



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 the "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. 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 route 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 allocated train route.
4. The shunting charge for minimum access to railway infrastructure is determined as a product of realized train - kilometres and the rate appropriate for a given category of railway line, type of train defined in allocated train route and average gross train weight defined by the 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 based on value of the basic charge for the planned train passage and a coefficient depending on the date of cancellation of the allocated route.
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

Minimum access

Basic charge for min. access to railway infrastructure

The unit rates of the basic charge for minimum access to the railway infrastructure located on 1435 mm 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.

The unit rates of the basic charge for minimum access to railway infrastructure for trains are shown in the table below:

	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 – a 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 route.

Shunting fee for min. access to railway infrastructure

Shunting fee unit rates for min. access to railway infrastructure located on the 1435 mm 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.

The unit rates of the shunting charge for minimum access to railway infrastructure for trains are shown in the below table:

	Unit rate
Shunting fee with use of overhead contact line	6.78 PLN / pockm
Shunting fee without use of overhead contact line	5.86 PLN / pockm

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 clauses 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 art. 33 para. 3 of the Act on Railway Transport.

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 an allocated train route in the annual timetable is not used, the reservation fee for the unused section of the allocated train route 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"> failure to submit a resignation of allocated train route 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 	25%
2	In case of submission of cancellation of the allocated train route 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 case where, for reasons attributable to the railway undertaking, all or part of an allocated train route in a mode other than that adopted for the annual timetable, the reservation fee for the unused section of the allocated train route 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 route or to submit it less than 12 hours before the train is scheduled to run	25%
2	Submission of resignation from an allocated route 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 route within a period of no less than 36 hours and less than 72 hours before the train is scheduled to run	15%
4	Submission of resignation from an allocated route within a period of no less than 72 hours and less than 30 days before the train is scheduled to run	10%

No.	Condition for charging a fee	Rate [% of basic charge for the train's scheduled passage]
5	Submission of resignation for the allocated route more than 30 days before the train is scheduled to run, excluding passages based on an individual timetable	1%