among others to railway infrastructure including railway lines with a width other than 1435mm.
- 27.3.** The manager may allow the start of train, whose reporting of readiness for departure, due to reasons attributable only to railway operator, was delayed not more than 12 hours.
- 27.4.** For the sake of consistency of information as for the rules of making available the railway infrastructure covering 1520 mm tracks, the manager <sup>35</sup> informs that making this infrastructure available in terms of elaboration of annual timetable, individual time table and simplified timetable takes place on the same terms and conditions as indicated in these Regulations.
- 27.5.** Attachments to the Regulations form an integral part thereof.
- 27.6.** The manager will update the characteristics of railway infrastructure covered by the Regulations at least once per year in accordance with data included in national infrastructure register.

## **28. Applicability of the Regulations**

- 28.1. Besides the timetables being valid until December 12, 2020. and related price lists, regulations and agreements, as well as their amendments, the existing regulations and Network Regulations, as well as the allocation of train routes and use of allocated train routes to railway operators on the infrastructure managed by**

**CARGOTOR Sp. z o.o. for 2019/2020 shall apply.**

**28.2. The provisions of the Regulations regarding service infrastructure are applied for making available the facilities of railway infrastructure.**

**29. Attachments:**

- 1) List of railway lines made available to applicants along with their characteristics ,
  - 1a) List of railway lines with rail gauge 1520 mm
- 2) List of dispatch points (cargo terminals), their location in relation to railway lines and their characteristics,
- 3) List of contact points to railway infrastructure of other managers excluding dormant infrastructure facilities,
  - 3A) schematic location of service infrastructure in relation to railway lines - Location outside the Małaszewicze transshipment area
- 4) Path request template,
- 5) Template of Capacity request for implementation of a standstill of railway vehicles.
- 6) Information transferred in case of allocation of traffic capacity in force within a framework of cooperation with other managers,
- 7) List of service infrastructure facilities linked with the manager's network, their location in relation to railway lines,
  - 7a) Tabular list of railway infrastructure and service infrastructure facilities with the assignment of services provided - Małaszewicze district
- 8) List of services provided within the scope of service infrastructure managed by CARGOTOR Sp. z o.o.,
- 9) Detailed data of technical access to service infrastructure facilities (outside of the Małaszewicze transshipment area),
- 10) Draft of a pricelist
- 11) List of railway tracks (shunting) made available to applicants in Małaszewicze District along with their characteristics.
- 12) Regulations of the Coordination Centre

**Appendix No. 1** List of railway lines made available to applicants along their characteristics

a. with a width of 1435mm; the lines are electrified along the entire length

line	START OF LINE			END OF LINE			DIVERGING FROM LINE		REACHING LINE		INFRASTR MAN
	NAME	KM	TYPE	NAME	KM	TYPE	No.	KM	No.	KM	
	3	4	5	6	7	8	9	10	11	12	
KA - CZE (MSC)	MAGDALENKA	197,783	R1	MAŁASZEWICZE CENTRALNE (MSC)	200,90 0	Group of tracks	2	197,783			CARGOT 0.
KA - CZE VA	MAGDALENKA	197,873	R4	MAŁASZEWICZE ROZRZĄDOWA (MSR)	199,30 0	Group of tracks	865	197,873			CARGOT 0.
CZE - CZE	MAŁASZEWICZE CENTRALNE ( MSC )	200,900	Group of tracks	MAŁASZEWICZE (MSE)	202,18 9	R 191			2	202,18 9	CARGOT o.
-	CHOTYŁÓW	0,000	R28	MĘTRAKI	5,697	K.O.	2	189,738			CARGOT o.

**Appendix No. 1a**

List of railway lines made available to applicants along their characteristics with a width of 1520mm; lines are not electrified on their entire length

Track	Name of line	START OF LINE			END OF LINE			DIVERGING FROM LINE		REACHING LINE		INFRASTRUCTURE MANAGER	COMMENTS
		NAME	KM	TYPE	NAME	KM	TYPE	No.	KM	No.	KM		
1	2	3	4	5	6	7	8	9	10	11	12		13
450	KOBYLANY-WÓLKA-KOBYLANY	Kobylany station RzP No. 664 (connector before switch rail)	-1,157 km 205.247 relating to line No. 2 Warszawa-Terespol		Kobylany station Rkpd No. 619 (center of turnout)	27,358 km 204,048 relating to line No. 2 Warszawa-Terespol		60 PKP PLK S.A. (Kobylany-Terespol)	205,247 relating to line No. 2 Warszawa-Terespol			CARGOTOR sp. z o.o.	

## Appendix No. 2

**List of dispatch points (freight terminals), in particular the length of active loading and unloading edges, their height and the parameters of the access tracks.**

1. Dispatch points; height of loading edge, height

**1) Baby**

Loading and unloading yard; 200 RM edge length.

**2) Białystok Fabryczny**

Side loading platform; 1,2 RM height and 140 RM length; concrete pavement; loading and unloading yard of 200 RM length, asphalt superstructure.

**3) Brzoza Bydgoska**

Loading and unloading yard of 330 RM length; hardened with fieldstones.

**4) Chociw Łaski**

Loading and unloading yard of 290 RM length; lined with concrete slabs.

**5) Ciechanów**

Loading and unloading yard of 415 RM length; lined with concrete slabs.

**6) Ełk**

Loading and unloading yard of 362 RM length; cobblestone pavement.

**7) Giżycko**

Loading and unloading yard of 302 RM length; cobblestone pavement.

**8) Gomunice**

Loading and unloading yard of 300 RM length, concrete pavement; side loading platform of 1,2 RM height and 180 RM length, concrete pavement.

**9) Iława**

Loading and unloading yard of 260 RM length; sett pavement.

**10) Jasło**

Loading and unloading yard of 77 RM length; sett pavement.

**11) Krosno**

Loading and unloading yard of 127 RMT length; sett pavement.

**12) Kutno**

Loading and unloading yard of 446 RM length; concrete pavement.

**13) Lubaczów**

Loading and unloading yard of 430 RM edge length; stone cube pavement.

**14) Łomża**

Loading and unloading yard of 400 RM length; asphalt pavement.

**15) Nekla**

Loading and unloading yard of 559 RM length; with asphalt pavement.

**16) Nowy Sącz**

Side loading platform of 1.2 RM height and 100 RM length, sett pavement; loading and unloading yard of 100 RM length, sett pavement

**17) Olecko**

Loading and unloading yard of 100 RM length; hardened sett pavement.

**18) Ostaszewo Toruńskie**

Loading and unloading yard of 239 RM length, fieldstone pavement.

**19) Ozorków**

Loading and unloading yard of 229 RM length; with asphalt pavement.



**20) Pabianice**

Loading and unloading yard of 580 RM length; concrete pavement.

**21) Piotrków Trybunalski**

Loading and unloading yard of 380 RM length; concrete pavement.

**22) Poddębice**

Loading and unloading yard of 154 RM length, concrete pavement; and side loading platform of 1.2 m height and 20 m length, concrete pavement.

**23) Rusiec Łódzki**

Loading and unloading yard of 350 RM length; asphalt pavement.

**24) Rybnik**

Loading and unloading yard of 200 RM length; asphalt pavement.

**25) Rzeszów Staroniwa**

Side loading platform of 1.2 RM height and 280 RM length; sett pavement.

**26) Sanok**

Loading and unloading yard of 360 RM length; sett pavement.

**27) Sitkówka Nowiny**

Loading and unloading yard of 210 RM length; concrete slab pavement.

**28) Sokółka**

Loading and unloading yard of 585 RM length; concrete slab pavement.

**29) Spytkowice**

Loading and unloading yard of 101 RM length; concrete slab pavement.

**30) Suwałki**

Loading and unloading yard of 450 RM length; hardened, locally concrete slabs, concrete kerbs at track side.

**31) Szepietowo**

Loading and unloading yard of 535 RM length; sett pavement.

**32) Tarnów**

Side loading platform of 1.2 RM height and 266 RM length, sett pavement; and loading and unloading yard of 300 RM length, sett pavement.

**33) Targowiska**

Side loading platform of 1.2 RM height and 85 RM length, sett pavement; and loading and unloading yard of 163 RM length, sett pavement.

**34) Terespol Pomorski**

Side loading platform of 1.2 RM height and 50 RM length, concrete pavement; and loading and unloading yard of 163 RM length, concrete pavement.

**35) Tomaszów Mazowiecki**

Loading and unloading yard of 290 RM length, dirt surface.

**36) Warszawa Białoleka**

Loading and unloading yard of 578 RM length, dirt surface.

**37) Zduńska Wola**

Loading and unloading yard of 100 RM length, asphalt pavement.

**38) Zebrzydowice**

Side loading platform of 1.2 RM height and 165 RM length, concrete pavement; and loading and unloading yard of 221 RM length, concrete pavement.

**39) Zgierz**

Loading and unloading yard of 150 RM length, asphalt pavement.

**40) Żabno**

Loading and unloading yard of 233 RM length, asphalt pavement.

2. At dispatch points where the height of the loading edge is not indicated, the height is at the level of the rail head. The loading edge lengths given are based on the active edges. There are no platforms at the above expeditionary points.

3. Parameters of access tracks to the above mentioned dispatch points can be found in the OIU Regulations, which are available on the website [www.cargotor.com](http://www.cargotor.com).

### Appendix No. 3

#### List of points of contact with railway infrastructure of other managers, excluding inoperative infrastructure

##### 1. Railway lines

The list of points of contact with railway infrastructure of other managers (PKP PLK S.A.) of line 865, 866, 906 is contained in Appendix No. 1 to Regulation in row „Diverges from line”, and in case of line 867 – is contained in Appendix No. 1 to Regulation in row „Km of inclusion”; and in case of line 450 - is contained in Appendix No. 1a to regulation in row „Diverges from line”.

##### 2. Dispatch points (freight terminals)

###### 1) Baby

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Baby and diverging from track No. 6 as turnout No. 5 in km 128,890 and turnout No. 30 in direction of track No. 14 at km 129,871 of line No. 1 Warszawa Centralna - Katowice.

###### 2) Białystok Fabryczny

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Białystok Fabryczny in GPA switch tower district Bf and diverging from track No. 4 as turnout No. 26 in km 4,232 of railway line No. 37 Białystok - Zubki Białostockie.

###### 3) Brzoza Bydgoska

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Brzoza Bydgoska and diverging as turnout No. 7 in km 354,009 of line No. 131 Chorzów Batory - Tczew.

###### 4) Chociw Łaski

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Chociw Łaski and diverging from track No. 6 as turnout No. 10 in km 146,130 from line No. 131 Chorzów Batory - Tczew and from track No. 14 as turnout No. 6 in km 145,800 of same line.

###### 5) Ciechanów

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Ciechanów and diverging from track No. 10 as turnout No. 401 in km 97,883 of line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny.

**6) Ełk**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Ełk in executing switch tower „Eol” and diverging from track No. 10 as turnout No. 118 in km 102,768 of railway line No. 38 Białystok - Bartoszyce.

**7) Giżycko**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Giżycko in GPA switch tower district Gol and diverging from track No. 8 as turnout No. 39 in km 151,231 of railway line No. 38 Białystok - Bartoszyce.

**8) Gomunice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Gomunice and diverging from track No. 3 as turnout No. 4 in km 176,520 and as turnout No. 22 in km 177,450 of line No. 1 Warszawa Centralna - Katowice.

**9) Iława**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Iława and diverging from railway station tracks as turnout No. 253 in km 209,251 of line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny.

**10) Jasło**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Jasło at the executive switch tower „Js-1” and diverging from track No. 4a as turnout No. 101 in km 45,434 of railway line No. 108 Stróże - Krościenko.

**11) Krosno**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Krosno on the executive switch tower Kr1 side and diverging from track No. 7 as turnout No. 5a in km 67,922 and on the GPA switch tower Kr side from track No. 7 as turnout No. 11 68,443 in km of railway line No. 108 Stróże - Krościenko.

**12) Kutno**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Kutno and diverging from the group of shunter tracks as turnout No. 110 in km 126,800 of line No. 3 Warszawa Zachodnia - Kunowice.

**13) Lubaczów**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station

Lubaczów and diverging from track No. 1 as turnout 11 in km 40,037 of line No. 101 Munina - Hrebenne.

**14) Łomża**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Łomża in GPA switch tower district „Łm” and diverging from track No. 12 as turnout No. 16 w km 16,405 of railway line No. 49 Śniadowo - Łomża.

**15) Nekla**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) is located on mainline track Podstolice - Kostrzyn Wielkopolski, diverging from track No. 1 as turnout No. 42 located in km 269,484 of line No. 3 Warszawa Zachodnia - Kunowice.

**16) Nowy Sącz (currently point closed for track No. 9)**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Nowy Sącz, diverging as turnout No. 10 in km 87,840 of railway line No. 96 Tarnów - Leluchów/national border

**17) Olecko**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Olecko in GPA switch tower district „Ol”, diverging from track No. 6 as turnout No. 13 in km 27,074 of railway line No. 41 Ełk - Gołdap.

**18) Ostaszewo Toruńskie**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Ostaszewo Toruńskie, diverging from track No. 1 as turnout No. 1 in km 9,488 of line No. 207 Toruń Toruń Wschodni – Malbork, and as turnout No. 6 in km 9,886 of line No. 207 Toruń Wschodni - Malbork.

**19) Ozorków (aktualnie punkt nieczynny)**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Ozorków, diverging from track No. 3 as turnout No. 11 in km 36,400 of line No. 16 Łódź Widzew – Kutno, and as turnout No. 22 in km 36,900 of line No. 16 Łódź Widzew - Kutno.

**20) Pabianice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Pabianice, diverging from track No. 6 as turnout No. 63 in km 13,877 of line No. 14 Łódź Kaliska - Tuplice.

**21) Piotrków Trybunalski**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Piotrków Trybunalski, diverging from the group of tracks No. 36-48 as turnout No. 107 located in km 145,270 and as turnout No. 159 located in km 146,000 of line No. 1 Warszawa Centralna - Katowice.

**22) Poddębice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Poddębice, diverging from track No. 5 as turnout No. 11 in km 202,790 and as turnout No. 13 in km 203,115 of line No. 131 Chorzów Batory-Tczew.

**23) Rusiec Łódzki**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Rusiec Łódzki, diverging from track No. 3 as turnout No. 7 in km 133,767 of line No. 131 Chorzów Batory - Tczew.

**24) Rybnik**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Rybnik in GPA switch tower district RbA, diverging from track No. 42a as turnout No. 42 in km 39,241 and in the GPA switch tower district RbB from track No. 28a as turnout No. 101 in km 39,628 of railway line No. 140 Katowice Ligota - Nędza.

**25) Rzeszów Staroniwa**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Rzeszów Staroniwa at the executive switch tower „Rs-2”, diverging from track No. 2 as turnout No. 51 in km 2,401 of railway line No. 106 Rzeszów Główny - Jasło.

**26) Sanok**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Sanok, diverging as turnout No. 7 in km 107,930 of railway line No. 108 Stróże-Krościenko and as turnout No. 14 in km 108,217 of the same line.

**27) Sitkówka Nowiny**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Sitkówka Nowiny, diverging from the railway station track No. 36 as turnout No. 87 in km 197,468 of line No. 8 Warszawa Wschodnia Osobowa - Gdańsk Główny.

**28) Sokółka**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Sokółka in the executive switch tower district Skl, diverging from track No. 7 as turnout No. 100 in km 218,015 and in GPA switch tower district Sk as turnout No. 104 in km 218,784 of line No. 6 Zielonka – Kuźnica Białostocka.

**29) Spytkowice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Spytkowice, diverging as turnout No. 35 in km 42,373 of line No. 94 Kraków Płaszów - Oświęcim.

**30) Szepietowo**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Szepietowo in the Sp switch tower district, diverging from track No. 6 as turnout No. 8 a/b in km 127,050 and in Spl switch tower district from track No. 6 as turnout No. 16 in km 127,842 of railway line No. 6 Zielonka - Kuźnica Białostocka.

**31) Tarnów**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Tarnów, diverging from track No. 6 as turnout No. 46 in km 77,535 of railway line No. 91 Kraków Główny Osobowy- Medyka. The station point starts at the turnout No. 52 in km 77,617.

**32) Targowiska**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Targowiska, diverging from track No. 2 as turnout No. 4 in km 75,598 and as turnout No. 5 in km 75,900 of railway line No. 108 Stróże - Krościenko.

**33) Terespol Pomorski**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Terespol Pomorski, diverging from track No. 3 as turnout No. 20 in km 410,205 of line No. 131 Chorzów Batory - Tczew.

**34) Tomaszów Mazowiecki**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station



Tomaszów Maz., diverging from track No. 15 as turnout No. 52 in km 56,223 and as turnout No. 32 in km 55,846 of line No. 25 Łódź Kaliska - Dębica.

### **35) Warszawa Białołęka**

Point of contact with railway infrastructure of other managers (PKP CARGO CONNECT sp. z o.o.), located in track No. 197 and 198, diverging at the station Warszawa Praga from track No. 191 as turnout No. 89 in km 13,108 of line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny and from track 194 as turnout 90 in km 13,093 of line No. 9.

### **36) Zduńska Wola**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Zduńska Wola, diverging from track No. 6 as turnout No. 51 in km 41,663 of line No. 14 Łódź Kaliska - Tuplice.

### **37) Zebrzydowice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Zebrzydowice, diverging as turnout No. 104 in km 77,228 into track No. 327 up to the turnout No. 81 located in km 76,971, as turnout No. 107 in km 77,254 into track No. 323 up to the turnout No. 82 located in km 77,012, as turnout No. 113 in km 77,345 into track No. 321 up to the turnout No. 80 located in km 76,972, as turnout No. 110 located in km 77,317 into track No. 319 up to the turnout No. 79 located in km 76,945 of line No. 93 Trzebinia - Zebrzydowice.

### **38) Zgierz (currently point closed for track No. 11)**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Zgierz, diverging from track No. 11 as turnout No. 25 in km 57,941 of line No. 15 Bednary-Łódź Kaliska.

### **39) Żabno**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Żabno, diverging from track No. 1 as standard turnout No. 1 in km 15,748 of railway line No. 115 Tarnów- Szczucin.

### **40) Suwałki**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Suwałki, diverging as turnout No. 28 from the railway station track No. 16 in km 98,684 of line No. 40 Sokółka - Suwałki.



**APPENDIX NO. 4**

APPLICATION	No.	Month	Year

- Path request  
 Entry/ exit/from siding in Małaszewicze area  
 Shunting on track No. 14, 102a, 116, 136 and 138  
 Access to service facility objects

- |                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|
| Simplified timetable     | Annual timetable         | Individual timetable     | Correction               |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Path                     | International            | Multi-network            | Single-network           |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

CARGOTOR SP. z o.o. Dział Ruchu Kolejowego Ul. Parkowa 1 21-540 Małaszewicze	Received at:		Applicant:	
	CARGOTOR Sp. z o.o.		Name:	
	Date:		Address:	
Phone:			Phone:	
Fax:			Fax:	
E-Mail:	Company stamp and signature		E-Mail:	

Description	REQUIRED	Data
Relation 1 train path/train journey	NO	
Type of carriage performed	NO	
Type and series of the motive power unit or technical data including traction characteristics of the motive power unit	YES	
Maximum train speed	NO	
Gross weight of train/ railway vehicles	YES	
Length of train/ railway vehicles	NO	
Running time from — to	YES	
Running on: weekdays	NO	
Standing time on siding/station	NO	
Requested time of departure	NO	
Number of wagons	NO	
Agreed siding service plan	NO	
Shunting purpose	YES	
Place of shunting	YES	
Type of shunting vehicles	YES	

**Statement of the Applicant:**

- I hereby declare that the operation of trains will be entrusted to staff holding all necessary qualifications.
- I hereby declare that rolling stock meeting the conditions specified in regulations issued on the basis of art. 20 of Railway Transport Act will be used for execution of the passages.

**Signature of the applicant's representative**

First and last name			Date
Contact data	Phone:		
	Fax:		
	E-mail		
			Company stamp and signature

**Informacja przedstawiciela CARGOTOR Sp. z o.o. :**

Application accepted for realization	Application rejected due to
Allocated departure time	
First and last name	First and last name
Company stamp and signature	Company stamp and signature
Date	Date

**APPENDIX NO. 5**

APPLICATION	No.	Month	Year

X Capacity request for railway vehicle stopover

CARGOTOR SP. z o.o. Dział Ruchu Kolejowego Ul. Parkowa 1 21-540 Małaszewicze	Received at:		Applicant:		
	CARGOTOR Sp. z o.o.		Name:		
	Date:	Address:	Adres:		
	Time:				
Phone:	Company stamp and signature			Phone:	
Fax:				Fax:	
E-Mail:				E-Mail:	

Description	REQUIRED	Data
Standing place of railway vehicle set	TAK	
Max. length of vehicle set	TAK	
Standing duration of railway vehicle set (date and time)	TAK	

**Signature of the applicant's representative**

First and last name			Date	
Contact data	Phone:		Company stamp and signature	
	Fax:			
	E-mail			

**Information of the representative of CARGOTOR Sp. z o.o. :**

Application accepted for realization	Application rejected due to
Allocated departure time	
First and last name	First and last name
Company stamp and signature	Company stamp and signature
Date	Date

## Appendix No. 6

### Information to be provided in the case of capacity allocation applicable in cooperation with other managers

- a) train timetable prepared by PKP PLK S.A., which shows date of entry and exit to railway infrastructure managed by CARGOTOR sp. z o. o. covered by item 12i) of the Regulation;
- b) train/railway vehicle path and relation;
- c) Type and series of the traction vehicle or technical data including traction characteristics of the traction vehicle;
- d) Maximum train speed;
- e) Gross weight of train/ railway vehicles;
- f) Length of train/ railway vehicles;
- g) Running dates from - to;
- h) Running on: weekdays;
- i) Designation (name), exact address of the railway undertaking's registered office, telephone number, fax number, e-mail, or website address.

except that the data in points (b) to (i) will be provided if they do not result from the timetable referred to in point (a).

## Appendix No. 7

### List of service facilities connected to the manager's network, their location in relation to railway lines

No.	Location	Name of OIU	OIU Operator	WWW
1.	Małaszewicze transshipment area	Adampol S.A. Service Facility in Małaszewicze Małe	Adampol S.A.	<a href="http://www.adampolsa.com.pl/obiekt-infrastruktury-uslugowej-w-malaszewiczach/">http://www.adampolsa.com.pl/obiekt-infrastruktury-uslugowej-w-malaszewiczach/</a>
2.	Małaszewicze transshipment area	Railway petrol stations	PKP Energetyka S.A.	<a href="https://www.pkpenergetyka.pl/Ustawa-o-transporte-kolejowym/Obiekty-infrastruktury-uslugowej">https://www.pkpenergetyka.pl/Ustawa-o-transporte-kolejowym/Obiekty-infrastruktury-uslugowej</a>
3.	Małaszewicze transshipment area	Transshipment terminals in Małaszewicze transshipment area	PKP CARGO Centrum Logistyczne Małaszewicze Sp. z o.o.	<a href="http://www.clmalaszewicze.pl/dokumenty.html">http://www.clmalaszewicze.pl/dokumenty.html</a>

In performance of the obligation under Article 5 of the Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (OJ EU. L. of 2017 No. 307, p. 1), CARGOTOR sp. z o.o. informs that until the date of publication of the Network regulation it has not received from the operators of service facilities the information referred to in Article 5 paragraph 1 points a) and b).

**Appendix No. 7a**
**List of railway station tracks**

Location	Track No.	Track length (m)	Activities	Hauling passage (yes/no)	Line/siding	Traction YES/NO	Classification
Marshalling yard BÓR	6	1045*	Min. access		L906	TAK	railway infrastructure
	8	787	Access to freight terminals and sidings	yes	L 906	YES	Service facilities
	10	754	Marshalling /formation, stopover	yes	L 906	NIE	service facilities
	12	754	stopover	no	L 906	NIE	service facilities
Marshalling yard CHOTYŁÓW	10	1120*	Min. access		L 906	YES	railway infrastructure
	12	831	Access to freight terminals and sidings	yes	L 906	YES	service facilities
	14	752	Access to freight terminals and sidings	yes	L 906	YES	service facilities
	16	752	marshalling/ formation, ważenie, stopover	yes	L906	YES	service facilities
Marshalling yard MAŁASZEWICZE	1a	**	Min. access	yes	L865	YES	railway infrastructure
	2a	**	Min. access	yes	L865	YES	railway infrastructure
	3	949	Access to freight terminals and sidings	no	L865	YES	service facilities
	4	797	Access to freight terminals and sidings	yes	L865	YES	service facilities
	5	852	Access to freight terminals and sidings	yes	L865	YES	service facilities
	6	773	Access to freight terminals and sidings	yes	L865	YES	service facilities
	7	852	Access to freight terminals and sidings	yes	L865	YES	Service facilities
	8	723	stopover	no		YES	Service facilities
	9	855	Access to freight terminals and sidings	yes	L865	YES	service facilities
	10	654	Stopover	no		YES	service facilities
	11	805	Access to freight terminals and sidings	yes	L865	YES	service facilities
	12	694	stopover	No		YES	service facilities
	13	849	stopover	no		NO	service facilities
	14	753	Access to freight terminals and sidings	yes	L865	YES	service facilities
	15	827	Access to freight terminals and sidings	yes	L867	YES	service facilities
	Marshalling yard MAŁASZEWICZE	16	717	Access to freight terminals and sidings	yes	L865	YES
17		854	Access to freight terminals and sidings	yes	L867	YES	service facilities
18		845	Access to freight terminals and sidings	yes	L865	YES	service facilities
19		854	Access to freight terminals and sidings	yes	L867	YES	service facilities
20		722	Access to freight terminals and sidings	yes	L865	YES	service facilities
21		827	Access to freight terminals and sidings	yes	L867	YES	service facilities
22		719	stopover	no		NO	service facilities
23		865	Access to freight terminals and sidings	yes	L867	YES	service facilities
24		657	stopover	no		NO	service facilities
25		659	marshalling/formation, stopover	yes	L867	YES	service facilities
26		701	postoi	no		NO	service facilities
27		616	Marshalling formation, stopover	yes	L867	YES	service facilities
29		616	marshalling formation, stopover	yes	L867	YES	service facilities
31		839	stopover	no		YES	service facilities
32		934	marshalling/formation, stopover	yes	L866	YES	service facilities
33		910	marshalling/formation, stopover	yes	L866	YES	service facilities
34	895	marshalling/formation, stopover	yes	L866	YES	service facilities	
35	882	marshalling/formation, stopover	yes	L866	YES	service facilities	
41	840	marshalling/formation, stopover	yes	L866	YES	service facilities	
42	819	marshalling/formation, postó	yes	L866	YES	service facilities	
43	836	marshalling formation, stopover	yes	L866	YES	service facilities	
44	839	marshalling/formation, postó;	yes	L866	YES	service facilities	
45	881	marshalling/formation, stopover	yes	L866	YES	service facilities	
51	881	marshalling/formation, stopover	yes	1866	YES	service facilities	
52	839	marshalling/formation, stopover	yes	L866	YES	service facilities	
53	828	marshalling/formation, stopover	yes	L866	YES	service facilities	
54	821	marshalling/formation, stopover	yes	L866	YES	service facilities	
55	842	marshalling/formation, stopover	yes	L866	YES	service facilities	
Marshalling yard MAŁASZEWICZE	60	793	Access to freight terminals and sidings	No	L866	NO	service facilities
	61	928	Marshalling/ formation, stopover	yes	L866	YES	service facilities
	62	974	Weighing, stopover	No	L866	YES	service facilities
	63	1222	Access to freight terminals and	No	L866	YES	service facilities
	98	495	Access to freight terminals and sidings	no	L866	NO	service facilities
	102	153	Access to freight terminals and sidings	no		NO	service facilities
	148	130	Access to freight terminals and sidings	No		NO	service facilities
	30	255	Access to freight terminals and sidings	No		NO	service facilities
	14	786	shunting	no		YES	railway infrastructure
	102a	176	shunting	no		NO	railway infrastructure
116	440	shunting	no		YES	railway infrastructure	
136	187	shunting	no		YES	railway infrastructure	
138	23	shunting	no		YES	railway infrastructure	

## List of railway station tracks

Location	Track No. (TUI)	Track length (m) (TUI)	Activities (TDS/TRK)	Hauling passage (yes/no) (TRK)'	line /siding (TUI)
Kobylany	15		MIN. ACCESS	YES	LINE 450
	2W	276	MARSHALLING/FORMATION	NO	
	4S	850	WEIGHING	NO	
	5S	820	Access to freight terminals and sidings	NO	
	6S	944	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	8S	905	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	10S	938	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	IOW	256	MARSHALLING/FORMATION	NO	
	12S	1000	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	12W	697	MARSHALLING/FORMATION	NO	
	14S	939	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	16S	901	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	18S	917	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	20S	1008	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	22S	980	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	24S	985	STOPOVER	NO	
	430S	330	Access to freight terminals and sidings	NO	
	431S	384	Access to freight terminals and sidings/	NO	
	442S	365	Access to freight terminals and sidings	NO	
	2S	877	Access to freight terminals and sidings/	YES	LINE 450
	3S	893	Access to freight terminals and sidings/	YES	LINE 450
	7S	956	Access to freight terminals and sidings/	YES	LINE 450
	9S	852	Access to freight terminals and sidings/	YES	LINE 450
	11S	836	Access to freight terminals and sidings/	YES	LINE 450
	13S	927	Access to freight terminals and sidings/	YES	LINE 450
	436S	1031	Access to freight terminals and sidings/	NO	
	433S	310	Access to freight terminals and sidings/	NO	
	432S	468	Access to freight terminals and sidings/	NO	
	450S	181	STOPOVER	NO	
	451S	130	STOPOVER	NO	
	443S	468	Access to freight terminals and sidings	NO	
	444S	1205	Access to freight terminals and sidings/	NO	
	445s	1070	Access to freight terminals and sidings/	NO	



## Appendix No. 8

**List of services provided within the service infrastructure managed by CARGOTOR Sp. z o. o.  
The scope of services provided within the service infrastructure in the Małaszewicze  
transshipment area includes:**

1.1. services in the framework of access to facilities related to train service:

1.1.1. use of tracks and formation / shunting equipment

1.1.2. use of stabling tracks

1.1.3. access to freight terminals and sidings.

1.2. additional services:

1.2.1. weighing of the wagon

1.2.2. removal of contamination of tracks, ramps, yards

1.2.3. removing damage to tracks, ramps, yards

1.2.4. storage on the square, ramp, ground

1.2.5. training of railway undertaking's employee in local conditions

1.2.6. making available of the "Network Regulation 2020/2021" in paper form

1.2.7. making available of extracts from the regulations and other documents

2. The scope of provided services within the service infrastructure which includes railway terminals  
(i.e. outside of the Małaszewicze transshipment area) includes:

2.1. services within the access to facilities related to train services

2.1.1. Access to terminals up to 12 hours

2.1.2. Access to terminals exceeding 12 hours

2.1.3. use of stabling tracks

2.2. ancillary services

2.2.1. weighing of the wagon (if a scale is available)

2.2.2. removal of contamination of tracks, ramps, yards

2.2.3. removing damage to tracks, ramps, yards

2.2.4. storage of goods on the square, ramp, ground

2.2.5. training of railway undertaking's employee in local conditions

2.2.6. making available of the "Network Regulation 2020/2021" in paper form

2.2.7. making available of extracts from the regulations and other documents

3. Other services provided to contractors performing activities not related to operating activities of CARGOTOR sp. z o. o:

3.1. Performing works on the premises of CARGOTOR sp. z o. o.

3.1.1. Handing over the construction site;

3.1.2. Supervision of the work carried out;

3.1.3. Periodic occupation of the area of CARGOTOR sp. z o. o.

3.2. Coordination of documentation

3.2.1. Coordination of documentation (conceptual, construction, executive)

3.2.2. Business assessment (confirmation of facts)

3.2.3. Consent to conduct works according to previously agreed documentation

3.2.4. Coordination of documentation and acceptance to carry out works within the managed railway area

3.2.5. Coordination on the Regulations for the operation of railway sidings

3.2.6. Coordination on substantive changes to the Regulations for the operation of railway sidings

3.2.7. Coordination of track system layout

3.2.8. Issuing conditions of carriage of extraordinary consignments.

**Appendix No. 9**
**Detailed technical data of service track infrastructure facilities (outside of the Małaszewicze transshipment area)**
**1. Baby**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
8	cargo, siding, transfer	PRkpd 5	PR 21	849	UR5	UR21	817	48

**2. Białystok Fabryczny**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
18	cargo, siding, transfer	PR 31	KO 18	566	UR31	Z1(KO18)	540	31

**3. Brzoza Bydgoska**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
5	cargo, siding, transfer	KR 7	KT5	468	UR7	Z1	440	25

**4. Chociw Łaski**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
16	cargo, siding, transfer	KR 6	PR 10	310	UR6	PR 10	293	17

**5. Ciechanów**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
26	cargo, siding, transfer	PR 401	KO	575	U 401	Z1	531	31

**6. Etk**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
12	cargo, siding, transfer	PR 123	KO	220	UR123	Z1	160	9
14	cargo, siding, transfer	PR 124	KO	318	UR124	Z1	256	15

**7. Gizycko**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
12	cargo, siding, transfer	PR 34	PR 18	462	PR 34	Km 0,417	310	18

**8. Gomunice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
7	cargo, siding, transfer	PR 6	PR 19	604	PR 6	PR 19	604	35
9	cargo, siding, transfer	PR 16	KR 17	391	UR 16	UR 17	358	21

**9. Itawa**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
304	Side track	PR 306	KT	386	U 306	Z1	325	19
305	Side track	PR 306	KT	414	U 306	Z1	353	20
306	cargo, siding, transfer	PR 305	KT	432	U 305	Z1	389	22
307	cargo, siding, transfer	PR 305	KT	446	U 305	Z1	403	23

**10. Jasto**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
4	cargo, siding, transfer	PR 101	PR 12	200	UR101	UR12	106	6

**11. Krosno**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
9	cargo, siding, transfer	PR 6	PR 11	461	PR 6	Wk3	409	24
9a	cargo, siding, transfer	PR 6	KO	90	UR6	Z1	34	2

**12. Kutno**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
127	cargo, siding, transfer	KR 110	KO	489	UR 110	KO	446	22

**13. Lubaczów**

Track No.u	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
3	cargo, siding, transfer	PR 11	PR 6	488	Wk4	PR 6	430	25

**14. Łomża**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
18	cargo, siding, transfer	PR 16	KO	615	UR 16	Z1	559	32

**15. Nekla**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
3	siding, transfer	PR 6	PR1	562	UR6	UR 1	470	27
3a	rib	PR1	KO	42	PR1	Z1	32	1
5	siding, transfer	PR 6	PR 2	516	UR5	UR2	392	23
7	cargo, siding, transfer	PR 5	PR 3	415	UR4	PR 3	324	19
7a	cargo, siding, transfer	PR 3	KO	96	UR3	Z1	65	3
9	cargo, siding, transfer	PR 4	KO	235	Km 0.083	Z1	142	8

**16. Nowy Sącz**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
9	cargo, siding, transfer	KR 10	KO	101	Tm 11	KO	80	4
11	cargo, siding, transfer	KR 10	KO	204	Tm 10	KO	180	10

**17. Olecko**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
8	cargo, siding, transfer	PR 13	Km 0,197	197	Wk3	Km 0,197	147	8

**18. Ostaszewo Toruńskie**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
3	cargo, siding, transfer	KRI	KR 6	377	Wk1	Wk2	312	18

**19. Ozorków**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
5	siding, transfer	KR 11	KR 21	289	UR12	UR21	195	11
7	cargo, siding, transfer	PR 13	KR 21	188	PR 13	UR21	169	9
9	cargo, siding, transfer	KR 13	KO	72	UR13	KO	60	3

**20. Pabianice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
14	cargo, siding, transfer	KR 65	KO	222	UR65	KO	200	11
16	cargo, siding, transfer	KR 65	KO	443	UR68	KO	335	19

**21. Piotrków Trybunalski**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
56	cargo, siding, transfer	KR 107	KR 160	750	UR 107	UR 160	701	41
60	cargo, siding, transfer	KR 107	PR 116	145	UR 107	PR 116	120	7

**22. Poddębice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
7	cargo, siding, transfer	KR 11	PR 12	168	UR11	PR 12	154	9
27	cargo, siding, transfer	KR 12	KO	147	UR12	KO	130	7

**23. Rusiec Łódzki**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
5	siding, zdawczo - odbiorczy	KR 7	KR 12	517	Wk2	UR12	482	28
7	cargo, siding, transfer	KR 8	PR 11	415	UR8	PR 11	392	23
27	cargo, siding, transfer	KR 11	KO	137	UR11	KO	121	7

**24. Rybnik**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
30	cargo, siding, transfer	PR 42	SR 101	419	Tm 23	Tm 51	306	18

**25. Rzeszów Staroniwa**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
4	cargo, siding, transfer	PR 51	KO	522	Wk 10	Z1	447	26

**26. Sanok**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
11	cargo, siding, transfer	PR 7	PR 14	409	PR 7	UR14	375	22

**27. Sitkówka Nowiny**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
38	cargo, siding, transfer	PR 87	PR 171	410	UR87	UR 171	300	17

**28. Sokółka**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
11	cargo, siding, transfer	PR 101	PR 103	679	UR101	UR 103	585	34

**29. Spytkowice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
10	cargo, siding, transfer	KR101	KO	102	UR 101	KO	71	7
12	siding	KR 101	KO	103	UR 101	KO	71	7

**30. Suwałki**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
18	cargo, siding, transfer	PR 28	KO	537	UR28	Z1	481	28

**31. Szepietowo**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
8	cargo, siding, transfer	SR 8	PR 16	792	przejazd	Wk3	676	39



**32. Tarnów**

Track No.	Nazwa /przeznaczenie	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
14	cargo, siding, transfer	PR 52	PR 73	379	Tm 28	UR73	291	17
26	cargo, siding, transfer	PR 73	KO	408	UR73	Z1	362	21
28	cargo, siding, transfer	PR 94	KO	444	Km-0,370	Z1	370	21

**33. Targowiska**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
4	cargo, siding, transfer	KR 4	KR 5	302	UR4	UR5	258	15

**34. Terespol Pomorski**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
5	cargo, siding, transfer	PR 21	Z1	405	UR21	Z1	349	20
7	cargo, siding, transfer	PR 21	Z1	78	UR21	Z1	34	2

**35. Tomaszów Mazowiecki**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
7	cargo, siding, transfer	PR 33	KR 52	308	PR 33	UR52	295	17
7a	cargo, siding,	KR 33	KO	74	UR33	KO	57	3

**36. Warszawa Białotąka**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
197	cargo, siding, transfer	PR 90	KO	170	UR90	Z1	115	7
198	cargo, siding, transfer	PR 89	KO	597	UR89	Z1	539	31

**37. Zduńska Wola**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
51'	cargo, siding, transfer	KR 57	KO	220	UR57	KO	205	12
52	cargo, siding, transfer	KR 58	KO	178	UR 58	KO	156	9

**38. Zebrzydowice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
319	cargo, siding, transfer	KR 110	KR 79	372	UR 110	UR79	259	15
321	cargo, siding, transfer	KR 113	KR 80	374	UR 113	UR80	294	17
323	cargo, siding, transfer	KR 107	KR 82	242	UR 107	UR82	192	11
327	cargo, siding, transfer	KR 104	KR 81	257	UR 104	UR81	188	11

**39. Zgierz**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
IIa	cargo, siding, transfer	KR 25	KO	265	UR 25	KO	228	13
11	cargo, siding, transfer	KR 25	KO	252	UR25	KO	242	14

**40. Żabno**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
2	cargo, siding, transfer	PR1	PR 3	382	Wkl	PR 3	322	18
2a	cargo, siding, transfer	<b>PR 3</b>	KO	80	<b>UR3</b>	Z1	25	1

**Appendix No. 10**



**PRICE LIST**

**Rates for minimum access to railway infrastructure managed by CARGOTOR sp. z o.o. located on  
1435 mm wide tracks for timetable 2020/2021**

Warsaw 2020

## Introduction

This price list contains unit rates of charges for min. access to railway infrastructure managed by CARGOTOR sp. z. o.o. (hereinafter referred to as "Cargotor" or "Manager"),

1. The price list is valid from 12 December 2020.
2. Basic services which are provided to railway undertakings:  
Min. access to railway infrastructure including:
  - a. Handling of Capacity requests;
  - b. The right to use the allocated railway infrastructure;
  - c. Use of turnouts and junctions to the extent necessary for the train to pass on the allocated path or to perform shunting movements;
  - d. Directing traffic within the allocated capacity and providing information on train movements;
  - e. Providing information required to implement or operate the service, for which railway infrastructure capacity has been allocated;
  - f. Making overhead contact line equipment available, if available.
3. The basic charge for minimum access to railway infrastructure shall be set as the product of train-km realized and the rate for a given category of railway line, type of train and total gross train weight as specified in the train path allocated.
4. The shunting charge for min. access to railway infrastructure is determined as a product of realized train-kilometers and the rate appropriate for a given category of railway line, type of train defined in allocated train path and average gross train weight defined by Manager.
5. The Manager charges a reservation fee for capacity ordered and allocated but not used by the railway undertaking.
6. The reservation charge is calculated on the basis of value of the basic charge for the planned train passage and a coefficient depending on the date of cancellation of the allocated path.
7. VAT will be added to the fees included in the price list according to the applicable regulations.
8. The Manager shall define the maximum time for which railway vehicles may be parked within the minimum access to the railway infrastructure for 2 hours. When the railway vehicles are at stopover during this time, no charge shall be levied for the allocated capacity for the purpose of parking the railway vehicles.

## Małaszewicze Transshipment Center area

### Min. access

#### Basic charge for min. access to railway infrastructure

The unit rates of the basic charge for min. access to the railway infrastructure located on 1435mm gauge tracks are valid only for freight trains and apply to the following elements of the railway infrastructure:

- line No. 865 Magdalenka - Małaszewicze Centralne (MsC) of 6,064 m length (two tracks of 3,032 m length each),
- line No. 866 Magdalenka - Małaszewicze Rozrządowa (MsR) of 1,427 m length,
- line No. 867 Małaszewicze Centralne (MsC) - Małaszewicze (MsE) of 1,198 m length,
- line No. 906 Chotyłów - Mętraki of 5,697 m length,
- access tracks to other entities' service infrastructure facilities, of 523 m length.

Basic charge unit rates for min. access to railway infrastructure for trains are presented in the following table:

	Formula to calculate the unit rate [PLN/pockm]
Basic charge using overhead contact line equipment	$8,4560 + 19,5038 \times \frac{M}{1000}$
Basic charge without using overhead contact line equipment	$7,9111 + 19,5038 \times \frac{M}{1000}$

where:

M - the distributed total gross weight of the train including the weight of active locomotives and the weight of the train composition planned for the allocated train path

## Shunting fee for min. access to railway infrastructure

Shunting fee unit rates for min. access to railway infrastructure located on the 1435mm gauge track are valid for freight trains only and apply on the following elements of railway infrastructure:

- track No. 14 Małaszewicze (MsB) - Małaszewicze Rozrządowa (MsR) of 752 m length,
- track No. 102a Małaszewicze (MsB) - Małaszewicze Centralne (MsC) of 176 m length,
- track No. 116 Małaszewicze (MsB)- Małaszewicze Centralne (MsC) of 440 m length,
- track No. 136 Małaszewicze (MsB) - Małaszewicze Centralne (MsC) of 187 m length,
- track No. 138 Małaszewicze (MsB) - Małaszewicze Rozrządowa (MsR) of 23 m length

Unit rates of the shunting charge for min. access to railway infrastructure for trains are shown as formula in the following table:

	Unit rate
Shunting fee with use of overhead contact line	6,78 PLN / <i>pockm</i>
Shunting fee without use of overhead contact line	5,86 PLN / <i>pockm</i>

## Reservation fee

The infrastructure manager charges a reservation fee for the requested and allocated capacity which has not been used by the railway undertaking at the amount specified in 2.2.1 and 2.2.2.

The reservation fee referred to in the points below shall not be charged in case of:

1. failure to complete the passage for reasons attributable to CARGOTOR sp. z o.o. or in case of an emergency situation.
2. the Railway Undertaking applied to the President of UTK for issuing a decision on the use of capacity in the scope specified in Article 33 paragraph 3 of the Railway Transport Act.

## Fees charged to the applicant

The manager charges fees to the applicant as specified below:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
1	The applicant has not used the allocated capacity and/or has not designated a railway undertaking which is to use the allocated capacity, or the railway undertaking designated by the applicant has not concluded an agreement with the manager to use the capacity	100% (no less than 1000 PLN)

## Fees charged to the railway undertaking

The manager charges the railway undertaking the fees set out in table below:

- a) In case where, for reasons attributable to the carrier, all or part of a train path allocated in the annual timetable is not used, the reservation fee for the unused section of the allocated train path shall be as follows:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
1	<ul style="list-style-type: none"><li>• failure to submit a resignation of allocated train path</li><li>• resignation for the period from the date of submitting the resignation to the day preceding the implementation of the train timetable change, for which the deadline for submitting applications has not yet expired</li></ul>	25%
2	In case of submission of cancellation of the allocated train path for the period from the date of implementation of train timetable change, for which the deadline for submission of applications has not yet expired, until the end of the annual train timetable period	5%

- b) In the case where, for reasons attributable to the railway undertaking, all or part of a train path allocated in a mode other than that adopted for the annual timetable, the reservation fee for the unused section of the allocated train path shall be as follows:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
1	Failure to resign from an allocated path or to submit it less than 12 hours before the train is scheduled to run	25%
2	Submission of resignation from an allocated path within a period of no less than 12 hours and less than 36 hours before the train is scheduled to run	20%
3	Submission of resignation from an allocated path within a period of no less than 36 hours and less than 72 hours before the train is scheduled to run	15%

No.	Condition for charging a fee	Rate [%of basic charge for the train's scheduled passage]
4	Submission of resignation for the allocated path within a period of no less than 72 hours and no more than 30 days before the train is scheduled to run	10%
5	Submission of resignation for the allocated path more than 30 days before the train is scheduled to run, excluding passages based on an individual timetable.	1%





## **PRICE LIST**

**rates for service infrastructure facilities managed by CARGOTOR sp. z o.o.  
located on 1435 mm gauge tracks for timetable 2020/2021**

Warsaw 2020

## 1. Introduction

This price list contains unit rates of charges for min. access to service infrastructure facilities managed by CARGOTOR sp. z. o.o. (hereinafter referred to as "Cargotor" or "Manager").

1. The price list is valid from 12 December 2020.
2. Services provided within the access to service infrastructure facilities in the Małaszewicze region:
  - a. Use of tracks and equipment for forming/marshalling trains,
  - b. Use of siding tracks,
  - c. Access to freight terminals and sidetracks.
3. Services within the framework of access to service infrastructure facilities at dispatching points - Freight Terminals:
  - a. Access to freight terminals up to 12 hours.
  - b. Access to freight terminals for more than 12 hours.
  - c. Access to freight terminals - Stopover.
4. Additional services
  - a. Weighing of the wagon
  - b. Removing contamination of tracks, ramps, yards.
  - c. Removal of damage to tracks, ramps, yards.
  - d. Storage on yard, ramp, ground.
  - e. Training of railway undertaking's employee on local conditions.
  - f. Making the Regulations available in paper form.
  - g. Providing extracts from the Regulations and other documents.
  - h. Access to devices.
  - i. Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 1 - Instruction TR - 07
  - j. Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 2 - Instruction TR - 07
  - k. Issuing of crossing conditions for rolling stock requiring operational restrictions and directed for repair
5. VAT will be added to the fees included in the price list according to the applicable regulations.
6. For entry to the Service Infrastructure Facility without prior submitting an application for access to the Duty Coordinator, an additional fee of PLN 6,500.00 net for each commenced day will be charged. In accordance with point 22.4.

## 2. Małaszewicze Transshipment Centre area - Access to service infrastructure facilities.

Unit rates of basic charge for access to facilities related to train operation valid for remaining elements of the railway infrastructure as shown in the table below:

No.	Name of service	Unit rate	Comment
1	Access to service facilities to form or dismantle a train	21,74 PLN/wagon	<p>The charge for dismantling a trainset shall be calculated on the basis of the instruction submitted by the carrier for dismantling a trainset on at least two tracks. The number of wagons to be taken out of the track on which the train is located shall be accepted for settlement, provided it is indicated in the instruction submitted by the carrier. If the number of wagons to be pulled out for dismantling is not indicated, the fee shall be charged for the number of wagons on the train.</p> <p>The charge for forming a trainset shall be calculated on the basis of an instruction submitted by the carrier for forming a trainset from wagons on at least two tracks. The number of wagons in the set-up shall be accepted for settlement.</p>
2	Use of sidings	5,20 PLN/ (h / track)	The fee is calculated from the moment the track is occupied until it is released.
3	Access to freight terminals and side tracks	55,85 PLN / entry or departure of one wagon or locomotive in bulk	The fee is charged separately for entry and separately for the departure of one wagon or locomotive in bulk in one relation (no return)

### 3. Rates for access to service facilities: Freight terminals.

Unit rates of basic charge for access to facilities related to train operation are valid on service infrastructure facilities in freight terminals located in Poland.

Unit rates of basic charge for access to facilities related to train operation shall apply to other elements of the railway infrastructure.

No.	Name of service	Unit rate	Comment
1	Access to freight terminals up to 12 hours	4,48 PLN / locomotive or wagon / h	The service concerns entry for transshipment purposes. The fee concerns: locomotive per hour or wagon per hour
2	Access to freight terminals exceeding 12 hours	13,43 PLN/ locomotive or wagon/h	The service concerns entry for transshipment purposes. The fee concerns: locomotive per hour or wagon per hour
3	Access to freight terminals Up to 12 h and exceeding 12 h - stopover	5,20 PLN/locomotive or wagon / h	The service applies to entry for stopover purposes only. The fee applies to: locomotive per hour or wagon per hour.

### 4. Additional services

The unit rates for additional charges are set out in the table below:

Lp-	Name of service	Unit rate	Comment
1	Weighing of wagon	43,37 PLN / wagon	The fee is calculated on the basis of the printout given to the Carrier
2	Removal of contamination of tracks, ramps, yards	As per separate calculation	Charge based on the extent and type of pollution
3	Removing damage to tracks, ramps, yards	As per separate calculation	Charge based on the extent and type of damages
4	Storage on yard, ramp, ground	As per separate calculation	The fee depends on the agreed period, place and size of the stored material

5	Training of the carrier's employees directly related to train traffic operation referred to in point 10.1.3 of the Regulation in order to familiarize them with local conditions and Technical Regulations of traffic posts being in force at CARGOTOR sp. z o.o.	89,46 PLN/h	The fee depends on the agreed time, place and size of the group to be trained
6	Providing the "Regulations for granting access to railway infrastructure and allocation of train paths and use of train paths allocated to railway undertakings on infrastructure managed by CARGOTOR sp. z o.o. for 2020/2021 in paper form	142,90 PLN /pcs.	Fee for publishing in paper form
7	Provision of extracts from the regulations and other documents	1,86 PLN / page	Preparation and transfer printout documents
8	Assistance in operating a train with exceeded gauge	As per separate calculation	Fee depending on the agreed time, path and dimensions of the trainset
8.1	Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 1 - Instruction TR - 07	160,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/
8.2	Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 2 - Instruction TR - 07	80,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/
8.3	Issuing of passing conditions for rolling stock requiring operational restrictions, directed to be repaired	80,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/



## **PRICE LIST**

**access rates to service facilities and minimum access to railway infrastructure  
managed by CARGOTOR sp. z o.o.  
located on 1520 mm wide tracks  
for timetable 2020/2021**

Warsaw 2020

## Introduction

This price list contains unit rates of charges for min. access to railway infrastructure managed by CARGOTOR sp. z. o.o. (hereinafter referred to as "Cargotor" or "Manager"),

1. The price list is valid from 12 December 2020.
2. Basic services which are provided to railway undertakings:
  - 2.1 Min. access to railway infrastructure covering:
    - a) Handling of Capacity requests;
    - b) The right to use the allocated railway infrastructure;
    - c) Use of turnouts and junctions to the extent necessary for the train to pass on the allocated path or to perform shunting movements;
    - d) Directing traffic within the allocated capacity and providing information on train movements;
    - e) Providing information required to implement or operate the service, for which railway infrastructure capacity has been allocated;
    - f) Making overhead contact line equipment available, if available.
3. Services within the access to service infrastructure facilities in the Małaszewicze area:
  - a) Use of tracks and equipment for forming/marshalling trains,
  - b) Use of siding tracks,
  - c) Access to freight terminals and sidetracks.
  - 3.1 Additional services:
    - a) Weighing of the wagon
    - b) Removing contamination of tracks, ramps, yards.
    - c) Removal of damage to tracks, ramps, yards.
    - d) Storage on yard, ramp, ground.
    - e) Training of railway undertaking's employee on local conditions.
    - f) Making the Regulations available in paper form.
    - g) Providing extracts from the Regulations and other documents.
4. The basic charge for min. access to railway infrastructure is determined as a product of train-km realized and the rate appropriate for a given category of railway line, type of train and total gross train weight specified in the allocated train path.
5. The manager charges a reservation fee for capacity ordered and allocated but not used by the railway undertaking.

6. The reservation fee is determined on the basis of the value of basic charge for the train's scheduled passage and a coefficient depending on the date of cancellation of the allocated path.
7. VAT will be added to charges included in price list according to valid regulations..

#### Małaszewicze Transshipment Center area

##### Min. access

Basic charge for min. access to railway infrastructure

The unit rates of the basic charge for min. access to the railway infrastructure located on 1520mm gauge tracks are valid only for freight trains and apply to the following elements of the railway infrastructure

- Connecting tracks with line No. 60 (PKP Polskie Linie Kolejowe S.A.) in Kobylany, of 750 m length,
- line No. 450 Kobylany-Wólka-Kobylany of 28,515 m length

Basic charge unit rates for min. access to railway infrastructure for trains are presented in the following table:

	Formula to calculate the unit rate [PLN/pockm]
Basic charge	$8,5206 + 23,1324 \times \frac{M}{1000}$

where:

M - the distributed total gross weight of the train including the weight of active locomotives and the weight of the train composition planned for the allocated train path

##### Reservation fee

The infrastructure manager charges a reservation fee for the requested and allocated capacity which has not been used by the railway undertaking at the amount specified in 2.2.1 and 2.2.2.

The reservation fee referred to in the points below shall not be charged in case of:

1. failure to complete the passage for reasons attributable to CARGOTOR sp. z o.o. or in case of an emergency situation.



2. the Railway Undertaking applied to the President of UTK for issuing a decision on the use of capacity in the scope specified in Article 33 paragraph 3 of the Railway Transport Act.

#### Fees charged to the applicant

The manager charges fees to the applicant as specified below:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
1	The applicant has not used the allocated capacity and/or has not designated a railway undertaking which is to use the allocated capacity, or the railway undertaking designated by the applicant has not concluded an agreement with the manager to use the capacity	100% (no less than 1000 PLN)

#### Fees charged to the railway undertaking

The manager charges the railway undertaking the fees set out in table below:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
1	Failure to resign from an allocated path or to submit it less than 12 hours before the train is scheduled to run	25%
2	Submission of resignation from an allocated path within a period of no less than 12 hours and less than 36 hours before the train is scheduled to run	20%
3	Submission of resignation from an allocated path within a period of no less than 36 hours and less than 72 hours before the train is scheduled to run	15%

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
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4	Submission of resignation for the allocated path within a period of no less than 72 hours and no more than 30 days before the train is scheduled to run	10%
5	Submission of resignation for the allocated path more than 30 days before the train is scheduled to run, excluding passages based on an individual timetable.	1%

#### Access to service facilities on 1520 mm track gauge infrastructure

Unit rates of basic charge for access to facilities related to train operation valid for remaining elements of the railway infrastructure as shown in the table below:

No.	Name of service	Unit rate	Comment
1	Access to service facilities to form or dismantle a train	21,74 PLN/wagon	<p>The charge for dismantling a trainset shall be calculated on the basis of the instruction submitted by the carrier for dismantling a trainset on at least two tracks. The number of wagons to be taken out of the track on which the train is located shall be accepted for settlement, provided it is indicated in the instruction submitted by the carrier. If the number of wagons to be pulled out for dismantling is not indicated, the fee shall be charged for the number of wagons on the train.</p> <p>The charge for forming a trainset shall be calculated on the basis of an instruction submitted by the carrier for forming a trainset from wagons on at least two tracks. The number of wagons in the set-up shall be accepted for settlement.</p>

2	Use of sidings	5,20 PLN/ (h / track)	The fee is calculated from the moment the track is occupied until it is released.
3	Access to freight terminals and side tracks	55,85 PLN / entry or departure of one wagon or locomotive in bulk	The fee is charged separately for entry and separately for the departure of one wagon or locomotive in bulk in one relation (no return)

### Additional services

The unit rates for additional charges are set out in the table below:

No.	Name of service	Unit rate	Comment
1	Weighing of wagon	43,37 PLN / wagon	The fee is calculated on the basis of the printout given to the Carrier
2	Removal of contamination of tracks, ramps, yards	As per separate calculation	Charge based on the extent and type of pollution
3	Removing damage to tracks, ramps, yards	As per separate calculation	Charge based on the extent and type of damages
4	Storage on yard, ramp, ground	As per separate calculation	The fee depends on the agreed period, place and size of the stored material
5	Training of the carrier's employees directly related to train traffic operation referred to in point 10.1.3 of the Regulation in order to familiarize them with local conditions and Technical Regulations of traffic posts being in force at CARGOTOR sp. z o.o.	89,46 PLN/h	The fee depends on the agreed time, place and size of the group to be trained

6	Providing the "Regulations for granting access to railway infrastructure and allocation of train paths and use of train paths allocated to railway undertakings on infrastructure managed by CARGOTOR sp. z o.o. for 2020/2021 in paper form	142,90 PLN /pcs.	Fee for publishing in paper form
7	Provision of extracts from the regulations and other documents	1,86 PLN / page	Preparation and transfer printout documents
8	Assistance in operating a train with exceeded gauge	As per separate calculation	Fee depending on the agreed time, path and dimensions of the trainset
8.1	Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 1 - Instruction TR - 07	160,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/
8.2	Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 2 - Instruction TR - 07	80,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/
8.3	Issuing of passing conditions for rolling stock requiring operational restrictions, directed to be repaired	80,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/

**Appendix No. 11**

List of railway tracks (shunting) made available to applicants in Małaszewicze area along with their characteristics. Tracks are an element of another railway road within the meaning of Appendix 1 to the Act.

Track No.	Name	Name of starting point	Starting Km / contact km before switch rail [relating to LK No. 2]	Name of End point	End Km /End Km relating to LK No. 2	Diverging from line	General length [m]	Allowed technical speed (km/h) - acc to Instruction TU-01
14		RzP No. 62	0,000/ 198,811	sem. E14 <sup>m</sup>	0,752 (sem. E14 <sup>m</sup> )	866	752	30
136		RzP No. 262	0,000/ 200,318	Rail connector before sem. G <sup>m</sup>	0,187 (rail connector before sem. G <sup>m</sup> )	-	187	
102a		RzP No. 283	0,000/ 200,319	Rail connector before sem. J <sup>m</sup>	0,176 (Rail connector before sem. J <sup>m</sup> )	-	176	
116		RzP No. 27	0,000/ 200,556	Rail connector before sem. H <sup>m</sup>	0,440 (Rail connector before sem. H <sup>m</sup> )	-	440	
138		RzP No. 251	0,000/ 199,925	Rail connector before sem. F <sup>m</sup>	0,023 (Rail connector before sem. F <sup>m</sup> )	-	23	

List of railway tracks (shunting) made available to applicants in the Małaszewicze area along with their characteristics. Tracks are an element of another railway road within the meaning of Appendix 1 to the Act.

**Appendix No. 1** List of railway lines made available to applicants along their characteristics

a. with a width of 1435mm; the lines are electrified along the entire length

Track No.	Name of line	START OF LINE			END OF LINE			DIVERGING FROM LINE		REACHING LINE		INFRASTRUCTURE MANAGER	COMMENTS
		NAME	KM	TYPE	NAME	KM	TYPE	No.	KM	No.	KM		
1	2	3	4	5	6	7	8	9	10	11	12		13
865	MAGDALENKA - MAŁASZEWICZE CENTRALNE (MSC)	MAGDALENKA	197,783	R1	MAŁASZEWICZE CENTRALNE (MSC)	200,900	Group of tracks	2	197,783			CARGOTOR sp. Z o.o.	
866	MAGDALENKA - MAŁASZEWICZE ROZRZĄDOWA (MSR)	MAGDALENKA	197,873	R4	MAŁASZEWICZE ROZRZĄDOWA (MSR)	199,300	Group of tracks	865	197,873			CARGOTOR sp. z o.o.	
867	MAŁASZEWICZE CENTRALNE - MAŁASZEWICZE	MAŁASZEWICZE CENTRALNE ( MSC )	200,900	Group of tracks	MAŁASZEWICZE (MSE)	202,189	R 191			2	202,189	CARGOTOR sp. z o.o.	
906	CHOTYŁÓW - MĘTRAKI	CHOTYŁÓW	0,000	R28	MĘTRAKI	5,697	K.O.	2	189,738			CARGOTOR sp. z o.o.	

**Appendix No. 1a**

List of railway lines made available to applicants along their characteristics with a width of 1520mm; lines are not electrified on their entire length

Track	Name of line	START OF LINE			END OF LINE			DIVERGING FROM LINE		REACHING LINE		INFRASTRUCTURE MANAGER	COMMENTS
		NAME	KM	TYPE	NAME	KM	TYPE	No.	KM	No.	KM		
1	2	3	4	5	6	7	8	9	10	11	12		13
450	KOBYLANY-WÓLKA-KOBYLANY	Kobylany station RzP No. 664 (connector before switch rail)	-1,157 km 205.247 relating to line No. 2 Warszawa-Terespol		Kobylany station Rkpd No. 619 (center of turnout)	27,358 km 204,048 relating to line No. 2 Warszawa-Terespol		60 PKP PLK S.A. (Kobylany-Terespol)	205,247 relating to line No. 2 Warszawa-Terespol			CARGOTOR sp. z o.o.	

## Appendix No. 2

**List of dispatch points (freight terminals), in particular the length of active loading and unloading edges, their height and the parameters of the access tracks.**

1. Dispatch points; height of loading edge, height

**1) Baby**

Loading and unloading yard; 200 RM edge length.

**2) Białystok Fabryczny**

Side loading platform; 1,2 RM height and 140 RM length; concrete pavement; loading and unloading yard of 200 RM length, asphalt superstructure.

**3) Brzoza Bydgoska**

Loading and unloading yard of 330 RM length; hardened with fieldstones.

**4) Chociw Łaski**

Loading and unloading yard of 290 RM length; lined with concrete slabs.

**5) Ciechanów**

Loading and unloading yard of 415 RM length; lined with concrete slabs.

**6) Ełk**

Loading and unloading yard of 362 RM length; cobblestone pavement.

**7) Giżycko**

Loading and unloading yard of 302 RM length; cobblestone pavement.

**8) Gomunice**

Loading and unloading yard of 300 RM length, concrete pavement; side loading platform of 1,2 RM height and 180 RM length, concrete pavement.



**9) Iława**

Loading and unloading yard of 260 RM length; sett pavement.

**10) Jasło**

Loading and unloading yard of 77 RM length; sett pavement.

**11) Krosno**

Loading and unloading yard of 127 RMT length; sett pavement.

**12) Kutno**

Loading and unloading yard of 446 RM length; concrete pavement.

**13) Lubaczów**

Loading and unloading yard of 430 RM edge length; stone cube pavement.

**14) Łomża**

Loading and unloading yard of 400 RM length; asphalt pavement.

**15) Nekla**

Loading and unloading yard of 559 RM length; with asphalt pavement.

**16) Nowy Sącz**

Side loading platform of 1.2 RM height and 100 RM length, sett pavement; loading and unloading yard of 100 RM length, sett pavement

**17) Olecko**

Loading and unloading yard of 100 RM length; hardened sett pavement.

**18) Ostaszewo Toruńskie**

Loading and unloading yard of 239 RM length, fieldstone pavement.

**19) Ozorków**

Loading and unloading yard of 229 RM length; with asphalt pavement.

**20) Pabianice**

Loading and unloading yard of 580 RM length; concrete pavement.

**21) Piotrków Trybunalski**

Loading and unloading yard of 380 RM length; concrete pavement.

**22) Poddębice**

Loading and unloading yard of 154 RM length, concrete pavement; and side loading platform of 1.2 m height and 20 m length, concrete pavement.

**23) Rusiec Łódzki**

Loading and unloading yard of 350 RM length; asphalt pavement.

**24) Rybnik**

Loading and unloading yard of 200 RM length; asphalt pavement.

**25) Rzeszów Staroniwa**

Side loading platform of 1.2 RM height and 280 RM length; sett pavement.

**26) Sanok**

Loading and unloading yard of 360 RM length; sett pavement.

**27) Sitkówka Nowiny**

Loading and unloading yard of 210 RM length; concrete slab pavement.

**28) Sokółka**

Loading and unloading yard of 585 RM length; concrete slab pavement.

**29) Spytkowice**

Loading and unloading yard of 101 RM length; concrete slab pavement.

**30) Suwałki**

Loading and unloading yard of 450 RM length; hardened, locally concrete slabs, concrete kerbs at track side.

**31) Szepietowo**

Loading and unloading yard of 535 RM length; sett pavement.

**32) Tarnów**

Side loading platform of 1.2 RM height and 266 RM length, sett pavement; and loading and unloading yard of 300 RM length, sett pavement.

**33) Targowiska**

Side loading platform of 1.2 RM height and 85 RM length, sett pavement; and loading and unloading yard of 163 RM length, sett pavement.

**34) Terespol Pomorski**

Side loading platform of 1.2 RM height and 50 RM length, concrete pavement; and loading and unloading yard of 163 RM length, concrete pavement.

**35) Tomaszów Mazowiecki**

Loading and unloading yard of 290 RM length, dirt surface.

**36) Warszawa Białoleka**

Loading and unloading yard of 578 RM length, dirt surface.

**37) Zduńska Wola**

Loading and unloading yard of 100 RM length, asphalt pavement.

**38) Zebrzydowice**

Side loading platform of 1.2 RM height and 165 RM length, concrete pavement; and loading and unloading yard of 221 RM length, concrete pavement.

**39) Zgierz**

Loading and unloading yard of 150 RM length, asphalt pavement.

**40) Żabno**

Loading and unloading yard of 233 RM length, asphalt pavement.

2. At dispatch points where the height of the loading edge is not indicated, the height is at the level of the rail head. The loading edge lengths given are based on the active edges. There are no platforms at the above expeditionary points.

3. Parameters of access tracks to the above mentioned dispatch points can be found in the OIU Regulations, which are available on the website [www.cargotor.com](http://www.cargotor.com).

## **Appendix No. 3**

### **List of points of contact with railway infrastructure of other managers, excluding inoperative infrastructure**

#### **1. Railway lines**

The list of points of contact with railway infrastructure of other managers (PKP PLK S.A.) of line 865, 866, 906 is contained in Appendix No. 1 to Regulation in row „Diverges from line”, and in case of line 867 – is contained in Appendix No. 1 to Regulation in row „Km of inclusion”; and in case of line 450 - is contained in Appendix No. 1a to regulation in row „Diverges from line”.

#### **2. Dispatch points (freight terminals)**

##### **1) Baby**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Baby and diverging from track No. 6 as turnout No. 5 in km 128,890 and turnout No. 30 in direction of track No. 14 at km 129,871 of line No. 1 Warszawa Centralna - Katowice.

##### **2) Białystok Fabryczny**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Białystok Fabryczny in GPA switch tower district Bf and diverging from track No. 4 as turnout No. 26 in km 4,232 of railway line No. 37 Białystok - Zubki Białostockie.

##### **3) Brzoza Bydgoska**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Brzoza Bydgoska and diverging as turnout No. 7 in km 354,009 of line No. 131 Chorzów Batory - Tczew.

##### **4) Chociw Łaski**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Chociw Łaski and diverging from track No. 6 as turnout No. 10 in km 146,130 from line No. 131 Chorzów Batory - Tczew and from track No. 14 as turnout No. 6 in km 145,800 of same line.

##### **5) Ciechanów**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Ciechanów and diverging from track No. 10 as turnout No. 401 in km 97,883 of line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny.

**6) Ełk**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Ełk in executing switch tower „Eol” and diverging from track No. 10 as turnout No. 118 in km 102,768 of railway line No. 38 Białystok - Bartoszyce.

**7) Giżycko**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Giżycko in GPA switch tower district Gol and diverging from track No. 8 as turnout No. 39 in km 151,231 of railway line No. 38 Białystok - Bartoszyce.

**8) Gomunice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Gomunice and diverging from track No. 3 as turnout No. 4 in km 176,520 and as turnout No. 22 in km 177,450 of line No. 1 Warszawa Centralna - Katowice.

**9) Iława**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Iława and diverging from railway station tracks as turnout No. 253 in km 209,251 of line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny.

**10) Jasło**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Jasło at the executive switch tower „Js-1” and diverging from track No. 4a as turnout No. 101 in km 45,434 of railway line No. 108 Stróże - Krościenko.

**11) Krosno**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Krosno on the executive switch tower Kr1 side and diverging from track No. 7 as turnout No. 5a in km 67,922 and on the GPA switch tower Kr side from track No. 7 as turnout No. 11 68,443 in km of railway line No. 108 Stróże - Krościenko.

**12) Kutno**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Kutno and diverging from the group of shunter tracks as turnout No. 110 in km 126,800 of line No. 3 Warszawa Zachodnia - Kunowice.

**13) Lubaczów**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station

Lubaczów and diverging from track No. 1 as turnout 11 in km 40,037 of line No. 101 Munina - Hrebenne.

**14) Łomża**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Łomża in GPA switch tower district „Łm” and diverging from track No. 12 as turnout No. 16 w km 16,405 of railway line No. 49 Śniadowo - Łomża.

**15) Nekla**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) is located on mainline track Podstolice - Kostrzyn Wielkopolski, diverging from track No. 1 as turnout No. 42 located in km 269,484 of line No. 3 Warszawa Zachodnia - Kunowice.

**16) Nowy Sącz** (currently point closed for track No. 9)

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Nowy Sącz, diverging as turnout No. 10 in km 87,840 of railway line No. 96 Tarnów - Leluchów/national border

**17) Olecko**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Olecko in GPA switch tower district „Ol”, diverging from track No. 6 as turnout No. 13 in km 27,074 of railway line No. 41 Ełk - Gołdap.

**18) Ostaszewo Toruńskie**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Ostaszewo Toruńskie, diverging from track No. 1 as turnout No. 1 in km 9,488 of line No. 207 Toruń Wschodni – Malbork, and as turnout No. 6 in km 9,886 of line No. 207 Toruń Wschodni - Malbork.

**19) Ozorków (aktualnie punkt nieczynny)**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Ozorków, diverging from track No. 3 as turnout No. 11 in km 36,400 of line No. 16 Łódź Widzew – Kutno, and as turnout No. 22 in km 36,900 of line No. 16 Łódź Widzew - Kutno.

**20) Pabianice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Pabianice, diverging from track No. 6 as turnout No. 63 in km 13,877 of line No. 14 Łódź Kaliska - Tuplice.

**21) Piotrków Trybunalski**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Piotrków Trybunalski, diverging from the group of tracks No. 36-48 as turnout No. 107 located in km 145,270 and as turnout No. 159 located in km 146,000 of line No. 1 Warszawa Centralna - Katowice.

**22) Poddębice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Poddębice, diverging from track No. 5 as turnout No. 11 in km 202,790 and as turnout No. 13 in km 203,115 of line No. 131 Chorzów Batory-Tczew.

**23) Rusiec Łódzki**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Rusiec Łódzki, diverging from track No. 3 as turnout No. 7 in km 133,767 of line No. 131 Chorzów Batory - Tczew.

**24) Rybnik**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Rybnik in GPA switch tower district RbA, diverging from track No. 42a as turnout No. 42 in km 39,241 and in the GPA switch tower district RbB from track No. 28a as turnout No. 101 in km 39,628 of railway line No. 140 Katowice Ligota - Nędza.

**25) Rzeszów Staroniwa**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Rzeszów Staroniwa at the executive switch tower „Rs-2”, diverging from track No. 2 as turnout No. 51 in km 2,401 of railway line No. 106 Rzeszów Główny - Jasło.

**26) Sanok**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Sanok, diverging as turnout No. 7 in km 107,930 of railway line No. 108 Stróże-Krościenko and as turnout No. 14 in km 108,217 of the same line.

**27) Sitkówka Nowiny**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Sitkówka Nowiny, diverging from the railway station track No. 36 as turnout No. 87 in km 197,468 of line No. 8 Warszawa Wschodnia Osobowa - Gdańsk Główny.



**28) Sokółka**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Sokółka in the executive switch tower district Skl, diverging from track No. 7 as turnout No. 100 in km 218,015 and in GPA switch tower district Sk as turnout No. 104 in km 218,784 of line No. 6 Zielonka – Kuźnica Białostocka.

**29) Spytkowice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Spytkowice, diverging as turnout No. 35 in km 42,373 of line No. 94 Kraków Płaszów - Oświęcim.

**30) Szepietowo**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Szepietowo in the Sp switch tower district, diverging from track No. 6 as turnout No. 8 a/b in km 127,050 and in Spl switch tower district from track No. 6 as turnout No. 16 in km 127,842 of railway line No. 6 Zielonka - Kuźnica Białostocka.

**31) Tarnów**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Tarnów, diverging from track No. 6 as turnout No. 46 in km 77,535 of railway line No. 91 Kraków Główny Osobowy- Medyka. The station point starts at the turnout No. 52 in km 77,617.

**32) Targowiska**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Targowiska, diverging from track No. 2 as turnout No. 4 in km 75,598 and as turnout No. 5 in km 75,900 of railway line No. 108 Stróże - Krościenko.

**33) Terespol Pomorski**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Terespol Pomorski, diverging from track No. 3 as turnout No. 20 in km 410,205 of line No. 131 Chorzów Batory - Tczew.

**34) Tomaszów Mazowiecki**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Tomaszów Maz., diverging from track No. 15 as turnout No. 52 in km 56,223 and as turnout No. 32 in km 55,846 of line No. 25 Łódź Kaliska - Dębica.

**35) Warszawa Białoleka**

Point of contact with railway infrastructure of other managers (PKP CARGO CONNECT sp. z o.o.),

located in track No. 197 and 198, diverging at the station Warszawa Praga from track No. 191 as turnout No. 89 in km 13,108 of line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny and from track 194 as turnout 90 in km 13,093 of line No. 9.

### **36) Zduńska Wola**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Zduńska Wola, diverging from track No. 6 as turnout No. 51 in km 41,663 of line No. 14 Łódź Kaliska - Tuplice.

### **37) Zebrzydowice**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Zebrzydowice, diverging as turnout No. 104 in km 77,228 into track No. 327 up to the turnout No. 81 located in km 76,971, as turnout No. 107 in km 77,254 into track No. 323 up to the turnout No. 82 located in km 77,012, as turnout No. 113 in km 77,345 into track No. 321 up to the turnout No. 80 located in km 76,972, as turnout No. 110 located in km 77,317 into track No. 319 up to the turnout No. 79 located in km 76,945 of line No. 93 Trzebinia - Zebrzydowice.

### **38) Zgierz (currently point closed for track No. 11)**

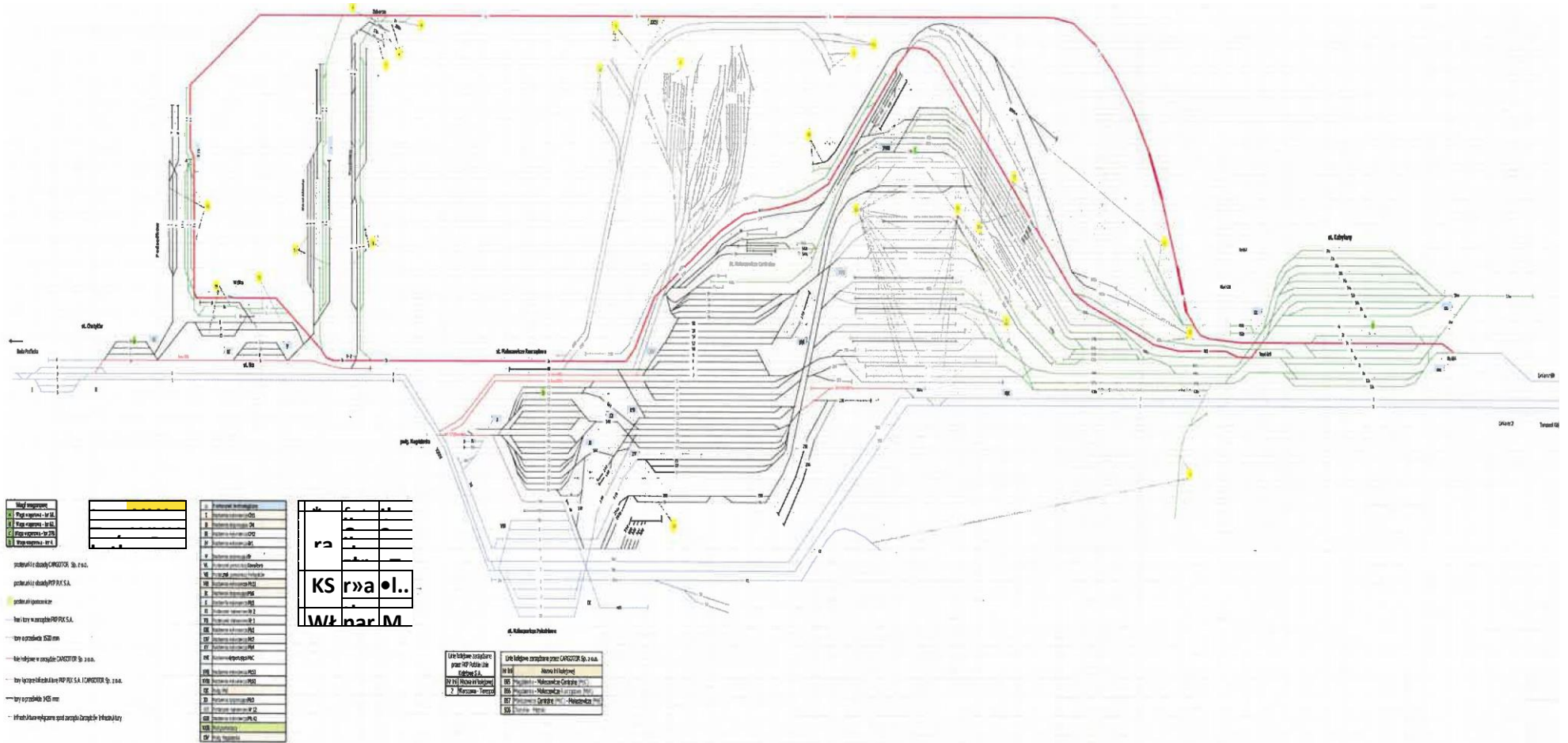
Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Zgierz, diverging from track No. 11 as turnout No. 25 in km 57,941 of line No. 15 Bednary-Łódź Kaliska.

### **39) Żabno**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Żabno, diverging from track No. 1 as standard turnout No. 1 in km 15,748 of railway line No. 115 Tarnów- Szczucin.

### **40) Suwałki**

Point of contact with railway infrastructure of other managers (PKP PLK S.A.) located at station Suwałki, diverging as turnout No. 28 from the railway station track No. 16 in km 98,684 of line No. 40 Sokółka - Suwałki.

**Appendix No.  
 3a**


**APPENDIX NO. 4**

APPLICATION	No.	Month	Year

- Path request  
 Entry/ exit/from siding in Małaszewicze area  
 Shunting on track No. 14, 102a, 116, 136 and 138  
 Access to service facility objects

Simplified timetable

Annual timetable

Individual timetable

Correction

Path

International

Multi-network

Single-network

CARGOTOR SP. z o.o. Dział Ruchu Kolejowego Ul. Parkowa 1 21-540 Małaszewicze	Received at:		Applicant:	
	CARGOTOR Sp. z o.o.		Name:	
	Date:		Address:	
Phone:	Company stamp and signature		Phone:	
Fax:			Fax:	
E-Mail:			E-Mail:	

Description	REQUIRED	Data
Relation 1 train path/train journey	NO	
Type of carriage performed	NO	
Type and series of the motive power unit or technical data including traction characteristics of the motive power unit	YES	
Maximum train speed	NO	
Gross weight of train/ railway vehicles	YES	
Length of train/ railway vehicles	NO	
Running time from — to	YES	
Running on: weekdays	NO	
Standing time on siding/station	NO	
Requested time of departure	NO	
Number of wagons	NO	
Agreed siding service plan	NO	
Shunting purpose	YES	
Place of shunting	YES	
Type of shunting vehicles	YES	

**Statement of the Applicant:**

1. I hereby declare that the operation of trains will be entrusted to staff holding all necessary qualifications.  
 2) I hereby declare that rolling stock meeting the conditions specified in regulations issued on the basis of art. 20 of Railway Transport Act will be used for execution of the passages.

**Signature of the applicant's representative**

First and last name		Date
Contact data	Phone:	Company stamp and signature
	Fax:	
	E-mail	

**Informacja przedstawiciela CARGOTOR Sp. z o.o. :**

Application accepted for realization	Application rejected due to
Allocated departure time	
First and last name	First and last name
Company stamp and signature	Company stamp and signature
Date	Date

**APPENDIX NO. 5**

APPLICATION	No.	Month	Year

X Capacity request for railway vehicle stopover

CARGOTOR SP. z o.o. Dział Ruchu Kolejowego Ul. Parkowa 1 21-540 Małaszewicze	Received at:		Applicant:		
	CARGOTOR Sp. z o.o.		Name:		
	Date:	Address:	Adres:		
	Time:				
Phone:	Company stamp and signature			Phone:	
Fax:				Fax:	
E-Mail:				E-Mail:	

Description	REQUIRED	Data
Standing place of railway vehicle set	TAK	
Max. length of vehicle set	TAK	
Standing duration of railway vehicle set (date and time)	TAK	

**Signature of the applicant's representative**

First and last name			Date	
Contact data	Phone:		Company stamp and signature	
	Fax:			
	E-mail			

**Information of the representative of CARGOTOR Sp. z o.o. :**

Application accepted for realization	Application rejected due to
Allocated departure time	
First and last name	First and last name
Company stamp and signature	Company stamp and signature
Date	Date

## Appendix No. 6

### Information to be provided in the case of capacity allocation applicable in cooperation with other managers

- a) train timetable prepared by PKP PLK S.A., which shows date of entry and exit to railway infrastructure managed by CARGOTOR sp. z o. o. covered by item 12i) of the Regulation;
- b) train/railway vehicle path and relation;
- c) Type and series of the traction vehicle or technical data including traction characteristics of the traction vehicle;
- d) Maximum train speed;
- e) Gross weight of train/ railway vehicles;
- f) Length of train/ railway vehicles;
- g) Running dates from - to;
- h) Running on: weekdays;
- i) Designation (name), exact address of the railway undertaking's registered office, telephone number, fax number, e-mail, or website address.

except that the data in points (b) to (i) will be provided if they do not result from the timetable referred to in point (a).

**Appendix No. 7**
**List of service facilities connected to the manager's network, their location in relation to railway lines**

No.	Location	Name of OIU	OIU Operator	WWW
1.	Małaszewicze transshipment area	Adampol S.A. Service Facility in Małaszewicze Małe	Adampol S.A.	<a href="http://www.adampolsa.com.pl/obiekt-infrastruktury-uslugowej-w-malaszewiczach/">http://www.adampolsa.com.pl/obiekt-infrastruktury-uslugowej-w-malaszewiczach/</a>
2.	Małaszewicze transshipment area	Railway petrol stations	PKP Energetyka S.A.	<a href="https://www.pkpenergetyka.pl/Ustawa-o-transporcie-kolejowym/Obiekty-infrastruktury-uslugowej">https://www.pkpenergetyka.pl/Ustawa-o-transporcie-kolejowym/Obiekty-infrastruktury-uslugowej</a>
3.	Małaszewicze transshipment area	Transshipment terminals in Małaszewicze transshipment area	PKP CARGO Centrum Logistyczne Małaszewicze Sp. z o.o.	<a href="http://www.clmalaszewicze.pl/dokumenty.html">http://www.clmalaszewicze.pl/dokumenty.html</a>

In performance of the obligation under Article 5 of the Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (OJ EU. L. of 2017 No. 307, p. 1), CARGOTOR sp. z o.o. informs that until the date of publication of the Network regulation it has not received from the operators of service facilities the information referred to in Article 5 paragraph 1 points a) and b).

**Appendix No. 7a**
**List of railway station tracks**

Location	Track No.	Track length (m)	Activities	Hauling passage (yes/no)	Line/siding	Traction YES/NO	Classification
Marshalling yard BÓR	6	1045*	Min. access		L906	TAK	railway infrastructure
	8	787	Access to freight terminals and sidings	yes	L 906	YES	Service facilities
	10	754	Marshalling /formation, stopover	yes	L 906	NIE	service facilities
	12	754	stopover	no	L 906	NIE	service facilities
Marshalling yard CHOTYŁÓW	10	1120*	Min. access		L 906	YES	railway infrastructure
	12	831	Access to freight terminals and sidings	yes	L 906	YES	service facilities
	14	752	Access to freight terminals and sidings	yes	L 906	YES	service facilities
	16	752	marshalling/ formation, ważenie, stopover	yes	L906	YES	service facilities
Marshalling yard MAŁASZEWICZE	1a	**	Min. access	yes	L865	YES	railway infrastructure
	2a	**	Min. access	yes	L865	YES	railway infrastructure
	3	949	Access to freight terminals and sidings	no	L865	YES	service facilities
	4	797	Access to freight terminals and sidings	yes	L865	YES	service facilities
	5	852	Access to freight terminals and sidings	yes	L865	YES	service facilities
	6	773	Access to freight terminals and sidings	yes	L865	YES	service facilities
	7	852	Access to freight terminals and sidings	yes	L865	YES	Service facilities
	8	723	stopover	no		YES	Service facilities
	9	855	Access to freight terminals and sidings	yes	L865	YES	service facilities
	10	654	Stopover	no		YES	service facilities
	11	805	Access to freight terminals and sidings	yes	L865	YES	service facilities
	12	694	stopover	No		YES	service facilities
	13	849	stopover	no		NO	service facilities
	Marshalling yard MAŁASZEWICZE	14	753	Access to freight terminals and sidings	yes	L865	YES
15		827	Access to freight terminals and sidings	yes	L867	YES	service facilities
16		717	Access to freight terminals and sidings	yes	L865	YES	service facilities
17		854	Access to freight terminals and sidings	yes	L867	YES	service facilities
18		845	Access to freight terminals and sidings	yes	L865	YES	service facilities
19		854	Access to freight terminals and sidings	yes	L867	YES	service facilities
20		722	Access to freight terminals and sidings	yes	L865	YES	service facilities
21		827	Access to freight terminals and sidings	yes	L867	YES	service facilities
22		719	stopover	no		NO	service facilities
23		865	Access to freight terminals and sidings	yes	L867	YES	service facilities
24		657	stopover	no		NO	service facilities
25		659	marshalling/formation, stopover	yes	L867	YES	service facilities
26		701	postoi	no		NO	service facilities
27		616	Marshalling formation, stopover	yes	L867	YES	service facilities
29		616	marshalling formation, stopover	yes	L867	YES	service facilities
31		839	stopover	no		YES	service facilities
32		934	marshalling/formation, stopover	yes	L866	YES	service facilities
33		910	marshalling/formation, stopover	yes	L866	YES	service facilities
34		895	marshalling/formation, stopover	yes	L866	YES	service facilities
35		882	marshalling/formation, stopover	yes	L866	YES	service facilities
41	840	marshalling/formation, stopover	yes	L866	YES	service facilities	
42	819	marshalling/formation, postó	yes	L866	YES	service facilities	
43	836	marshalling formation, stopover	yes	L866	YES	service facilities	
44	839	marshalling/formation, postó;	yes	L866	YES	service facilities	
45	881	marshalling/formation, stopover	yes	L866	YES	service facilities	
51	881	marshalling/formation, stopover	yes	1866	YES	service facilities	
52	839	marshalling/formation, stopover	yes	L866	YES	service facilities	
53	828	marshalling/formation, stopover	yes	L866	YES	service facilities	
54	821	marshalling/formation, stopover	yes	L866	YES	service facilities	
55	842	marshalling/formation, stopover	yes	L866	YES	service facilities	
Marshalling yard MAŁASZEWICZE	60	793	Access to freight terminals and sidings	No	L866	NO	service facilities
	61	928	Marshalling/ formation, stopover	yes	L866	YES	service facilities
	62	974	Weighing, stopover	No	L866	YES	service facilities
	63	1222	Access to freight terminals and	No	L866	YES	service facilities
	98	495	Access to freight terminals and sidings	no	L866	NO	service facilities
	102	153	Access to freight terminals and sidings	no		NO	service facilities
	148	130	Access to freight terminals and sidings	No		NO	service facilities
	30	255	Access to freight terminals and sidings			NO	service facilities
	14	786	shunting	no		YES	railway infrastructure
	102a	176	shunting	no		NO	railway infrastructure
116	440	shunting	no		YES	railway infrastructure	
136	187	shunting	no		YES	railway infrastructure	
138	23	shunting	no		YES	railway infrastructure	



## List of railway station tracks

Location	Track No. (TUI)	Track length (m) (TUI)	Activities (TDS/TRK)	Hauling passage (yes/no) (TRK)'	line /siding (TUI)
Kobylany	15		MIN. ACCESS	YES	LINE 450
	2W	276	MARSHALLING/FORMATION	NO	
	4S	850	WEIGHING	NO	
	5S	820	Access to freight terminals and sidings	NO	
	6S	944	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	8S	905	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	10S	938	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	IOW	256	MARSHALLING/FORMATION	NO	
	12S	1000	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	12W	697	MARSHALLING/FORMATION	NO	
	14S	939	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	16S	901	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	18S	917	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	20S	1008	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	22S	980	Access to freight terminals and sidings/ STOPOVER/ MARSHALLING	YES	LINE 450
	24S	985	STOPOVER	NO	
	430S	330	Access to freight terminals and sidings	NO	
	431S	384	Access to freight terminals and sidings/	NO	
	442S	365	Access to freight terminals and sidings	NO	
	2S	877	Access to freight terminals and sidings/	YES	LINE 450
	3S	893	Access to freight terminals and sidings/	YES	LINE 450
	7S	956	Access to freight terminals and sidings/	YES	LINE 450
	9S	852	Access to freight terminals and sidings/	YES	LINE 450
	11S	836	Access to freight terminals and sidings/	YES	LINE 450
	13S	927	Access to freight terminals and sidings/	YES	LINE 450
	436S	1031	Access to freight terminals and sidings/	NO	
	433S	310	Access to freight terminals and sidings/	NO	
	432S	468	Access to freight terminals and sidings/	NO	
	450S	181	STOPOVER	NO	
	451S	130	STOPOVER	NO	
	443S	468	Access to freight terminals and sidings	NO	
	444S	1205	Access to freight terminals and sidings/	NO	
	445s	1070	Access to freight terminals and sidings/	NO	

## Appendix No. 8

**List of services provided within the service infrastructure managed by CARGOTOR Sp. z o. o.  
The scope of services provided within the service infrastructure in the Małaszewicze transshipment area includes:**

1.1. services in the framework of access to facilities related to train service:

1.1.1. use of tracks and formation / shunting equipment

1.1.2. use of stabling tracks

1.1.3. access to freight terminals and sidings.

1.2. additional services:

1.2.1. weighing of the wagon

1.2.2. removal of contamination of tracks, ramps, yards

1.2.3. removing damage to tracks, ramps, yards

1.2.4. storage on the square, ramp, ground

1.2.5. training of railway undertaking's employee in local conditions

1.2.6. making available of the "Network Regulation 2020/2021" in paper form

1.2.7. making available of extracts from the regulations and other documents

2. The scope of provided services within the service infrastructure which includes railway terminals (i.e. outside of the Małaszewicze transshipment area) includes:

2.1. services within the access to facilities related to train services

2.1.1. Access to terminals up to 12 hours

2.1.2. Access to terminals exceeding 12 hours

2.1.3. use of stabling tracks

2.2. ancillary services

2.2.1. weighing of the wagon (if a scale is available)

2.2.2. removal of contamination of tracks, ramps, yards

2.2.3. removing damage to tracks, ramps, yards

2.2.4. storage of goods on the square, ramp, ground

2.2.5. training of railway undertaking's employee in local conditions

2.2.6. making available of the "Network Regulation 2020/2021" in paper form

2.2.7. making available of extracts from the regulations and other documents

3. Other services provided to contractors performing activities not related to operating activities of CARGOTOR sp. z o. o:

3.1. Performing works on the premises of CARGOTOR sp. z o. o.

3.1.1. Handing over the construction site;

3.1.2. Supervision of the work carried out;

3.1.3. Periodic occupation of the area of CARGOTOR sp. z o. o.

3.2. Coordination of documentation

3.2.1. Coordination of documentation (conceptual, construction, executive)

3.2.2. Business assessment (confirmation of facts)

3.2.3. Consent to conduct works according to previously agreed documentation

3.2.4. Coordination of documentation and acceptance to carry out works within the managed railway area

3.2.5. Coordination on the Regulations for the operation of railway sidings

3.2.6. Coordination on substantive changes to the Regulations for the operation of railway sidings

3.2.7. Coordination of track system layout

3.2.8. Issuing conditions of carriage of extraordinary consignments.

**Appendix No. 9**
**Detailed technical data of service track infrastructure facilities (outside of the Małaszewicze transshipment area)**
**1. Baby**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
8	cargo, siding, transfer	PRkpd 5	PR 21	849	UR5	UR21	817	48

**2. Białystok Fabryczny**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
18	cargo, siding, transfer	PR 31	KO 18	566	UR31	Z1(KO18)	540	31

**3. Brzoza Bydgoska**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
5	cargo, siding, transfer	KR 7	KT5	468	UR7	Z1	440	25

**4. Chociw Łaski**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
16	cargo, siding, transfer	KR 6	PR 10	310	UR6	PR 10	293	17

**5. Ciechanów**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
26	cargo, siding, transfer	PR 401	KO	575	U 401	Z1	531	31

**6. Etk**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
12	cargo, siding, transfer	PR 123	KO	220	UR123	Z1	160	9
14	cargo, siding, transfer	PR 124	KO	318	UR124	Z1	256	15

**7. Gizycko**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
12	cargo, siding, transfer	PR 34	PR 18	462	PR 34	Km 0,417	310	18

**8. Gomunice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
7	cargo, siding, transfer	PR 6	PR 19	604	PR 6	PR 19	604	35
9	cargo, siding, transfer	PR 16	KR 17	391	UR 16	UR 17	358	21

**9. Itawa**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
304	Side track	PR 306	KT	386	U 306	Z1	325	19
305	Side track	PR 306	KT	414	U 306	Z1	353	20
306	cargo, siding, transfer	PR 305	KT	432	U 305	Z1	389	22
307	cargo, siding, transfer	PR 305	KT	446	U 305	Z1	403	23

**10. Jasto**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
4	cargo, siding, transfer	PR 101	PR 12	200	UR101	UR12	106	6

**11. Krosno**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
9	cargo, siding, transfer	PR 6	PR 11	461	PR 6	Wk3	409	24
9a	cargo, siding, transfer	PR 6	KO	90	UR6	Z1	34	2

**12. Kutno**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
127	cargo, siding, transfer	KR 110	KO	489	UR 110	KO	446	22

**13. Lubaczów**

Track No.u	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
3	cargo, siding, transfer	PR 11	PR 6	488	Wk4	PR 6	430	25

**14. Łomża**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		General			usable			
		From	To	[m]	From	To	[m]	
18	cargo, siding, transfer	PR 16	KO	615	UR 16	Z1	559	32

**15. Nekla**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
3	siding, transfer	PR 6	PR1	562	UR6	UR 1	470	27
3a	rib	PR1	KO	42	PR1	Z1	32	1
5	siding, transfer	PR 6	PR 2	516	UR5	UR2	392	23
7	cargo, siding, transfer	PR 5	PR 3	415	UR4	PR 3	324	19
7a	cargo, siding, transfer	PR 3	KO	96	UR3	Z1	65	3
9	cargo, siding, transfer	PR 4	KO	235	Km 0.083	Z1	142	8

**16. Nowy Sącz**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
9	cargo, siding, transfer	KR 10	KO	101	Tm 11	KO	80	4
11	cargo, siding, transfer	KR 10	KO	204	Tm 10	KO	180	10

**17. Olecko**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
8	cargo, siding, transfer	PR 13	Km 0,197	197	Wk3	Km 0,197	147	8

**18. Ostaszewo Toruńskie**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
3	cargo, siding, transfer	KRI	KR 6	377	Wk1	Wk2	312	18

**19. Ozorków**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
5	siding, transfer	KR 11	KR 21	289	UR12	UR21	195	11
7	cargo, siding, transfer	PR 13	KR 21	188	PR 13	UR21	169	9
9	cargo, siding, transfer	KR 13	KO	72	UR13	KO	60	3

**20. Pabianice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
14	cargo, siding, transfer	KR 65	KO	222	UR65	KO	200	11
16	cargo, siding, transfer	KR 65	KO	443	UR68	KO	335	19

**21. Piotrków Trybunalski**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
56	cargo, siding, transfer	KR 107	KR 160	750	UR 107	UR 160	701	41
60	cargo, siding, transfer	KR 107	PR 116	145	UR 107	PR 116	120	7

**22. Poddębice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
7	cargo, siding, transfer	KR 11	PR 12	168	UR11	PR 12	154	9
27	cargo, siding, transfer	KR 12	KO	147	UR12	KO	130	7

**23. Rusiec Łódzki**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
5	siding, zdawczo - odbiorczy	KR 7	KR 12	517	Wk2	UR12	482	28
7	cargo, siding, transfer	KR 8	PR 11	415	UR8	PR 11	392	23
27	cargo, siding, transfer	KR 11	KO	137	UR11	KO	121	7

**24. Rybnik**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
30	cargo, siding, transfer	PR 42	SR 101	419	Tm 23	Tm 51	306	18

**25. Rzeszów Staroniwa**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
4	cargo, siding, transfer	PR 51	KO	522	Wk 10	Z1	447	26



**26. Sanok**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
11	cargo, siding, transfer	PR 7	PR 14	409	PR 7	UR14	375	22

**27. Sitkówka Nowiny**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
38	cargo, siding, transfer	PR 87	PR 171	410	UR87	UR 171	300	17

**28. Sokółka**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
11	cargo, siding, transfer	PR 101	PR 103	679	UR101	UR 103	585	34

**29. Spytkowice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
10	cargo, siding, transfer	KR101	KO	102	UR 101	KO	71	7
12	siding	KR 101	KO	103	UR 101	KO	71	7

**30. Suwałki**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
18	cargo, siding, transfer	PR 28	KO	537	UR28	Z1	481	28

**31. Szepietowo**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
8	cargo, siding, transfer	SR 8	PR 16	792	przejazd	Wk3	676	39

**32. Tarnów**

Track No.	Nazwa /przeznaczenie	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
14	cargo, siding, transfer	PR 52	PR 73	379	Tm 28	UR73	291	17
26	cargo, siding, transfer	PR 73	KO	408	UR73	Z1	362	21
28	cargo, siding, transfer	PR 94	KO	444	Km-0,370	Z1	370	21

**33. Targowiska**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
4	cargo, siding, transfer	KR 4	KR 5	302	UR4	UR5	258	15

**34. Terespol Pomorski**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
5	cargo, siding, transfer	PR 21	Z1	405	UR21	Z1	349	20
7	cargo, siding, transfer	PR 21	Z1	78	UR21	Z1	34	2

**35. Tomaszów Mazowiecki**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
7	cargo, siding, transfer	PR 33	KR 52	308	PR 33	UR52	295	17
7a	cargo, siding,	KR 33	KO	74	UR33	KO	57	3

**36. Warszawa Białotąka**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
197	cargo, siding, transfer	PR 90	KO	170	UR90	Z1	115	7
198	cargo, siding, transfer	PR 89	KO	597	UR89	Z1	539	31

**37. Zduńska Wola**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
51'	cargo, siding, transfer	KR 57	KO	220	UR57	KO	205	12
52	cargo, siding, transfer	KR 58	KO	178	UR 58	KO	156	9

**38. Zebrzydowice**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
319	cargo, siding, transfer	KR 110	KR 79	372	UR 110	UR79	259	15
321	cargo, siding, transfer	KR 113	KR 80	374	UR 113	UR80	294	17
323	cargo, siding, transfer	KR 107	KR 82	242	UR 107	UR82	192	11
327	cargo, siding, transfer	KR 104	KR 81	257	UR 104	UR81	188	11

**39. Zgierz**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
IIa	cargo, siding, transfer	KR 25	KO	265	UR 25	KO	228	13
11	cargo, siding, transfer	KR 25	KO	252	UR25	KO	242	14

**40. Żabno**

Track No.	Name / purpose	Track length						Capacity in 4-axle wagons
		general			usable			
		From	To	[m]	From	To	[m]	
2	cargo, siding, transfer	PR1	PR 3	382	Wkl	PR 3	322	18
2a	cargo, siding, transfer	<b>PR 3</b>	KO	80	<b>UR3</b>	Z1	25	1

**Appendix No. 10**



**PRICE LIST**

**Rates for minimum access to railway infrastructure managed by CARGOTOR sp. z o.o. located on  
1435 mm wide tracks for timetable 2020/2021**

Warsaw 2020

## Introduction

This price list contains unit rates of charges for min. access to railway infrastructure managed by CARGOTOR sp. z. o.o. (hereinafter referred to as "Cargotor" or "Manager") ,

1. The price list is valid from 12 December 2020.
2. Basic services which are provided to railway undertakings:  
Min. access to railway infrastructure including:
  - a. Handling of Capacity requests;
  - b. The right to use the allocated railway infrastructure;
  - c. Use of turnouts and junctions to the extent necessary for the train to pass on the allocated path or to perform shunting movements;
  - d. Directing traffic within the allocated capacity and providing information on train movements;
  - e. Providing information required to implement or operate the service, for which railway infrastructure capacity has been allocated;
  - f. Making overhead contact line equipment available, if available.
3. The basic charge for minimum access to railway infrastructure shall be set as the product of train-km realized and the rate for a given category of railway line, type of train and total gross train weight as specified in the train path allocated.
4. The shunting charge for min. access to railway infrastructure is determined as a product of realized train-kilometers and the rate appropriate for a given category of railway line, type of train defined in allocated train path and average gross train weight defined by Manager.
5. The Manager charges a reservation fee for capacity ordered and allocated but not used by the railway undertaking.
6. The reservation charge is calculated on the basis of value of the basic charge for the planned train passage and a coefficient depending on the date of cancellation of the allocated path.
7. VAT will be added to the fees included in the price list according to the applicable regulations.
8. The Manager shall define the maximum time for which railway vehicles may be parked within the minimum access to the railway infrastructure for 2 hours. When the railway vehicles are at stopover during this time, no charge shall be levied for the allocated capacity for the purpose of parking the railway vehicles.

## Małaszewicze Transshipment Center area

### Min. access

#### Basic charge for min. access to railway infrastructure

The unit rates of the basic charge for min. access to the railway infrastructure located on 1435mm gauge tracks are valid only for freight trains and apply to the following elements of the railway infrastructure:

- line No. 865 Magdalenka - Małaszewicze Centralne (MsC) of 6,064 m length (two tracks of 3,032 m length each),
- line No. 866 Magdalenka - Małaszewicze Rozrządowa (MsR) of 1,427 m length,
- line No. 867 Małaszewicze Centralne (MsC) - Małaszewicze (MsE) of 1,198 m length,
- line No. 906 Chotyłów - Mętraki of 5,697 m length,
- access tracks to other entities' service infrastructure facilities, of 523 m length.

Basic charge unit rates for min. access to railway infrastructure for trains are presented in the following table:

	Formula to calculate the unit rate [PLN/pockm]
Basic charge using overhead contact line equipment	$8,4560 + 19,5038 \times \frac{M}{1000}$
Basic charge without using overhead contact line equipment	$7,9111 + 19,5038 \times \frac{M}{1000}$

where:

M - the distributed total gross weight of the train including the weight of active locomotives and the weight of the train composition planned for the allocated train path

## Shunting fee for min. access to railway infrastructure

Shunting fee unit rates for min. access to railway infrastructure located on the 1435mm gauge track are valid for freight trains only and apply on the following elements of railway infrastructure:

- track No. 14 Małaszewicze (MsB) - Małaszewicze Rozrządowa (MsR) of 752 m length,
- track No. 102a Małaszewicze (MsB) - Małaszewicze Centralne (MsC) of 176 m length,
- track No. 116 Małaszewicze (MsB)- Małaszewicze Centralne (MsC) of 440 m length,
- track No. 136 Małaszewicze (MsB) - Małaszewicze Centralne (MsC) of 187 m length,
- track No. 138 Małaszewicze (MsB) - Małaszewicze Rozrządowa (MsR) of 23 m length

Unit rates of the shunting charge for min. access to railway infrastructure for trains are shown as formula in the following table:

	Unit rate
Shunting fee with use of overhead contact line	6,78 PLN / <i>pockm</i>
Shunting fee without use of overhead contact line	5,86 PLN / <i>pockm</i>

## Reservation fee

The infrastructure manager charges a reservation fee for the requested and allocated capacity which has not been used by the railway undertaking at the amount specified in 2.2.1 and 2.2.2.

The reservation fee referred to in the points below shall not be charged in case of:

1. failure to complete the passage for reasons attributable to CARGOTOR sp. z o.o. or in case of an emergency situation.
2. the Railway Undertaking applied to the President of UTK for issuing a decision on the use of capacity in the scope specified in Article 33 paragraph 3 of the Railway Transport Act.

### Fees charged to the applicant

The manager charges fees to the applicant as specified below:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
1	The applicant has not used the allocated capacity and/or has not designated a railway undertaking which is to use the allocated capacity, or the railway undertaking designated by the applicant has not concluded an agreement with the manager to use the capacity	100% (no less than 1000 PLN)

### Fees charged to the railway undertaking

The manager charges the railway undertaking the fees set out in table below:

- a) In case where, for reasons attributable to the carrier, all or part of a train path allocated in the annual timetable is not used, the reservation fee for the unused section of the allocated train path shall be as follows:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
1	<ul style="list-style-type: none"><li>• failure to submit a resignation of allocated train path</li><li>• resignation for the period from the date of submitting the resignation to the day preceding the implementation of the train timetable change, for which the deadline for submitting applications has not yet expired</li></ul>	25%
2	In case of submission of cancellation of the allocated train path for the period from the date of implementation of train timetable change, for which the deadline for submission of applications has not yet expired, until the end of the annual train timetable period	5%

- b) In the case where, for reasons attributable to the railway undertaking, all or part of a train path allocated in a mode other than that adopted for the annual timetable, the reservation fee for the unused section of the allocated train path shall be as follows:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
1	Failure to resign from an allocated path or to submit it less than 12 hours before the train is scheduled to run	25%
2	Submission of resignation from an allocated path within a period of no less than 12 hours and less than 36 hours before the train is scheduled to run	20%
3	Submission of resignation from an allocated path within a period of no less than 36 hours and less than 72 hours before the train is scheduled to run	15%



No.	Condition for charging a fee	Rate [%of basic charge for the train's scheduled passage]
4	Submission of resignation for the allocated path within a period of no less than 72 hours and no more than 30 days before the train is scheduled to run	10%
5	Submission of resignation for the allocated path more than 30 days before the train is scheduled to run, excluding passages based on an individual timetable.	1%



## PRICE LIST

**rates for service infrastructure facilities managed by CARGOTOR sp. z o.o.  
located on 1435 mm gauge tracks for timetable 2020/2021**

Warsaw 2020

## 1. Introduction

This price list contains unit rates of charges for min. access to service infrastructure facilities managed by CARGOTOR sp. z. o.o. (hereinafter referred to as "Cargotor" or "Manager").

1. The price list is valid from 12 December 2020.
2. Services provided within the access to service infrastructure facilities in the Małaszewicze region:
  - a. Use of tracks and equipment for forming/marshalling trains,
  - b. Use of siding tracks,
  - c. Access to freight terminals and sidetracks.
3. Services within the framework of access to service infrastructure facilities at dispatching points - Freight Terminals:
  - a. Access to freight terminals up to 12 hours.
  - b. Access to freight terminals for more than 12 hours.
  - c. Access to freight terminals - Stopover.
4. Additional services
  - a. Weighing of the wagon
  - b. Removing contamination of tracks, ramps, yards.
  - c. Removal of damage to tracks, ramps, yards.
  - d. Storage on yard, ramp, ground.
  - e. Training of railway undertaking's employee on local conditions.
  - f. Making the Regulations available in paper form.
  - g. Providing extracts from the Regulations and other documents.
  - h. Access to devices.
  - i. Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 1 - Instruction TR - 07
  - j. Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 2 - Instruction TR - 07
  - k. Issuing of crossing conditions for rolling stock requiring operational restrictions and directed for repair
5. VAT will be added to the fees included in the price list according to the applicable regulations.
6. For entry to the Service Infrastructure Facility without prior submitting an application for access to the Duty Coordinator, an additional fee of PLN 6,500.00 net for each commenced day will be charged. In accordance with point 22.4.

## 2. Małaszewicze Transshipment Centre area - Access to service infrastructure facilities.

Unit rates of basic charge for access to facilities related to train operation valid for remaining elements of the railway infrastructure as shown in the table below:

No.	Name of service	Unit rate	Comment
1	Access to service facilities to form or dismantle a train	21,74 PLN/wagon	<p>The charge for dismantling a trainset shall be calculated on the basis of the instruction submitted by the carrier for dismantling a trainset on at least two tracks. The number of wagons to be taken out of the track on which the train is located shall be accepted for settlement, provided it is indicated in the instruction submitted by the carrier. If the number of wagons to be pulled out for dismantling is not indicated, the fee shall be charged for the number of wagons on the train.</p> <p>The charge for forming a trainset shall be calculated on the basis of an instruction submitted by the carrier for forming a trainset from wagons on at least two tracks. The number of wagons in the set-up shall be accepted for settlement.</p>
2	Use of sidings	5,20 PLN/ (h / track)	The fee is calculated from the moment the track is occupied until it is released.
3	Access to freight terminals and side tracks	55,85 PLN / entry or departure of one wagon or locomotive in bulk	The fee is charged separately for entry and separately for the departure of one wagon or locomotive in bulk in one relation (no return)

### 3. Rates for access to service facilities: Freight terminals.

Unit rates of basic charge for access to facilities related to train operation are valid on service infrastructure facilities in freight terminals located in Poland.

Unit rates of basic charge for access to facilities related to train operation shall apply to other elements of the railway infrastructure.

No.	Name of service	Unit rate	Comment
1	Access to freight terminals up to 12 hours	4,48 PLN / locomotive or wagon / h	The service concerns entry for transshipment purposes. The fee concerns: locomotive per hour or wagon per hour
2	Access to freight terminals exceeding 12 hours	13,43 PLN/ locomotive or wagon/h	The service concerns entry for transshipment purposes. The fee concerns: locomotive per hour or wagon per hour
3	Access to freight terminals Up to 12 h and exceeding 12 h - stopover	5,20 PLN/locomotive or wagon / h	The service applies to entry for stopover purposes only. The fee applies to: locomotive per hour or wagon per hour.

### 4. Additional services

The unit rates for additional charges are set out in the table below:

Lp-	Name of service	Unit rate	Comment
1	Weighing of wagon	43,37 PLN / wagon	The fee is calculated on the basis of the printout given to the Carrier
2	Removal of contamination of tracks, ramps, yards	As per separate calculation	Charge based on the extent and type of pollution
3	Removing damage to tracks, ramps, yards	As per separate calculation	Charge based on the extent and type of damages
4	Storage on yard, ramp, ground	As per separate calculation	The fee depends on the agreed period, place and size of the stored material

5	Training of the carrier's employees directly related to train traffic operation referred to in point 10.1.3 of the Regulation in order to familiarize them with local conditions and Technical Regulations of traffic posts being in force at CARGOTOR sp. z o.o.	89,46 PLN/h	The fee depends on the agreed time, place and size of the group to be trained
6	Providing the "Regulations for granting access to railway infrastructure and allocation of train paths and use of train paths allocated to railway undertakings on infrastructure managed by CARGOTOR sp. z o.o. for 2020/2021 in paper form	142,90 PLN /pcs.	Fee for publishing in paper form
7	Provision of extracts from the regulations and other documents	1,86 PLN / page	Preparation and transfer printout documents
8	Assistance in operating a train with exceeded gauge	As per separate calculation	Fee depending on the agreed time, path and dimensions of the trainset
8.1	Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 1 - Instruction TR - 07	160,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/
8.2	Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 2 - Instruction TR - 07	80,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/
8.3	Issuing of passing conditions for rolling stock requiring operational restrictions, directed to be repaired	80,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/



## **PRICE LIST**

**access rates to service facilities and minimum access to railway infrastructure  
managed by CARGOTOR sp. z o.o.  
located on 1520 mm wide tracks  
for timetable 2020/2021**

Warsaw 2020

## Introduction

This price list contains unit rates of charges for min. access to railway infrastructure managed by CARGOTOR sp. z. o.o. (hereinafter referred to as "Cargotor" or "Manager"),

1. The price list is valid from 12 December 2020.
2. Basic services which are provided to railway undertakings:
  - 2.1 Min. access to railway infrastructure covering:
    - a) Handling of Capacity requests;
    - b) The right to use the allocated railway infrastructure;
    - c) Use of turnouts and junctions to the extent necessary for the train to pass on the allocated path or to perform shunting movements;
    - d) Directing traffic within the allocated capacity and providing information on train movements;
    - e) Providing information required to implement or operate the service, for which railway infrastructure capacity has been allocated;
    - f) Making overhead contact line equipment available, if available.
3. Services within the access to service infrastructure facilities in the Małaszewicze area:
  - a) Use of tracks and equipment for forming/marshalling trains,
  - b) Use of siding tracks,
  - c) Access to freight terminals and sidetracks.
  - 3.1 Additional services:
    - a) Weighing of the wagon
    - b) Removing contamination of tracks, ramps, yards.
    - c) Removal of damage to tracks, ramps, yards.
    - d) Storage on yard, ramp, ground.
    - e) Training of railway undertaking's employee on local conditions.
    - f) Making the Regulations available in paper form.
    - g) Providing extracts from the Regulations and other documents.
4. The basic charge for min. access to railway infrastructure is determined as a product of train-km realized and the rate appropriate for a given category of railway line, type of train and total gross train weight specified in the allocated train path.
5. The manager charges a reservation fee for capacity ordered and allocated but not used by the railway undertaking.



6. The reservation fee is determined on the basis of the value of basic charge for the train's scheduled passage and a coefficient depending on the date of cancellation of the allocated path.
7. VAT will be added to charges included in price list according to valid regulations..

#### Małaszewicze Transshipment Center area

##### **Min. access**

##### Basic charge for min. access to railway infrastructure

The unit rates of the basic charge for min. access to the railway infrastructure located on 1520mm gauge tracks are valid only for freight trains and apply to the following elements of the railway infrastructure

- Connecting tracks with line No. 60 (PKP Polskie Linie Kolejowe S.A.) in Kobylany, of 750 m length,
- line No. 450 Kobylany-Wólka-Kobylany of 28,515 m length

Basic charge unit rates for min. access to railway infrastructure for trains are presented in the following table:

	<b>Formula to calculate the unit rate [PLN/pockm]</b>
Basic charge	$8,5206 + 23,1324 \times \frac{M}{1000}$

where:

M - the distributed total gross weight of the train including the weight of active locomotives and the weight of the train composition planned for the allocated train path

##### **Reservation fee**

The infrastructure manager charges a reservation fee for the requested and allocated capacity which has not been used by the railway undertaking at the amount specified in 2.2.1 and 2.2.2.

The reservation fee referred to in the points below shall not be charged in case of:

1. failure to complete the passage for reasons attributable to CARGOTOR sp. z o.o. or in case of an emergency situation.

2. the Railway Undertaking applied to the President of UTK for issuing a decision on the use of capacity in the scope specified in Article 33 paragraph 3 of the Railway Transport Act.

#### **Fees charged to the applicant**

**The manager charges fees to the applicant as specified below:**

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage
1	The applicant has not used the allocated capacity and/or has not designated a railway undertaking which is to use the allocated capacity, or the railway undertaking designated by the applicant has not concluded an agreement with the manager to use the capacity	100% (no less than 1000 PLN)

#### **Fees charged to the railway undertaking**

The manager charges the railway undertaking the fees set out in table below:

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage
1	Failure to resign from an allocated path or to submit it less than 12 hours before the train is scheduled to run	25%
2	Submission of resignation from an allocated path within a period of no less than 12 hours and less than 36 hours before the train is scheduled to run	20%
3	Submission of resignation from an allocated path within a period of no less than 36 hours and less than 72 hours before the train is scheduled to run	15%

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage
4	Submission of resignation for the allocated path within a period of no less than 72 hours and no more than 30 days before the train is scheduled to run	10%
5	Submission of resignation for the allocated path more than 30 days before the train is scheduled to run, excluding passages based on an individual timetable.	1%

### Access to service facilities on 1520 mm track gauge infrastructure

Unit rates of basic charge for access to facilities related to train operation valid for remaining elements of the railway infrastructure as shown in the table below:

No.	Name of service	Unit rate	Comment
1	Access to service facilities to form or dismantle a train	21,74 PLN/wagon	<p>The charge for dismantling a trainset shall be calculated on the basis of the instruction submitted by the carrier for dismantling a trainset on at least two tracks. The number of wagons to be taken out of the track on which the train is located shall be accepted for settlement, provided it is indicated in the instruction submitted by the carrier. If the number of wagons to be pulled out for dismantling is not indicated, the fee shall be charged for the number of wagons on the train.</p> <p>The charge for forming a trainset shall be calculated on the basis of an instruction submitted by the carrier for forming a trainset from wagons on at least two tracks. The number of wagons in the set-up shall be accepted for settlement.</p>

2	Use of sidings	5,20 PLN/ (h / track)	The fee is calculated from the moment the track is occupied until it is released.
3	Access to freight terminals and side tracks	55,85 PLN / entry or departure of one wagon or locomotive in bulk	The fee is charged separately for entry and separately for the departure of one wagon or locomotive in bulk in one relation (no return)

### Additional services

The unit rates for additional charges are set out in the table below:

No.	Name of service	Unit rate	Comment
1	Weighing of wagon	43,37 PLN / wagon	The fee is calculated on the basis of the printout given to the Carrier
2	Removal of contamination of tracks, ramps, yards	As per separate calculation	Charge based on the extent and type of pollution
3	Removing damage to tracks, ramps, yards	As per separate calculation	Charge based on the extent and type of damages
4	Storage on yard, ramp, ground	As per separate calculation	The fee depends on the agreed period, place and size of the stored material
5	Training of the carrier's employees directly related to train traffic operation referred to in point 10.1.3 of the Regulation in order to familiarize them with local conditions and Technical Regulations of traffic posts being in force at CARGOTOR sp. z o.o.	89,46 PLN/h	The fee depends on the agreed time, place and size of the group to be trained

6	Providing the "Regulations for granting access to railway infrastructure and allocation of train paths and use of train paths allocated to railway undertakings on infrastructure managed by CARGOTOR sp. z o.o. for 2020/2021 in paper form	142,90 PLN /pcs.	Fee for publishing in paper form
7	Provision of extracts from the regulations and other documents	1,86 PLN / page	Preparation and transfer printout documents
8	Assistance in operating a train with exceeded gauge	As per separate calculation	Fee depending on the agreed time, path and dimensions of the trainset
8.1	Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 1 - Instruction TR - 07	160,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/
8.2	Issuing conditions of transport for an extraordinary shipment, referred to in § 5 section 4 item 2 - Instruction TR - 07	80,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/
8.3	Issuing of passing conditions for rolling stock requiring operational restrictions, directed to be repaired	80,00 PLN	Applies to one document issued /consent for the carriage of an extraordinary consignment/

### Appendix No. 11

List of railway tracks (shunting) made available to applicants in Małaszewicze area along with their characteristics. Tracks are an element of another railway road within the meaning of Appendix 1 to the Act.

Track No.	Name	Name of starting point	Starting Km / contact km before switch rail [relating to LK No. 2]	Name of End point	End Km /End Km relating to LK No. 2	Diverging from line	General length [m]	Allowed technical speed (km/h) - acc to Instruction TU-01	Allowed axle load	Track class	Manager
14		RzP No. 62	0,000/ 198,811	sem. E14 <sup>m</sup>	0,752 (sem. E14 <sup>m</sup> )	866	752	30	221 kN (22,5 tons)	5	CARGOTOR
136		RzP No. 262	0,000/ 200,318	Rail connector before sem. G <sup>m</sup>	0,187 (rail connector before sem. G <sup>m</sup> )	-	187				
102a		RzP No. 283	0,000/ 200,319	Rail connector before sem. J <sup>m</sup>	0,176 (Rail connector before sem. J <sup>m</sup> )	-	176				
116		RzP No. 27	0,000/ 200,556	Rail connector before sem. H <sup>m</sup>	0,440 (Rail connector before sem. H <sup>m</sup> )	-	440				
138		RzP No. 251	0,000/ 199,925	Rail connector before sem. F <sup>m</sup>	0,023 (Rail connector before sem. F <sup>m</sup> )	-	23				

List of railway tracks (shunting) made available to applicants in the Małaszewicze area along with their characteristics. Tracks are an element of another railway road within the meaning of Appendix 1 to the Act.