

*Appendix to Resolution No..... / 2021  
of the Management Board of CARGOTOR Sp. z o.o.  
o. of .....*

**Network Regulations of  
CARGOTOR Sp. z o.o.  
concerning the  
2021/2022 timetable  
("Regulations")**

**Warsaw 2021**

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**1. Contact details of the manager, including: correspondence address, phone and fax number, e-mail address**

**1.1. The manager within the meaning of these Regulations is:**

CARGOTOR Spółka z ograniczoną odpowiedzialnością

**1.2. The seat of the Company:**

Warsaw

**1.3. Correspondence address:**

CARGOTOR sp. z o.o. ul.

Lubelska 13

03-802 Warszawa

**1.4. Business activity data:**

National Court Register Number:	<b>0000484401</b>
Tax identification number:	<b>7010403200</b>
REGON (statistical No.) number:	<b>146968850</b>
Initial capital:	<b>20 181 000.00 PLN paid in full</b>
Safety authorization	<b>identification No.: PL2120190002</b>

**1.5. Contact:**

**Secretary's**

**office**

Phone / Fax: (22) 290 55 65

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

**Sales Office**

Director of the Office: 786 851 057,

Office workers 512 161 047, 517 136 084 e-mail:

[sprzedaz@cargotor.com](mailto:sprzedaz@cargotor.com)

**Railway Traffic Office**

Director of the Office: 600 084 215

Deputy director: 663 293 184

Head of the Coordination Centre 780 049 967

21-540 Małaszewicze Duże, ul. Parkowa 1

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

**Railway Infrastructure Maintenance Office**

Director of the Office: 798 798 930

Office deputy director: 786 859 546

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

**Safety Office**

Director of the Office: 502 345 496

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

**2. Information on how to obtain the license referred to in Art. 43 of the Act, and the safety certificate referred to in Art. 18b of the Act, or an indication of the website where such information is available free of charge in electronic form**

CARGOTOR Sp. z o.o. as the Manager is not obliged to obtain the license referred to in Art. 43 of the Act of March 28, 2003 on rail transport (Journal of Laws No. 2020.1043 as amended). ("Act") and the safety certificate referred to in Art. 18b of the Act.

The method of obtaining the above documents is specified on the website

<https://bip.utk.gov.pl/bip/licencjonowanie/199,Tryb-udzielania-licencji-przewoznika-kolejowego.html> and adequately <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 pressure and classes of railway line sections,**
- 3.3. assigning appropriate categories to individual sections of railway lines.**

List of railway lines made available to applicants along with their characteristics is given in Appendix No. 1 and No. 1a of the Regulations.

**4. List of forwarding 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**

The list of shipping points, their location in relation to railway lines and their characteristics are included in **Appendix 2b** to the Regulations.

**5. List of points in contact with the railway infrastructure of other managers, excluding unavailable infrastructure.**

The list of points in contact with the railway infrastructure of other managers, with the exception of unavailable infrastructure, is included in **Appendix 3** to the Regulations.

**6. The address of the website on which the register of infrastructure referred to in Art. 25g par. 1 of the Act.**

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

**7. Restrictions on the use of the railway infrastructure, including those related to the performance of the manager's tasks in the scope referred to in Art. 5 par. 1 point 4 of the Act, and the list of railway lines referred to in Art. 29b of the Act**

**7.1.** In the process of using the railway infrastructure, the following may occur:

- 7.1.1. Sudden traffic restrictions, affecting the scheduled performance of transport services, resulting from the occurrence of technical damage to railway infrastructure elements;
- 7.1.2. Occurrences where the manager was forewarned but could not prevent them, e.g. strike, road blockers, demonstrations etc.;
- 7.1.3. Preventing the travel or stopping the travel of a train of a railway carrier as a result of the vehicle or its employees failing to meet the requirements specified in the contract for the use of capacity, the Act and regulations issued on its basis, and the requirements specified by the manager in its internal regulations;
- 7.1.4. Traffic limitations, affecting the scheduled performance of transports, resulting from the occurrence of "extraordinary situations", including those resulting from sudden atmospheric changes and others, about which the manager was not informed;
- 7.1.5. Traffic restrictions, in the event of a threat to traffic safety or transport safety, and related to the safety and defence of the state;
- 7.1.6. Traffic limitations resulting from repairs, construction or modernization of infrastructure managed by the manager not lasting longer than 30 calendar days.

**7.2.** The manager shall immediately notify:

7.2.1. Applicant with whom the contract for capacity allocation is concluded,

7.2.2. A railway undertaking with whom an agreement is concluded for the use of capacity in the field of railway infrastructure, which was affected by the restriction in use referred to above.

**7.3.** The manager informs the entities indicated in point 7.2.1. and 7.2.2 above about the necessity to introduce long-term traffic restrictions lasting more than 30 calendar days, not provided for in the train timetable, including in particular those resulting from an urgent need to perform works on the railway infrastructure.

**7.4.** About the planned repairs that do not meet the criteria referred to in Appendix VII to Directive 2012/34/EU of the European Parliament and of the Council of November 21, 2012 on the creation of a single European railway area (Journal of Laws UE L. No. of 2012, No. 343, page 32, as amended), CARGOTOR Sp. z o.o. will inform the Carrier / Applicant 1 month in advance.

**7.5.** In the event of a temporary limitation of the capacity of a railway line, for reasons such as infrastructure works specified in Appendix VII to Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 on the creation of a single European railway area, CARGOTOR Sp. z o.o. informs PKP CARGO S.A. of the abovementioned restrictions, within the time limits specified in Appendix VII to the Directive.

**7.6.** It is allowed to make the above-mentioned notifications by e-mail to the e-mail addresses known to the manager indicated for the notifications in the agreement on allocation of capacity or agreement on capacity use.

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

The manager did not privilege the railway lines referred to in Art. 29b of the Act,

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

Information on technical parameters and local limitations caused by them are included in the technical regulations of the stations in the Małaszewicze reloading area located at the Railway Traffic Office.

Regulations of service infrastructure facilities (shipping points) are available at the headquarters of CARGOTOR Sp. z o.o. at the Safety Management System Representative, and on the website.

## **9. Detailed specification of services provided as part of the provision of railway infrastructure and the conditions for their provision**

### **9.1.** Specification of services provided as part of the minimum access to railway infrastructure: 9.1.1.

Handling the application for granting railway infrastructure capacity;

9.1.2. The right to use the allocated railway infrastructure, including railway turnouts and junctions, within the allocated capacity;

9.1.3. Railway traffic control within the allocated capacity and provision of information on train traffic;

9.1.4. Providing information required to implement or operate transport services for which capacity has been granted; 9.1.5. Providing access to overhead

contact line devices, if they are available.

**9.2.** The condition for making the railway infrastructure available under the minimum access is conclusion of an agreement on the use of capacity by the railway carrier with the manager.

**9.3.** Within the structures of CARGOTOR Sp. z o.o. there is a Coordination Centre, the task of which is to coordinate train and shunting operations based on the Regulations of the Coordination Centre constituting Appendix No. 12.

## **10. Requirements and conditions concerning rolling stock, personnel and organization of travels**

### **10.1 Rolling stock and personnel requirements**

10.1.1. Employees of railway carriers participating in the process of using the railway infrastructure should read the currently binding internal instructions of the manager in advance and strictly adhere to them.

10.1.2. List of the manager's internal instructions regulating train traffic management and shunting works on the managed infrastructure:

10.1.2.1. Instruction on train traffic management, operating technical posts and shunting work technique - TR-01 (R-1);

10.1.2.2. Instructions for dealing with serious accidents and incidents on infrastructure managed by CARGOTOR Sp. z o.o. – TR-02;

10.1.2.3. Instruction on train, shunting and road radio communication - TR-04;

10.1.2.4. Signalling instruction - TR-05;



- 10.1.2.5. Instructions for the carriage of extraordinary shipments and dangerous goods - TR-07.
- 10.1.2.6. Instructions for removing the consequences of events -TU-07
- 10.1.3. Employees of railway undertakings participating in the process of using the railway infrastructure, employed in positions directly related to the operation and safety of railway traffic, must know the technical regulations of the posts and the regulations of infrastructure facilities (freight terminals) to the extent necessary for the safe implementation of the railway transport process.
- 10.1.4. CARGOTOR Sp. z o.o. participates in the training of the carrier's employees directly related to the operation of rail traffic, referred to in point 10.1.3 of the Regulations, aimed at familiarizing them with the local conditions and Technical Regulations of the traffic stations in force at CARGOTOR Sp. z o.o. The railway carrier is obliged to report the need for training at least 72 hours before the planned travel by the above-mentioned employees.
- 10.1.5. Before commencing the performance of the transport, the railway carrier should ask CARGOTOR Sp. z o.o. in writing for the provision of relevant excerpts from instructions and regulations, which the manager undertakes to immediately submit to the railway carrier in electronic form.
- 10.1.6. The carrier's employees performing activities directly related to the operation and safety of railway traffic and driving certain types of railway vehicles must meet the conditions set out in the Act and relevant executive acts issued on its basis, including drivers with regard to working and rest times and knowledge of railway line sections.
- 10.1.7. Rolling stock and railway vehicle requirements:
  - 10.1.7.1. Railway vehicles used by railway carriers must meet the technical conditions set out in legal regulations, including the conditions specified
    - depending on the intended use of the vehicle - in the RIC, RIV, SMGS, PPW and RID and RIP regulations, respectively;
  - 10.1.7.2. Railway vehicles should have all devices in working order, including those subject to technical tests necessary to obtain a certificate of admission to operation of a type of a railway vehicle on the basis of legal regulations. Each railway vehicle should have restoration to operation certificate or a certificate of technical efficiency of railway vehicles within the meaning of the provisions of the law;
  - 10.1.7.3. All types of railway vehicles operated by a railway carrier must have a type approval certificate or

a permission to operate issued on the basis of legal provisions;

10.1.7.4. Trains running on the lines covered by these Regulations should be equipped with an operational combined brake. Railway carrier that do not meet this condition may apply for a journey on the line on special conditions, specified individually by the manager.

10.1.8. Requirements in the field of automation and telecommunications:

10.1.8.1. Locomotives must be equipped with radio communication devices included in the "Radio-Stop" remote train stopping system;

10.1.8.2. Other traction vehicles (including independent track machines) must be equipped with radiotelephony devices enabling communication with the dispatcher;

10.1.8.3. Radiotelephony equipment must comply with the provisions of the law;

10.1.8.4. Wheelsets of rolling stock must ensure electric short-circuiting of the railways - resistance of a wheelset cannot exceed 50 mΩ;

10.1.8.5. The elements of the tests qualifying the vehicle and enabling the issuing of the type approval certificate are compatibility tests, including:

10.1.8.5.1. Possibility of cooperation with system track vacancy control devices and turnouts used on the manager's network;

10.1.8.5.2. Electromagnetic cooperation; tests for the compliance of electromagnetic cooperation must confirm that the railway vehicle does not generate disturbances preventing the proper operation of railway traffic control (rtc) and radio communication devices (also on a railway vehicle).

10.1.9. Requirements for radiotelephony networks:

10.1.9.1. All radiotelephony equipment, in order to operate in the radio communication of the train or shunting network, must meet the following requirements:

10.1.9.1.1. Show a valid document or sign confirming the compliance of the device with the provisions of the law;

10.1.9.1.2. Provide a valid certificate of type approval for operation issued by the President of UTK (Technical Inspection Office) (or possibly the chief railway inspector);

10.1.9.1.3. Identify a valid radio license (approval) issued by a competent authority;

10.1.9.1.4. Identify the valid radio communication permit issued by PKP Polskie Linie Kolejowe S.A. ;

10.1.9.1.5. Cooperate with devices used in the manager's radiotelephony networks;

10.1.9.1.6. Do not disturb the operation of radiotelephony networks operated in the railway area of the manager,

10.1.9.2. Devices operating in the radiotelephony train and shunting network may not be made available for use by other users not authorized to work in these networks;

10.1.9.3. The railway carrier is responsible for the efficiency and manner of using radiotelephony devices operating in radio communication networks used in the railway area of the manager.

10.1.10. Requirements for special rolling stock:

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

10.1.11. Requirements regarding the environmental protection:

Pursuant to the provisions of law, in connection with the performance of the transport by the railway carrier, there may be no emission of hazardous substances to water, soil or air, which could result in exceeding the environmental quality standards.

10.1.12. Requirements for the organization of transport:

10.1.12.1. A railway carrier, in order to use the infrastructure, provided under the contract for the use of capacity for the performance of transport, which ends in the sidings served from the manager's track system, is obliged to present a certified copy of the consent of the user of the siding to accept the train of the applicant or the contract expressing such consent or obtained certificate from the point user on the copy of the access request;

10.1.12.2. As part of the route coordination process, the manager may formulate requirements for the organization of transport services aimed at optimizing the capacity of the railway infrastructure (e.g. duration of siding service, number of sidings served during a train run);

10.1.12.3. When formulating the requirements for the organization of transport mentioned above, the manager will follow the principle of equal treatment of railway undertakings 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 specificity of routes granted by the manager:

- 10.1.13.1. The manager, to the extent of the possessed technical and operational possibilities, with the application of the rules and conditions specified in the provisions of law, ensures the transport of each shipment of the railway carrier, including an extraordinary shipment;
  - 10.1.13.2. The railway undertaking shall submit a notification of the intention to transport an exceptional shipment (as defined in the TR-07 instruction) to the manager at least 20 days prior to its planned transport;
  - 10.1.13.3. The railway carrier, in the notification on the intention to transport an exceptional shipment, specifies the data necessary to organize the transport (clearly characterizing its type, technical parameters - weight and dimensions of the load or shipment, transport relations, the date in which the transport is to be carried out), other specific requirements, appropriate technical documentation of the shipment with a drawing detailing the shipment;
  - 10.1.13.4. The manager notifies the railway undertaking, prior to the planned commencement of transport, about the acceptance of the application for execution and informs the railway carrier about the time and method of execution of an exceptional shipment travel;
  - 10.1.13.5. The manager may refuse to provide routes for the transport of an exceptional shipment in the event that the technical and operational capabilities of the line do not allow for its movement or in the event of a major threat resulting from the implementation of this transport and the failure of the railway carrier to specify all parameters of the shipment;
  - 10.1.13.6. The transport of a dangerous goods may take place on the terms and conditions specified in the regulations for international transport of dangerous goods by rail (RID) or Appendix 2 to SMGS, instructions for the transport of extraordinary shipments and dangerous goods - TR-07 and in the internal regulations in force at the railway carrier. In the case of a shipment with high-risk dangerous goods (HDG), the transport may take place after the railway carrier has previously notified the manager of its intention to transport it. Employees of a railway carrier carrying out the transport of extraordinary or dangerous goods are obliged to know and strictly follow the provisions of the "instructions for the carriage of dangerous goods and extraordinary shipments by rail - TR-07";
- 10.1.14. Authorized employees of the manager have the right to check the correctness of the performance of the activities resulting from the concluded agreement for the use of the capacity, in particular the inspection of the technical condition of the railway carrier's rolling stock, documents allowing for movement, accessories and psychophysical condition of

the railway carrier's employees. If irregularities are found, an authorized employee of the manager may request the suspension of railway traffic.

**10.2. Information that the railway carrier is obliged to provide to the manager before, during and after the train travel**

10.2.1. Information that the railway undertaking is obliged to provide to the manager before starting the train travel

10.2.1.1. Resulting from binding legal regulations and technical regulations of traffic control posts,

10.2.1.2. Resulting from the agreement on the use of capacity,

10.2.1.3. Resulting from the Regulations.

10.2.2. Information that the railway carrier is obliged to provide to the manager while the train is running:

10.2.2.1. Resulting from legal regulations and official instructions,

10.2.2.2. Resulting from the agreement on the use of capacity,

10.2.2.3. Resulting from the Regulations.

10.2.3. Information that the railway carrier is obliged to provide to the manager after the train travel:

10.2.3.1. Resulting from legal regulations and resulting from these Regulations, in particular documents related to the settlement of services,

10.2.3.2. Resulting from the agreement on the use of capacity.

10.1.1. The manager has the right to request other information from the carrier, provided that it is important for the proper use of the infrastructure or settlement of the manager's remuneration, i.e.:

10.1.1.1. List of railway vehicles in the train composition R-7,

10.1.1.2. Order to perform shunting work R-10,

10.1.1.3. Marshalling card -11

10.1.1.4. Delivery list for wagons delivered to siding R-25,

10.1.1.5. Notification of wagons ready to be collected R-27

and equivalents used by carriers.

10.2.4. The railway carrier is obliged, after accepting the train or before its launch, to provide a list of railway vehicles in the train composition within the meaning of the Regulation of the Minister of Transport of November 2, 2006 on documents that should be present in a railway vehicle.

**10.3. The way of transporting loose materials that prevents their dusting**

10.3.1. For the transport of loose materials, wagons of an appropriate type (series) according to their intended use, with tight boxes preventing the material from spilling onto the railroad, may be used.

10.3.2. In the case of transport of loose materials in open wagons, the load, apart from the even distribution of the consignment on the loading surface, must not protrude above the sides of the wagon.

10.3.3. In order to secure the transport of dusty materials, the loading surfaces should be covered (sprinkled) with aqueous colloidal solutions of film-forming substances or the cargo should be secured with wagon tires. The railway carrier is responsible for securing the cargo.

## **11. The manager's internal regulations, applicable to the applicant and the carrier during the preparation and validity of the train timetable**

- 11.1.** Currently, the manager has no internal regulations that would apply to applicants during the preparation and validity of the train timetable, except for these Regulations and documents clearly indicated therein.
- 11.2.** The internal regulations of the manager applicable to the railway undertaking during the preparation and validity of the timetable are these Regulations and the Instructions listed in point 10.1.2 of the Regulations.

## **12. The procedure for submitting and considering the applications referred to in § 4 par. 2 - 4 of the Regulation, taking into account the treatment of freight transport, international transport and applications for allocating a train path as part of an individual train timetable**

- 12.1. Example applications with an indication of the information which must be provided**
- 12.1.1. Exemplary application for a route allocation is provided in Appendix No. 4 to the Regulations
- 12.1.2. Exemplary application for allocation of capacity for rail vehicle parking, Appendix No. 5 to the Regulations.
- 12.1.3. The manager does not allocate the capacity for shunting due to the inability to perform shunting on railway lines managed by CARGOTOR Sp. z o.o. for technical reasons. The manager allocates the capacity for shunting on tracks No. 14, No. 102a, No. 116, No. 136 and No. 138 in the Małaszewicze reloading area. The characteristics of the above tracks are included in Appendix 11 to the Regulations. Exemplary application for **allocation of the capacity for the execution of the shunting** is provided in Appendix No. 4 to the Regulations.
- 12.2. Information whether, in relation to the applications referred to in Art. 30 par. 10 of the Act, the manager prepares a simplified train timetable**
- 12.2.1. If the applicant submits an application for allocation of a train route later than 5 days before the scheduled start of the train, the manager prepares a simplified train timetable, specifying the time of departure of the train from the starting station and the time of the train's passage without taking into account the time of stops resulting from the movement of other trains.
- 12.2.2. The procedure for submitting applications for a simplified train timetable for railway lines that are not in contact (single-track routes) with the railway infrastructure managed by other managers.
- 12.2.2.1. The applicant is entitled to submit an application for allocation of a train path for a period shorter than the duration of the annual train timetable and individual timetable. Such an application is submitted in electronic form (e-mail);

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

12.2.2.3. Exemplary application is attached as Appendix No. 4 to these Regulations;

12.2.2.4. The application referred to above should contain the following information:

- a) relation and route of a train / railway vehicle,
- b) type of transport performed,
- c) type and series of the traction unit or technical data together with the traction characteristics of the traction unit,
- d) maximum train speed,
- e) gross mass of the train / railway vehicles, however, reducing the mass does not require submission of an application for modification of the allocated train route (correction),
- f) length of the train / railway vehicles, however, reducing the length does not require submission of an application for modification of the allocated train route (correction),
- g) running time from - to,
- h) runs on: days of the week,
- i) stopping time at a siding / station,
- j) departure time requested,
- k) number of wagons,
- l) agreed siding service plan / time /.

12.2.2.5. Manager examines the applications submitted within the time limit specified in these Regulations, which contain the information referred to in point 12.2.2.4 above;

12.2.2.6. The date of submission of the application sent by e-mail is the date of receipt of the application by  
the employee of the manager accepting the application (date of receipt of the e-mail);

12.2.2.7. Manager confirms the delivery of the application in an electronic form;

12.2.2.8. Applications that do not meet the requirements specified in the Regulations are not examined by the manager and the applicant is notified. Due to the deadline for considering the application, there is no procedure for supplementing the application;

12.2.2.9. The application will be processed within 2 hours from the moment the application is received by the railway traffic office (e-mail receipt);

12.2.2.10. As a result of examining the application, the manager prepares a proposal for a simplified train timetable and presents the applicant a proposal of the train departure time from the starting station and the route and presents it to the applicant in electronic form (e-mail) for approval, or refuses to draw up a simplified timetable, about which he / she immediately informs the applicant in electronic form (e-mail);

- 12.2.2.11. If the simplified timetable fully complies with the applicant's application, the applicant is deemed to have accepted the simplified timetable presented to the applicant by the manager. If the simplified timetable introduces changes to the applicant's application, the applicant may refuse to accept it electronically within 30 minutes of receiving the simplified timetable. If the declaration of refusal to accept the simplified timetable is not submitted, the applicant shall be 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 consider the above application;
  - 12.2.2.13. The application will be considered taking into account the planned travel date and the order in which the applications are submitted;
  - 12.2.2.14. Due to the deadline for processing applications for the allocation of routes under the simplified timetable, CARGOTOR Sp. z o.o. does not provide for the possibility of correcting simplified timetables.
- 12.2.3. The procedure for submitting applications for a simplified train timetable for railway lines that are in contact (multi-network routes) with the railway infrastructure managed by other managers (lines 450, 865, 866, 867, 906) is specified in point 12.9 of the Regulations.

**12.3. Procedures according to which applicants may submit applications, including information on the financial guarantees referred to in Art. 29d par. 3 of the Act, and the method of providing information on the traction vehicle database for which the manager has traction characteristics:**

- 12.3.1. Procedure according to which applicants may submit applications:
- 12.3.1.1. The applications referred to in point 12.1 above may only be submitted by the applicant with whom the manager has a contract for capacity allocation;
  - 12.3.1.2. The applicant applies in writing (also by e-mail [sales@cargotor.com](mailto:sales@cargotor.com)) to CARGOTOR Sp. z o.o. Sales Office for the conclusion of a contract for capacity allocation;
  - 12.3.1.3. The applicant submits the applications referred to in point 12.1 above in electronic form to the address [ruchkolejowy@cargotor.com](mailto:ruchkolejowy@cargotor.com);
  - 12.3.1.4. The application for allocation of a train route is considered within the time limits specified in these Regulations, depending on which timetable it concerns. The procedure for considering applications as part of individual timetables is described further in the Regulations. Further provisions of point 12.3 of the Regulations apply only to the application for capacity allocation for the purpose of shunting and applications for allocation of capacity for parking a train set, with the exception of point 12.3.1.7,



- point 12.3.1.8 and point 12.3.1.14, which apply to all requests for capacity allocation;
- 12.3.1.5. The application for capacity allocation in order to perform the shunting is considered within 1 hour from the moment the application is received by the Railway Traffic Office (e-mail received)
- 12.3.1.6. The application for allocation of capacity for the purpose of parking a train set is considered within 1 hour from the moment the application is received by the Railway Traffic Office (e-mail received);
- 12.3.1.7. The applicant may not submit an application for capacity allocation for different types of capacity, if they are not related to successive activities with the railway vehicle composition;
- 12.3.1.8. In extraordinary cases, when due to operational conditions that could not be predicted earlier, the need to perform a given shunting or stop, applications for capacity allocation in the scope of the application for shunting or stop may be submitted by radio to the Railway Traffic Office. Applications submitted in this manner should contain all the data indicated in Appendix No. 4 or Appendix No. 5, respectively, to the Regulations for a given type of capacity. The manager may make the examination of the application conditional on the submission of the application in electronic form or the presentation of documents specified by the manager within the time limit indicated by the manager. Applications are submitted directly to the train dispatcher by an employee of the railway operator. Such notification is made via radiotelephone and contains all the information indicated in Appendix 5 to the Regulations.
- 12.3.1.9. **The application for capacity allocation for the purpose of shunting** includes the following information:
- a) purpose of the shunting,
  - b) place of the shunting,
  - c) type of shunting vehicles,
  - d) gross weight of the train (s),
  - e) deadline for shunting,
  - f) number of wagons;
- 12.3.1.10. The application for allocation of capacity for the purpose of parking a train set shall contain the following information:
- a) parking place for a train set,
  - b) the maximum length of the train set,
  - c) parking time of a train set (date and time);
- 12.3.1.11. The application for allocation of capacity for the purpose of shunting and the application for allocation of capacity for the purpose of parking a set of vehicles will be considered, provided that they were submitted at least 1 hour before the planned date of capacity allocation,
- 12.3.1.12. The date of submission of the application sent by e-mail is the date of receipt of the application by the employee of the manager accepting the application (date of receipt of the e-mail);

12.3.1.13. Manager confirms the delivery of the application in an electronic form;

12.3.1.14. Applications that do not meet the requirements specified in § 6 par. 1 point 1 and 2 of the Regulation of the Minister of Infrastructure and Construction of April 7, 2017. on the provision of railway infrastructure (Journal of Laws 2017.755) ("**Regulation**"), are returned by the manager to the applicant together with an indication of the reason. In the case of applications that do not meet the requirements set out in § 6 par. 1 point 3 of the Regulation or have other deficiencies in relation to the requirements resulting from the provisions of law or the Regulations, the administrator calls the applicant to complete the application within 5 working days;

12.3.1.15. CARGOTOR Sp. z o.o. notifies the applicant about accepting or refusing the application in electronic form (e-mail);

12.3.1.16. The manager may make the examination of the application conditional on the applicant making changes to it, enabling its acceptance;

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 consider the above application; In the event of failure to deliver it by the applicant within the time limit indicated by the manager - CARGOTOR Sp. z o.o. may not accept the application, which shall be immediately notified to the applicant;

12.3.1.18. The application will be considered taking into account the expected date of capacity allocation and the order in which the applications were submitted;

12.3.1.19. Due to the deadline for considering applications for the allocation of capacity for the purpose of shunting and for the purpose of parking a train set, CARGOTOR Sp. z o.o. does not provide for the possibility of correcting the allocated capacity in this regard.

12.3.2. Information on the financial guarantees referred to in Art. 29d paragraph. 3 of the Act

The capacity allocation agreement may include requirements  
for the applicant to provide a financial guarantee to secure the payment.

12.3.3. The manager does not have traction vehicles.

#### **12.4. Requirements for applicants**

12.4.1. The applicant, in order to use the capacity for the performance of the transport, which ends on the premises of sidings or service infrastructure facilities serviced from the manager's track system, is obliged to present a certified true copy of the consent of the siding user or, respectively, the operator of the service facility to accept the train of the applicant, or a contract expressing such consent or obtained authorization from the siding user or the operator of the service facility, respectively, on the copy of the access request.

12.4.2. In the application for capacity allocation, the applicant (who is also a carrier) will specify the estimated time of using the infrastructure and provide other data required by the manager in order to optimize the capacity of the railway infrastructure

(e.g. duration of servicing a siding / service infrastructure facility, number of sidings / service infrastructure facilities served during the passage of a train).

- 12.4.3. Upon request of the manager, the applicant shall immediately submit additional information that is necessary to recognize the applicant's request or to perform the contract for capacity allocation or the contract for the use of capacity with the carrier indicated by the applicant.

**12.5. Schedule for the development of the annual train timetable and changes to the train timetable,**

- 12.5.1. Annual timetable for trains running only on the railway infrastructure managed by CARGOTOR Sp. z o.o. (single-network routes) is being developed by CARGOTOR Sp. z o.o.

- 12.5.2. Annual timetable for trains running on the railway infrastructure managed by CARGOTOR Sp. z o.o. and PKP Polskie Linie Kolejowe S.A. (mukti-network routes) is being developed by PKP Polskie Linie Kolejowe S.A.

- 12.5.3. On the basis of applications for allocation of a train route, the manager prepares the train timetable in accordance with the following timetable for the development of the annual timetable:

- 12.5.3.1. The manager, on the basis of applications for train route allocation submitted not earlier than 12 months before the beginning of the annual timetable period and not later than 5 months before the annual timetable period, prepares the annual train timetable,

- 12.5.3.2. Based on the submitted applications for capacity allocation for international routes, the manager agrees, not later than 11 months before the beginning of the annual timetable period, with the managers concerned:

- a) routes to be included in the annual timetable,
- b) train running time at the interface of the network,

taking into account the anticipated train movements which have priority over the requested multi-network routes;

- 12.5.3.3. On the basis of the submitted applications for capacity allocation for multi-network routes, the manager agrees, no later than within the time limit referred to in § 7 par. 4 and par. 2 point 3 of the Regulation (i.e. not later than 5 months before the beginning of the annual train timetable period), and agreed not later than 1 month before the beginning of the annual train timetable period, with the managers concerned:

- a) routes to be included in the annual timetable,
- b) international train running time at the interface of the network,

taking into account the anticipated train movements which have priority over the requested multi-network routes;

- 12.5.3.4. On the basis of requests for capacity allocation for international routes and multi-network routes, the manager prepares, within the time limit referred to in § 7 par. 4 and par. 2 point 3 of the Regulation (i.e. no later than 5 months before the beginning of the annual timetable

- period), preliminary train routes, including the specification of the capacity reserved for possible shifts resulting from further work on the annual timetable;
- 12.5.3.5. On the basis of the submitted applications for capacity allocation, the manager prepares, within 1 month from the expiry of the deadline referred to in point 12.5.3.1 above, a draft of the annual train timetable, taking into account the circumstances referred to in § 7 par. 7 of the Regulation;
- 12.5.3.6. In the event of a train route collision, the manager ensures the best possible fulfilment of the reported needs through consultations with applicants, which include:
- 12.5.3.6.1. Providing applicants with information, in paper or electronic form, on the occurrence of a train route collision, immediately after its disclosure, including:
- a) necessary information regarding the requested collision routes, without revealing the identity of the other applicants, unless the applicants concerned agree to such disclosure,
  - b) manager's proposal to resolve the conflict situation, taking into account the priority in assigning the train routes causing the collision, including the proposal of alternative or variant routes, if possible,
  - c) information on the criteria taken into account as part of the train route allocation process and indication of applications for the allocation of equivalent train routes in terms of priority in allocation of capacity,
  - d) information on train routes initially developed for other applicants on the section where the routes collide, without revealing the identity of the other applicants, unless the applicants concerned agree to such disclosure;
- 12.5.3.6.2. The applicant's acceptance of the proposal or submission of comments and presentation by the applicant of possible concessions regarding the submitted applications, with the applicant not responding within 5 working days (a working day for the purposes of these Regulations shall be understood as every day except Saturday and public holiday) from the date of receipt of information from the manager, is tantamount to accepting the presented proposal;
- 12.5.3.7. The manager submits to the applicants the draft of annual train timetable for agreement, not later than two months after the expiry of the deadline referred to in § 7 par. 2 point 3 of the Regulation;
- 12.5.3.8. Within one month from the date of receipt of the draft of the annual train timetable, the applicant: accepts the draft, submits comments or proposes changes to the part of the project related to it, to the extent that it does not meet the requirements included in the applications submitted by him. If the applicant fails to take a position within the above-mentioned period, the applicant shall be deemed to accept the draft of the annual timetable;
- 12.5.3.9. If the manager cannot take into account the comments or implement the changes referred to above:

- 12.5.3.9.1. He/she indicates the overcrowded infrastructure section, on which a train route collision made it impossible to implement the application in accordance with the requirements specified therein, and the overcrowding period, except when the train route provides for a deviation from the requirements specified in the application in terms of running times or commercial stop times, including:
- up to 15 minutes - in the case of trains providing voivodeship transport,
  - up to 30 minutes - in the case of passenger trains operating other than voivodeship transports,
  - up to 180 minutes - for freight trains;
- 12.5.3.9.2. Notifies the applicant about the scope of comments and changes that he/she has not taken into account, not later than within 14 days from the expiry of the deadline referred to in point 12.5.3.8 above;
- 12.5.3.9.3. In the event of an indication of an overcrowded infrastructure section referred to in clause 12.5.3.9.1. above, in the notification referred to in clause 12.5.3.9.2. above, he/she indicates to the applicant routes that are equivalent in terms of priority in the allocation of capacity, which result in a deviation from the requirements specified in the application,
- 12.5.3.9.4.W If the routes referred to in point 12.5.3.9.3 are indicated, he/she conducts an auction of unallocated capacity with the participation of the applicants who have applied for these routes, as a result of which:
- determines the amount of the basic fee increase declared by applicants for individual train routes,
  - indicates the order in which applications are considered,
  - verifies the draft of the annual train timetable in terms of unallocated capacity, taking into account the new order of examining the applications that were subject to the auction,
  - determines the amount of increasing the basic fee for train paths for which, as a result of the auction, it is possible to limit the deviations from the requirements specified in the application, in relation to the draft annual train timetable,
  - provides applicants with a new proposal of train routes requested on an overcrowded section of infrastructure, including alternative or variant routes, or refuses to allocate capacity;
- 12.5.3.10. The applicant, in the event of receiving a new train route proposal, referred to in point 12.5.3.9.4, fourth indent, within 5 working days of its receipt, has the option to withdraw applications for which the annual timetable draft does not meet the requirements specified in the application. Failure to withdraw the application by the applicant is tantamount to acceptance of the proposal referred to in the fourth indent of point 12.5.3.9.4;
- 12.5.3.11. If it is possible to take into account the comments and implement the changes referred to in point 12.5.3.8. above, the manager agrees with the applicant the draft of the annual train timetable within 14 days from the date of receipt of the applicant's request in this matter;

12.5.3.12. The manager, on the basis of the agreed draft of the annual train timetable, allocates train routes, develops the annual train timetable and makes it available to the applicant directly (e-mail) to whom the annual timetable applies, no later than 3 months before its validity;

12.5.3.13. The above-mentioned rules are the procedure for developing the annual train timetable referred to in Art. 30 par. 3 of the Act.

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

12.5.4.1. The annual train timetable may be changed

12.5.4.1.1. At midnight on the second Saturday in June;

12.5.4.1.2. At another date, if the manager considers it justified.

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

12.5.4.2. Changes to the 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 an application to correct previously allocated routes, i.e. to change the train running parameter (e.g. change the route, extend or shorten the route, change the place and time of stops) or a supplementary application according to the form in Appendix 4 to these Regulations (with a note "correction"),

12.5.4.2.2. Within one month, the manager prepares a draft of the revised annual timetable and provides the applicant for agreement on its part or informs about the lack of capacity,

12.5.4.2.3. The applicant accepts the part of the draft amendment to the annual timetable concerning him/her within 7 days or submits comments or proposes changes to the extent that it does not meet the requirements included in the applications submitted by him/her and accepted by CARGOTOR Sp. z o. o.

12.5.4.2.4. If CARGOTOR Sp. z o. o., cannot take into account the comments or cannot implement the changes referred to in point 12.5.4.2.3. above, notifies the applicant about it within 7 days;

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

12.5.4.2.6. The procedure, place and form of submitting the corrective and supplementary applications referred to above are to comply with the above-described rules for applications for the annual timetable, subject to different rules set out in this clause 12.5.4.2;

12.5.4.2.7. The manager provides the applicant with a change of the train timetable no later than 21 days before the date of its validity.

#### **12.6. Date after which the manager does not allocate capacity based on ITT requests, defined as the number of days or hours before the planned train start**

12.6.1. The manager does not allocate the capacity on the basis of applications for an individual timetable (ITT application) 5 days before the scheduled use of the capacity.

12.6.2. The manager does not allocate the capacity on the basis of applications for a simplified timetable (STT) 2 hours before the scheduled use of the capacity.

## **12.7. Method of coordination and dispute resolution**

12.7.1. In the event of a dispute between the submitted applications for capacity allocation by different applicants, the manager ensures the best possible fulfilment of the reported needs by conducting the coordination process with interested applicants in accordance with the principles set out in these Regulations.

12.7.2. In the event of a collision of train routes within the annual timetable, the provisions of points 12.5.3.6 and 12.5.3.9 of the Regulations apply. .

12.7.3. During the negotiations, the manager immediately informs the applicants about the situation and proposes its solution, which may include:

12.7.3.1. Allocation of a different time system for the requested train route,

12.7.3.2. Reducing the travel time of a train through an overcrowded infrastructure element by reducing the number of stops, their duration, reducing the weight of the train, using a railway vehicle with better parameters,

12.7.3.3. Running the train on a substitute route,

12.7.3.4. Application of restrictions - on specific dates - running of selected trains,

12.7.3.5. Auction of unallocated capacity.

12.7.4. When resolving conflicts concerning allocation of routes, the manager aims to work out a compromise solution for the parties to the dispute.

12.7.5. Completion of the consultation process referred to above and presentation of a position resolving the conflict must take place within 7 days from the date of notifying the applicants of the dispute.

12.7.6. In the event of insufficient parking capacity, the manager immediately informs the applicants about the situation and proposes a solution to it, which may consist in indicating another stopping place.

12.7.7. In the event of an insufficient shunting capacity, the rules specified in par. 12.7.3.1 and 12.7.4. above apply.

12.7.8. In the event of a conflict of train routes within the timetable other than the annual timetable, the principles specified in par. 12.7.3.1 and par. 12.7.4 above apply.

12.7.9. In the event that the dispute is not resolved in the manner provided above, each party to the dispute may submit the dispute to the competent public administration authorities or courts.

#### 12.7.10. Insufficient capacity

12.7.10.1. In the event of disclosure of a section of a railway line with insufficient capacity, the manager shall immediately notify the President of Railway Transport Office (RTO) and the applicants who applied for the allocation of capacity on that section of the railway line. The obligation to notify also occurs in the case of disclosure of a section of a railway line on which the manager expects insufficient capacity in the next annual train timetable;

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

12.7.10.3. The manager, within 6 months from the submission of the results of the capacity analysis, after consultation with the railway carriers operating on the section of the railway line to which the analysis relates, prepares a capacity extension plan in accordance with § 14 of the Regulation and submits it to the President of RTO.

#### **12.8. Priorities used at the timetable development stage, including the conditions under which the applicant's previous capacity utilization rates are taken into account**

CARGOTOR Sp. z o.o. does not prioritize at the stage of developing timetables.

#### **12.9. Rules and criteria for capacity allocation applicable in cooperation with other managers, including how to deal with difficulties in determining multi-network paths**

12.9.1. These rules apply to trains running on lines tangent to the railway infrastructure managed by PKP Polskie Linie Kolejowe S.A. (lines 865, 866, 867, 906 (1435mm wide) and 450 (1520mm wide). For the sake of consistency, the manager informs that these rules also apply to the railway line of PKP PLK S.A. No. 60 (1520 mm wide).

12.9.2. Applications for capacity allocation for infrastructure referred to in par. 12.9.1. above, the applicant submits to PKP Polskie Linie Kolejowe S.A. This applies in particular to applications concerning the annual timetable (point 12.5.2 of the Regulations), applications for an individual timetable and applications for a simplified timetable.

12.9.3. Due to the fact that the access to the railway infrastructure managed by CARGOTOR Sp. z o.o. is possible only from the infrastructure managed by PKP Polskie Linie Kolejowe S.A. the procedure and deadlines for submitting the applications referred to in par. 2 above is specified by PKP Polskie Linie Kolejowe S.A. in their own Network Regulations or other document regulating this issue. List of lines tangent to the railway infrastructure managed by PKP Polskie Linie Kolejowe S.A. constitutes Appendix No. 3 to these Regulations (the relevant diagram is included in Appendix No. 3a).



12.9.4. Allocation of capacity by PKP Polskie Linie Kolejowe S.A. is binding on CARGOTOR Sp. z o. o., provided that the allocation has been previously agreed with CARGOTOR Sp. z o. o. and the applicant has provided the information indicated in Appendix 6 to the Regulations at the time of submitting the application to PKP Polskie Linie Kolejowe S.A. Such information should be sent to the Railway Traffic Office.

12.9.5. The rules for allocating routes for trains on the Line No.. 60 with a width of 1520 mm at the border crossing point Brest - Terespol are set out in the "Protocol from the meeting of the Belarusian-Polish Border Commission on the arrangement of the Timetable and the plan for the formation of freight trains for 2021/2022 at border crossings 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. Principles of establishing connections**

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

#### **12.11. Procedure in the event of an overcrowding of the infrastructure section referred to in § 7 par. 11 point 1 of the Regulation, including the amount of use of the train route authorizing the manager to refuse to allocate a train route to the applicant on a given section**

12.11.1. In the event of overcrowding of the infrastructure section referred to in § 7 par. 11 point 1 of the Regulation, the manager has the right to refuse to assign the applicant a section of infrastructure:

12.11.1.1. If it is already occupied by another applicant;

12.11.1.2. In an emergency, in particular when the safety of people or property is threatened;

12.11.1.3. In the case of the implementation of tasks related to the prevention or removal of the effects of railway accidents.

12.11.2. In the event of a refusal to allocate an infrastructure section to the applicant, the manager shall immediately notify him/her of the reason for the refusal, at the same time providing possible options for considering the application submitted by the applicant.

12.11.3. If, despite the actions, it is not possible to complete the orders specified in the application due to the limited capacity on the parts of the lines adjacent to the point of interconnection of railway lines of different managers, the proceedings in this respect are conducted by the manager on whose side lies the reason for the lack of capacity.

12.11.4. The amount of train route use authorizing the manager to refuse to allocate a given applicant a train route on a given section is below 70% of the allocated train route to a given applicant in the period covering 31 consecutive planned travels.

**12.12. Catalogue routes**

CARGOTOR Sp. z o.o. currently does not use catalogue routes.

**12.13. The method of providing applicants with information on free capacity for the needs of the individual train timetable:**

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

**12.14. The procedure of accepting the individual train timetable by the applicant**

12.14.1. The procedure for submitting applications for an individual train timetable for railway lines that are not in contact (single-track routes) with the railway infrastructure managed by other managers.

12.14.1.1. The applicant, with whom the manager has previously concluded an agreement on capacity allocation, is entitled to submit an application for allocation of a train route for a period shorter than the duration of the annual train timetable and longer than the simplified timetable. Such an application should be submitted in electronic form (e-mail), after the deadline for submitting applications for capacity allocation under the annual timetable.  
("ITT application ");

12.14.1.2. In the case of an ITT application submitted by the date of making the annual timetable available to applicants, the manager prepares an individual train timetable within 5 working days from the date of making the annual timetable available to applicants, and in the case where the annual timetable was not prepared, within 5 working days from the second Saturday of December;

12.14.1.3. For an ITT application submitted after the date of making the annual train timetable available to applicants and before the expiry of the deadline specified in the Regulations, after which the manager does not allocate capacity on the basis of ITT requests, the manager shall immediately prepare a draft of an individual train timetable, but not later than within 5 working days from the date of submitting the ITT application;

12.14.1.4. The period after which the manager does not allocate the capacity on the basis of ITT applications is 5 working days before the planned date of capacity use;

12.14.1.5. The draft of an individual train timetable will be developed within more than 5 working days in the following cases: accident or failure of the railway infrastructure or other force majeure event. In such a case, the manager informs the applicant about the date of developing an individual train timetable.

12.14.1.6. The manager reviews the ITT applications, taking into account in the following order:

- 12.14.1.6.1. The obligation to perform transport imposed by the provisions of transport law;
- 12.14.1.6.2. Restrictions resulting from the need to ensure the capacity referred to in § 7 par. 1 point 1 of the Regulation;
- 12.14.1.6.3. The best use of capacity; 12.14.1.6.4. Planned date of travel;
- 12.14.1.6.5. Order of submitting applications.
- 12.14.1.7. In order to fulfil the ITT application, it is possible to change the previously allocated capacity, provided that the consent of the applicants concerned is obtained;
- 12.14.1.8. Regarding the application to modify the allocated train route from 12.14.1.3 to 12.14.1.7 above and from 12.14.2. to 12.14.9 below shall apply respectively, except that the application includes the annotation "correction";
- 12.14.2. The ITT application should be sent directly to the Railway Traffic Office.
- 12.14.3. Exemplary ITT application is attached as Appendix No. 4 to these Regulations.
- 12.14.4. The following information should be included in the ITT application:
  - 12.14.4.1. Relation and route of a train / railway vehicle,
  - 12.14.4.2. Type of transport performed,
  - 12.14.4.3. Type and series of the traction unit or technical data together with the traction characteristics of the traction unit,
  - 12.14.4.4. Maximum train speed,
  - 12.14.4.5. Gross mass of the train / railway vehicles, however, reducing the mass does not require submission of an application for modification of the allocated train route (correction),
  - 12.14.4.6. Length of the train / railway vehicles, however, reducing the length does not require submission of an application for modification of the allocated train route (correction),
  - 12.14.4.7. Running time from - to,
  - 12.14.4.8. Runs on: days of the week,
  - 12.14.4.9. Stopping time at a siding / station,
  - 12.14.4.10. Departure time requested,
  - 12.14.4.11. Number of wagons,
  - 12.14.4.12. Agreed siding service plan / time /.
- 12.14.5. The manager examines the applications submitted within the time limit specified in these Regulations.
- 12.14.6. The date of submission of the application sent by e-mail is the date of receipt of the application by the employee of the manager accepting the application (date of receipt of the e-mail);
- 12.14.7. The administrator confirms delivery of the application in electronic form.
- 12.14.8. About the preparation or refusal to prepare an individual CARGOTOR Sp. z o.o. notifies the applicant in electronic form (e-mail).

- 12.14.9. The manager may make the examination of the application conditional on the applicant making changes to it, enabling its recognition.
- 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 consider the ITT application. In the event of failure to deliver it by the applicant within the time limit indicated by the manager - CARGOTOR Sp. z o.o. may dismiss the application and shall be immediately inform the applicant.
- 12.14.11. The procedure for submitting applications for a individual train timetable for railway lines that are in contact (multi-network routes) with the railway infrastructure managed by other managers (lines 450, 865, 866, 867, 906) is specified in point 12.9 of the Regulations.

**12.15. Threshold level of the use of the train route, failure to comply with which may result in the loss of the right to use the train route;**

The use of the train route below 70% of the allocated capacity by a given applicant / railway carrier in the period covering 31 consecutive planned travels may result in the loss of the right to use the train route. The applicant / carrier will be informed about it by the manager in the manner provided for in the contract for capacity allocation or, respectively, in the contract for the use of capacity.

**13. The mode, conditions and dates of making changes to the train timetable**

- 13.1.** Changes to the annual train timetable are made in accordance with the principles set out in point 12.5 of the Regulations.
- 13.2.** Changes to the individual train timetable are made in accordance with the principles given in point 12.14.1.8 of the Regulations.
- 13.3.** The manager does not provide for the possibility of changes to the simplified timetable.

**14. Method of notifying about changes in technical and operational parameters of railway lines on which train paths have been allocated, including restrictions related to works, introduced speed restrictions and other operational restrictions, incorrect operation of railway traffic control and communication devices as well as control and diagnostic devices for rolling stock**

Notification of changes in the technical and operational parameters of railway lines on which train routes have been allocated, including restrictions related to works, introduced speed restrictions and other operational restrictions, incorrect operation of railway traffic control and communication devices, is made on the website [www.cargotor.com](http://www.cargotor.com). In addition, the above

information will be provided by electronic means (e-mail) to applicants using the infrastructure in a given area with whom the manager has a capacity allocation agreement and to carriers using the infrastructure in a given area with whom the manager has a capacity use agreement, to the addresses provided in these contracts.

## **15. Procedures and entities responsible for developing repair schedules**

### **15.1.** The procedure for developing repair schedules:

- 15.1.1. Performing diagnostics and drawing up protocols of conducted measurements and technical tests of railway infrastructure and engineering facilities managed by CARGOTOR Sp. z o.o.;
- 15.1.2. Analysis of diagnostic / measurement protocols and drawing operational conclusions;
- 15.1.3. Determining the urgency of the works;
- 15.1.4. Development of a repair and renovation plan for a given calendar year in consultation with the Railway Traffic Office and the Sales Office.

### **15.2.** The detailed procedure for developing renovation schedules is included in the Basic Manual: TU-01 (Instructions for the maintenance of the railway surface along with the subgrade and engineering facilities used by CARGOTOR Sp. z o.o.), which is available at [www.cargotor.com](http://www.cargotor.com).

### **15.3.** Entity responsible for developing a repair and renovation plan: Railway Infrastructure Maintenance Office CARGOTOR Sp. z o.o.

## **16. Special measures to be taken in the event of disturbance to train movements caused by technical failure or accident ensuring that all necessary steps are taken to restore the normal situation, including a plan to deal with cases requiring notification to the competent authorities**

### **16.1.** In the event of disturbances in train traffic caused by a technical failure or accident, CARGOTOR Sp. z o.o. immediately informs applicants who have allocated capacity on the infrastructure where the technical failure or accident occurred. CARGOTOR Sp. z o.o. informs about alternative possibilities of using the capacity, taking into account the interests of applicants aiming at the implementation of transport and the competent authorities. A detailed action plan is provided in the Instructions for dealing with 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 provided by electronic means (e-mail) to applicants using the infrastructure in a given area, with whom the manager has a capacity allocation agreement,

and to carriers using the infrastructure in a given area, with whom the manager has a capacity use agreement, to the addresses provided in these contracts.

- 16.2.** CARGOTOR Sp. z o.o. will immediately take actions to restore the previously held capacity, of which it will immediately notify applicants.

## **17. Checking activities carried out by authorized employees of the manager**

The administrator has the right, as part of the checking activities:

- 17.1.** To perform checking activities related to trains, railway vehicles and employees of the railway carrier, in order to ensure safe and legal traffic operation;
- 17.2.** To prevent the train from running or stopping the train in the event that the rolling stock or the railway carrier's employees do not meet the requirements specified in the relevant regulations, rules and contracts;
- 17.3.** To perform inspection activities of the employees and rolling stock of the railway carrier, including the transport documentation and the technical condition of the rolling stock of the railway carrier;
- 17.4.** To control compliance with order regulations in the railway area, in trains and railway vehicles of a railway carrier;
- 17.5.** To request explanations from the railway carrier regarding the manner of performance of the contract for the allocation and use of railway infrastructure in cases where there is a risk of breaching the provisions of the above-mentioned contracts or a threat to the safety of persons or property.

## **18. Threshold level of use of the allocated train route on a section of the railway infrastructure with insufficient capacity, the exceeding of which by the railway carrier entitles the manager to deprive it of the right to use it**

If the railway carrier uses the train route allocated on a section of the railway infrastructure with insufficient capacity at the level of less than 70% in the period covering 31 consecutive planned travels, the manager is entitled to deprive it of the right to use it. The manager will inform the applicant / railway carrier about the deprivation of the right to use the train route, in the event of finding the route unused at the level of 70% in the manner provided for in the agreement on capacity allocation or, respectively, in the agreement on capacity utilization.

## **19. Method of determining and collecting fees for the use of railway infrastructure**

### **19.1.** Binding regulations regarding the method of determining fees

CARGOTOR Sp. z o.o. applies the same charging rules to all applicants / carriers for the entire railway network managed by it. In addition, it informs that unit rates are set based on the actual state and partially on the planned state. The rules for determining fees were developed on the basis of the following provisions:

- a) Directive 2012/34/EU of the European Parliament and of the Council of November 21, 2012 ("Directive"),
- b) The Act of March 28, 2003 on rail transport,
- c) Regulation of the Minister of Infrastructure and Construction of April 7, 2017 on the provision of railway infrastructure.

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

### **19.2.** The draft price list referred to in Art. 33 par. 13 of the Act:

The price list referred to in Art. 33 par. 13 of the Act constitutes Appendix 10 to the Regulations.

The manager did not prepare the market analysis referred to in § 21 par. 17 of the Regulation.

### **19.3.** The draft price list for fees for using the 1435 mm track gauge railway infrastructure will be published, in accordance with Art. 33 par. 14 of the Act immediately after its preparation.

### **19.4.** Method of determining the category of a railway line

Line categories determined by CARGOTOR Sp. z o.o. indicated in Appendix No. 1.

### **19.5.** The division of the transport market, which was used in determining the scope of application of the value of the part of the rate related to the type of transport services performed, referred to in § 21 sec. 1 of the Regulation

CARGOTOR Sp. z o.o. did not divide the transport market, because on the railway infrastructure managed by CARGOTOR Sp. z o.o. only freight traffic is performed. Freight transport is not divided into types (due to the cargo transported) when determining the rate.

### **19.6.** The value of the part of the rate related to the type of transport services provided, referred to in § 21 paragraph 1 of the Regulation, broken down into types of transport

Not applicable. The manager currently does not classify in terms of the types of transport services performed, because on the infrastructure managed by CARGOTOR Sp. z o.o. only freight traffic is currently performed.

## **20. Template of the framework agreement, if the manager offers to conclude them**

The manager does not offer to conclude a framework agreement.

## **21. Procedures for resolving disputes and appeals in matters related to the provision of railway infrastructure and the performance plan referred to in Art. 30f par. 4 of the Act**

- 21.1.** Disputes and appeals related to the provision of infrastructure will be referred to the Management Board of CARGOTOR Sp. z o.o.
- 21.2.** Disputes and appeals in the scope related to the performance plan will be referred to the Management Board of CARGOTOR sp.z o.o.
- 21.3.** Applications and appeals shall be submitted in writing at the seat of CARGOTOR Sp. z o.o. with a detailed description of the case and justification as well as the proposed dispute resolution.
- 21.4.** In the event of formal deficiencies in the application or cancellation, CARGOTOR Sp. z o.o. calls for their removal within 7 days from the delivery of the said summons, under pain of leaving the letter without examination.
- 21.5.** Disputes and appeals submitted to the Management Board of CARGOTOR Sp. z o.o. will be resolved within 10 working days of the receipt of the relevant letter, and in the event of formal defects, within 10 working days of their removal.
- 21.6.** With the consent of the parties, the dispute may be submitted to a third party (arbitrator), ensuring the impartiality of the dispute, selected by the manager and approved by the other party. The arbitrator's decision is binding on the parties. The method of apportioning the costs of the proceedings before such a third party, including its remuneration, shall be agreed by the Parties in writing within 5 working days from the date of the parties' consent to submit the dispute to a third party for resolution. If the above rules are not set within this period and the parties do not extend this period, the parties' declaration of submitting the dispute to a third party shall expire.
- 21.7.** The above procedures for resolving disputes and appeals do not exclude the use of legal remedies provided for in mandatory provisions of law, however, in the event that the parties submit a dispute to a third party and determine that the resolution is binding on the parties, it will be considered an arbitration clause.

## **22. List of service infrastructure facilities connected to the manager's network, their location in relation to railway lines, conditions of access and provision of services in these facilities or indication of the website where such information is made available free of charge in electronic form**

- 22.1.** The list of service infrastructure facilities, their location in relation to railway lines is attached as Appendix No. 7 to the Regulations in the scope of infrastructure located in the Małaszewicze reloading area. The schematic location of the service infrastructure in relation to railway lines is provided in Appendix No. 3a, respectively.



**22.2.** Access to service facilities connected to the manager's network takes place in accordance with the rules applicable to the provision of infrastructure.

**23. List of the manager's service infrastructure facilities, their location in relation to railway lines, conditions of access and provision of services in these facilities**

**23.1.** The list of service infrastructure facilities and their location in relation to railway lines is provided in Appendix No. 3 to the Regulations.

**23.2. Conditions for access and provision of services in service infrastructure facilities:**

23.2.1. In order to gain access to the service infrastructure, the railway carrier is obliged to submit an application in electronic form to the address [ruchkolejowy@cargotor.com](mailto:ruchkolejowy@cargotor.com) in accordance with the template constituting Appendix No. 4 to the Regulations, provided that the application does not have to include the following data:

- 23.2.1.1. train / railway vehicle routes,
- 23.2.1.2. maximum train speed,
- 23.2.1.3. gross weight of the trains/railway vehicles,
- 23.2.1.4. purpose of the shunting,
- 23.2.1.5. place of the shunting,
- 23.2.1.6. type of shunting vehicles,

The application may be submitted at any time. In the event of the need for an emergency disconnection of the wagon, it is allowed to submit the application by radio / telephone, which must then be confirmed with the application in electronic form;

23.2.2. The application is examined by the manager within 14 days from the date of receipt of the written request by the manager. Subject to point 23.2.6 below, the manager will inform about the examination of the application in electronic form, to the address provided in the application or the address from which the application was sent or by telephone in urgent cases. The manager does not disclose information constituting a business secret obtained in connection with making the facility available, provided that it has been clearly indicated by the applicant together with the justification (demonstration) that the information constitutes a trade secret;

23.2.3. The railway carrier acquires the right to use the services provided in the facility after concluding an agreement with the manager specifying, in particular, the rights and obligations of the manager and the railway carrier related to the services provided, however the manager, at his/her discretion, may conclude one contract with the railway carrier instead of a contract referred to in Art. 30c par. 1. 2 of the Act (the agreement on the use of capacity between the manager and the railway carrier, and the agreement referred to above, containing all the provisions required by these agreements);

23.2.4. The railway carrier applies in writing (also by e-mail [sales@cargotor.com](mailto:sales@cargotor.com)) to CARGOTOR Sp. z o.o. Sales Office for the conclusion of a contract for the use of capacity;

- 23.2.5. The manager may refuse the railway carrier access to the facility if:
- 23.2.5.1. This carrier may perform the planned rail transport on economically comparable terms using another facility available, except when the railway carrier informs the manager that the operator of the facility indicated has refused access to it.
  - 23.2.5.2. A positive consideration of the application would require the manager to incur the expenses referred to in Art. 36b par. 3 of the Act,
  - 23.2.5.3. Due to the lack of sufficient capacity, a positive consideration of the application would make it impossible for the manager to fulfil his/her own justified needs or fulfil the obligations resulting from contracts concluded previously with other railway carrier;
- 23.2.6. In the event of refusal of access to the service infrastructure, the manager shall justify its refusal in writing and communicate it to the railway carrier immediately, but not later than within 14 days. In the case referred to in point 23.2.5.1 above, in the refusal referred to above, the manager shall indicate another facility that will enable the railway undertaking to perform rail transport on economically comparable terms, provided the manager has knowledge of such facility;
- 23.2.7. The railway undertaking is obliged to provide a report on the use of a service facility in a given calendar month within no more than 3 working days after the end of a given calendar month;
- 23.2.8. For service infrastructure facilities CARGOTOR Sp. z o.o. does not prepare an annual timetable. Access to forwarding points (cargo terminals) is provided on the basis of a positively considered application and the concluded contract referred to in 23.2.3. above;
- 23.2.9. Detailed technical conditions for access to service infrastructure facilities located outside the Małaszewicze reloading area:
- 23.2.9.1. Each facility of the service infrastructure (managed by CARGOTOR Sp. z o.o. does not have traffic posts, and switches and derailments are moved manually by the shunting team of the railway carrier using it),
  - 23.2.9.2. Access to the service infrastructure facility managed by CARGOTOR Sp. z o.o. in all locations is carried out from the infrastructure managed by PKP Polskie Linie Kolejowe S.A.,
- 23.2.10. Detailed data of technical access to service infrastructure facilities (outside the Małaszewicze reloading area) can be found in Appendix No. 9 to the Regulations and in the Service Infrastructure Facilities (SIF) Regulations, which are available on the website [www.cargotor.com](http://www.cargotor.com).
- 23.2.11. Detailed technical conditions for access to service infrastructure facilities located in the Małaszewicze reloading area:
- 23.2.11.1. The service infrastructure facilities (managed by CARGOTOR Sp. z o.o.) do not have traffic stations, and the switches and derails are moved

manually by the shunting team of the railway carrier are located in Zaborze, Raniewo, Podśędków, Wólka.

23.2.11.2. Service infrastructure facilities (managed by CARGOTOR Sp. z o.o.) with traffic posts, and switches and derails moved by employees of CARGOTOR Sp. z o.o. are in the following locations:

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

23.2.11.3. More detailed data on technical access to service infrastructure facilities in the Małaszewicze reloading area can be found in Appendix No. 7a to the Regulations, in the technical regulations of the station and the regulations for the operation of sidings, which are available in the administration building of CARGOTOR sp.z o.o. in Małaszewicze.

23.2.12. Fees for access to the service infrastructure will be included in the price list, the draft of which is attached as Appendix No. 10.

**23.3. Applications for access to service infrastructure will be considered in the order of receipt of applications that meet the requirements set out in the Regulations and in the agreement on the use of capacity with a given carrier.**

**23.4. Unauthorized entry, i.e. entry to the Service Infrastructure Facility without submitting an application to the Coordinating Officer for access, results in an additional fee of PLN 19 500.00 net for each started day. The fee was calculated as three times the daily occupation of a 450 m-long point on the unloading front for reloading. Payment of the above fee does not exclude the liability of the Carrier / Applicant for the damage caused.**

**24. The procedure for obtaining a derogation from the requirements concerning the knowledge of the Polish language for drivers from other European Union Member States in relation to railway lines or sections of railway lines including border crossings with the European Union countries neighbouring the Republic of Poland**

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

**25. Principles of introducing substitute communication**

Not applicable. On the railway infrastructure managed by CARGOTOR Sp. z o.o. there is no passenger transport, but only freight transport, therefore it is not planned to introduce alternative transport.

## **26. The mode, date and manner of introducing changes and updates to the Network Regulations, if necessary**

**26.1.** Amendments to these Regulations with regard to the rights and obligations of applicants or railway carriers, in particular the conditions of access to railway infrastructure and service infrastructure, will be introduced by CARGOTOR Sp. z o.o. after prior consultations with applicants with whom the manager has concluded applicable capacity allocation agreements and with carriers with whom the manager has concluded capacity use agreements or the agreement referred to in Art. 36c par. 1 of the Act.

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

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

26.2.2. Submitting the application by the applicant or rail carrier,

26.2.3. Amendments to legal provisions or adaptation of the Regulations to legal provisions or a changed interpretation of the law;

26.2.4. Any other justified reason, including the need to clarify the Regulations or change its scope, after prior notification of the applicants and railway carriers referred to in par. 26.2.1 above and 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 consultation may be made in writing or electronically, including by announcing 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 submitting comments that their comments to the planned change have been taken into account or not, provided that they are sent within the deadline for comments indicated in the notification of the planned change to the e-mail address: [regulamin@cargotor.com](mailto:regulamin@cargotor.com).

## **27. OTHER PROVISIONS**

**27.1.** CARGOTOR Sp. z o.o. participates in the reconciliation of international train routes on the 1520 mm wide Line No. 60 at the Brest-Terespol border crossing point in accordance with the procedure for allocating freight train routes to Polish carriers when providing railway transport through Belarusian - Polish border crossings along the 1520 mm track of September 09, 2015. 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.

- 27.2.** CARGOTOR Sp. z o.o. also manages the railway infrastructure with a track gauge of 1520mm. Art. 36 of the Act excludes the application of Art. 29-35 of the Act, incl. to the railway infrastructure including railway lines with a width other than 1435 mm.
- 27.3.** The manager may allow the start of a train, in case of which the notification of the train readiness for departure, for reasons attributable solely to the carrier, was delayed by no more than 12 hours.
- 27.4.** For the sake of consistency of information as to the rules for providing access to the railway infrastructure, including the track gauge of 1520 mm, the manager informs that the provision of this railway infrastructure in terms of the preparation of the annual timetable, individual timetable and simplified timetable takes place on the same terms as specified in these Regulations.
- 27.5.** Annexes to the Regulations constitute its integral part.
- 27.6.** The manager will update the characteristics of the railway infrastructure covered by the Regulations at least once a year, in accordance with the data included in the national infrastructure register.

## **28.Regulations validity**

- 28.1.** For timetables valid until December 10, 2022. and related price lists, regulations and contracts, as well as their changes, the existing regulations and the Network Regulations and the allocation of train routes and the use of train routes allocated to railway carriers on infrastructure managed by CARGOTOR Sp. z o.o. shall apply for the year 2021/2022.
- 28.2.** The provisions of the Regulations regarding service infrastructure apply to the provision of service infrastructure facilities.

## **29. Annexes:**

- 1) List of railway lines made available to applicants along with their characteristics,
  - 1a) List of railway lines 1520mm wide,
- 2) List of forwarding points (freight terminals), their location in relation to railway lines and their characteristics,
- 3) List of points in contact with the railway infrastructure of other managers, excluding unavailable infrastructure,
- 3a) The schematic location of the service infrastructure in relation to railway lines
  - located outside Małaszewicze reloading area
- 4) Template of the application for a route allocation,

- 5) Template of the application for the allocation of capacity for the execution of stoppage of railway vehicles,
- 6) Information provided in the event of capacity allocation applicable in the framework of cooperation with other managers,
- 7) List of service infrastructure facilities connected to 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 region
- 8) List of services provided as part of the service infrastructure managed by CARGOTOR Sp. z o.o.,
- 9) Detailed data of technical access to service infrastructure facilities (outside the Małaszewicze reloading area),
- 10) Price list for the 2021/2022 timetable,
- 11) List of railway (shunting) tracks made available to applicants in the Małaszewicze Region with their characteristics,
- 12) Regulations of the Coordination Centre

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

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

Line No.	Line name	LINE START			LINE END			DEPARTS FROM LINE		ARRIVES TO LINE		INFRASTRUCTURE MANAGER	NOTES
		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	R 1	MAŁASZEWICZE CENTRALNE ( MSC )	200.900	track group	2	197.783			CARGOTOR Sp. z o.o.	
866	MAGDALENKA - MAŁASZEWICZE ROZRZĄDOWA ( MSR )	MAGDALENKA	197.873	R 4	MAŁASZEWICZE ROZRZĄDOWA ( MSR )	199.300	track group	865	197.873			CARGOTOR Sp. z o.o.	
867	MAŁASZEWICZE CENTRALNE - MAŁASZEWICZE ( MSE )	MAŁASZEWICZE CENTRALNE ( MSC )	200.900	track group	MAŁASZEWICZE ( MSE )	202.189	R 191			2	202.189	CARGOTOR Sp. z o.o.	
906	CHOTYLÓW - MĘTRAKI	CHOTYLÓW	0.000	R 28	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 with their characteristics, 1520 mm wide, the lines along their entire length are not electrified

Line No.	Line name	LINE START			LINE END			DEPARTS FROM LINE		ARRIVES TO LINE		INFRASTRUCTURE MANAGER	NOTES
		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-WÓŁKA-KOBYLANY	Station Kobylany RZP No. 664 (joint before the switch point)	-1.157 km 205.247 in relation to line No. 2 Warsaw - Terespol		Station Kobylany Rkpd No. 619 (middle of the turnout)	27.358 km 204.048 in relation to line No. 2 Warsaw - Terespol		60 PKP PLK S.A. 9Kobylany-Terespol)	205.247 in relation to line No. 2 Warsaw - Terespol			CARGOTOR Sp. z o.o.	



**Appendix No. 2**

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

1. Forwarding points, length of loading edges, their height.

**1) Baby**

A loading and unloading yard with an edge length of 200 m.

**2) Białystok Fabryczny**

Loading and unloading yard of length 204 m, asphalt surface.

**3) Brzoza Bydgoska**

Loading and unloading yard of length 330 m, hardened with field stones.

**4) Chociw Łaski**

Loading and unloading yard of length 290 m, paved with concrete slabs.

**5) Ciechanów**

Loading and unloading yard of length 415 m, paved with concrete slabs.

**6) Elk**

Loading and unloading yard of length of 362 m and a surface made of cobblestones.

**7) Giżycko**

Loading and unloading yard of length of 302 m and a surface made of cobblestones.

**8) Gornice**

Loading and unloading yard of length 300 m with a concrete surface and a side loading ramp 1.2 m high and 180 m long with a concrete surface.

**9) Hawa**

Loading and unloading yard of length of 60 m and a surface made of cobblestones.

**10) Jasto**

Loading and unloading yard of length of 77 m and a surface made of cobblestones.

**11) Łomża**

Loading and unloading yard of length of 559 m and a surface made of asphalt.

**12) Nekla**

Loading and unloading yard of length of 300 m and a surface made of asphalt.

**13) Nowy Sącz**

Side loading ramp, 1.2 m high and 100 m long, granite pavement, 100 m long loading and unloading yard, granite pavement.

**14) Olecko**

Loading and unloading yard of length 83 m with a hardened surface, granite cobblestone and a side loading ramp 1.2 m high and 64 m long with a concrete surface.

**15) Ostaszewo Toruńskie**

Loading and unloading yard of length of 239 m and a surface made of stone.

**16) Ozorków**

Loading and unloading yard of length of 229 meters and a surface made of asphalt.

**17) Pabianice**

Loading and unloading yard of length of 580 meters and a surface made of concrete.

**18) Piotrków Trybunalski**

Loading and unloading yard of length of 380 meters and a surface made of concrete.

**19) Poddębice**

Loading and unloading yard of length 300 m with a concrete surface and a side loading ramp 1.2 m high and 20 m long with a concrete surface.

**20) Rusiec Łódzki**

Loading and unloading yard of length of 350 meters and a surface made of asphalt.

**21) Rybnik**

Loading and unloading yard of length of 295 meters and a surface made of asphalt.

**22) Rzeszów Staroniwa**

Side loading ramp 1.2 m high and 280 m long with a cobblestone surface.

**23) Sanok**

Loading and unloading yard of length of 360 m and a surface made of cobblestones.

**24) Sitkówka Nowiny**

Loading and unloading yard of length of 210 meters and a surface made of concrete slabs.

**25) Sokółka**

Loading and unloading yard of length of 585 meters and a surface made of concrete slabs.

**26) Spytkowice**

Loading and unloading yard of length of 101 meters and a surface made of concrete slabs.

**27) Suwałki**

Loading and unloading yard of length 450 m with a hardened gravel surface, concrete slabs in places, concrete curbs on the side of the track.

**28) Szepietowo**

Loading and unloading yard of length of 535 meters and a surface made of cobblestones.

**29) Tarnów**

Side loading ramp 1.2 m high and 266 m long with a cobblestone surface.

and loading and unloading yard of length of 300 m and a surface made of cobblestones.

**30) Targowiska**

Side loading ramp, 1.2 m high and 85 m long, granite pavement, 163 m long loading and unloading yard, granite pavement.

**31) Terespol Pomorski**

Loading and unloading yard of length 163 m, concrete surface.

**32) Tomaszów Mazowiecki**

Loading and unloading yard of length of 90 meters and a surface made of soil.

**33) Warszawa Białotłęka**

Loading and unloading yard of length of 578 meters and a surface made of soil.

**34) Zduńska Wola**

Loading and unloading yard of length of 100 meters and a surface made of asphalt.

**35) Żgierz**

Loading and unloading yard of length of 150 meters and a surface made of asphalt.

**36) Żabno**

Loading and unloading yard of length of 233 meters and a surface made of asphalt.

2. At the expedition points where the height of the loading edge is not indicated, the height is at the level of the rail head. The specified lengths of the loading edges refer to the active edges. There are no platforms at the above forwarding points.

3. The parameters of the access tracks to the above shipping points can be found in the SIF Regulations, which are available on the website [www.cargotor.com](http://www.cargotor.com).

**Appendix No. 3****List of points in contact with the railway infrastructure of other managers,  
excluding unavailable infrastructure****1. Railway lines**

The list of contact points with the railway infrastructure of other managers (PKP PLK SA) of lines 865, 866, 906 is included in Appendix No. 1 to the Regulations in the "Branches from the line" section, and in the case of line 867, in Appendix No. 1 to the Regulations in the "Connection km" section and in the case of line 450 it is included in Appendix 1a to the Regulations in the rubric "Branches from the line".

**2. Forwarding points (cargo terminals)****1) Baby**

The contact point with the railway infrastructure of other managers (PKP PLK SA) at the Baby station is on one side at the track No. 8 at the end of turnout No. 5 (maintained by PKP PLK SA) at km 128.890, on the other side, at the beginning of turnout No. 21 (in the maintenance of PKP PLK SA) located in km. 129.740 at the Baby station along the kilometre of line No. 1 Warsaw - Katowice.

**2) Białystok Fabryczny**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Białystok Fabryczny station in the Bf dispatching station district is located at the contact of junction 26-31 and the end of turnout No. 31 at km 4.232 of the railway line No. 37 Białystok - Zubki Białostockie.

**3) Brzoza Bydgoska**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Brzoza Bydgoska station at the end of turnout No. 7 at km 354.045 on the line No. 131 Chorzów Batory - Tczew.

**4) Chociw Łaski**

The contact point with the railway infrastructure of other managers is located on track No. 16 at the Chociw Łaski station at the end of turnout No. 6 at km 145.829 (from PKP PLK S.A.) and the beginning of turnout No. 10 at km 146.138 of line No. 131 Chorzów Batory - Tczew.

**5) Ciechanów**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Ciechanów station is located on track No. 26 at the end of turnout No. 401 at km 97.910 of line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny.

**6) Ełk**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Ełk station in the "Eo1" executing station on track No. 14 at the end of turnout No. 124, and on track No. 12 at the end of turnout No. 123.

**7) Giżycko**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Giżycko station in the Go1 dispatching station is located on track No. 12 at the end of turnout No. 39 at km 151.198 of the railway line No. 38 Białystok - Bartoszyce.

**8) Gomunice**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Gomunice station at the beginning of the turnout No. 6 and the track junction 6/16 at km 176.605 of the line No. 1 Warszawa Centralna - Katowice and at the beginning of the turnout No. 19 and the track junction 17/19.

**9) Iława**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Iława station for track No. 66 is located at the beginning of the turnout No. 301 at km 209.251 of the line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny.

**10) Jasło**

The contact point with the railway infrastructure of other managers (PKP PLK SA) at the Jasło station at the "Js-1" executing station is located on track No. 4 at the end of turnout No. 101 at km 45.4 + 68.06 and at the end of turnout No. 12 at km 45.6 + 08.47 of the railway line No. 108 Stróże - Krościenko.

**11) Łomża**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Łomża station in the "Łm" dispatching station for track No. 18 is located at the end of turnout No. 16 at km 16.432 of the railway line No. 49 Śniadowo - Łomża.

**12) Nekla**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) on the Podstolice - Kostrzyn Wielkopolski route is located at the beginning of the junction No. 6 (junction with the track No. 3b) at km 269.032 of the line No. 3 Warszawa Zachodnia - Kunowice.

**13) Nowy Sącz** (currently the point is inactive in the area of track No. 9)

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Nowy Sącz station is located on track No. 9 after derail Wk3 and on track No. 11 after derail No. Wk6 at km 87.847 from the railway line No. 96 Tarnów - Leluchów / Granica Państw

**14) Olecko**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Olecko station in the "OI" dispatching station district is located on track No. 8 at the junction of the Wk3 derail at km 27.124 of the railway line No. 41 Ełk - Gołdap.

**15) Ostaszewo Toruńskie**

The contact point with the railway infrastructure of other managers (PKP PLK SA) at the Ostaszewo Toruńskie station for track No. 3 is located at the end of the turnout No. 1 at km 9.509 of the line No. 207 Toruń Wschodni - Malbork and at the end of the turnout No. 6 at km 9.886 of the line No. 207 Toruń East - Malbork.

**16) Ozorków** (currently the point is out of service)

The contact with the railway infrastructure of other managers (PKP PLK SA) is located at the Ozorków station and branches from track No. 3 with turnout No. 11 at km 36.400 of line No. 16 Łódź Widzew - Kutno and turnout No. 22 at km 36.900 at km of line No. 16 Łódź Widzew - Kutno.

**17) Pabianice**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Pabianice station for track No. 14 at the end of turnout No. 65 at km 13.960 and for track No. 16 at the end of turnout No. 68 at km 14.050 of line No. 14 Łódź Kaliska - Tuplice.



**18) Piotrków Trybunalski**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Piotrków Trybunalski station is at the end of turnout No. 107 at km 145.307 and after the end of turnout No. 159 at km 145.965 of line No.1 Warszawa Centralna - Katowice.

**19) Poddębice**

Contact point with the railway infrastructure of managers: PLK and CARGOTOR is located at the Poddębice station at km 202.828 of line No. 131 Chorzów Batory - Tczew on track No. 5 end of turnout No. 11 and at km 203.045 in track No. 5 end of turnout No. 13.

**20) Rusiec Łódzki**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Rusiec Łódzki station is at the end of turnout No. 7 at km 135.772 and at the end of turnout No. 13 at km 136.344 of line No. 131 Chorzów Batory - Tczew.

**21) Rybnik**

The contact point with the railway infrastructure of other managers (PKP PLK SA) at the Rybnik station in the RbA control district is located at the end of the turnout No. 42 at km 39.279 and in the RbB control district at the beginning of the turnout No. 101 at km 39.643 of the railway line No. 140 Katowice Ligota - Nędza.

**22) Rzeszów Staroniwa**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Rzeszów Staroniwa station at the "Rs-2" executing station at the end of turnout No. 51 at km 2.367 of the railway line No. 106 Rzeszów Główny - Jasło.

**23) Sanok**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) at the Sanok station is located at the beginning of the turnout No. 7 at km 107.930 of the railway line No. 108 Stróże-Krościenko and the beginning of the turnout No. 14 at km 108.321 of this line.

**24) Sitkówka Nowiny**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Sitkówka Nowiny station at the ends of turnout No. 87 at km 197.469 of line No. 8 Warszawa Wschodnia Osobowa - Gdańsk Główny and at the beginning of turnout No. 171 at km 197.767.

**25) Sokółka**

The contact point with the railway infrastructure of other managers (PKP PLK SA) is located at the Sokółka station in the Sk1 executing station at the beginning of the turnout No. 101 at km 218.062 and in the district of the Sk dispatching station at the beginning of the turnout No. 103 at km 218.741 of the line No. 6 Zielonka - Kuźnica Białystok.

**26) Spytkowice**

The junction point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Spytkowice station at the end of junction no.35 at km 42.373 of line no.94 Kraków Płaszów - Oświęcim.

**27) Szepietowo**

The contact point with the railway infrastructure of other managers (PKP PLK SA) is located at the Sokółka station in the Sk1 dispatching station at the beginning of the turnout No. 101 at km 127.050 and in the district of the Sk dispatching station at the beginning of the turnout No. 16 at km 127.842 of the line No. 6 Zielonka - Kuźnica Białystok.

**28) Tarnów**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Tarnów station at the beginning of the junction No. 79 located at km 77.996 of the railway line No. 91 Kraków Główny Osobowy - Medyka.

**29) Targowiska**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Targowiska station at the end of turnout No. 4 at km 75.598 and at the end of turnout No. 5 at km 75.900 of the railway line No. 108 Stróże - Krościenko.

**30) Terespol Pomorski**

The junction point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Terespol Pomorski after the end of the turnout No. 20 at km 410.237 of the line No. 131 Chorzów Batory - Tczew.

**31) Tomaszów Mazowiecki**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Tomaszów Mazowiecki station at the end of turnout No. 52 at km 56.219 and at the end of turnout No. 33 at km 55.879 of line No. 25 Łódź Kaliska - Dębica.

**32) Warszawa Białołęka**

The contact point with the railway infrastructure of other managers (PKP CARGO CONNECT Sp. z o.o.) is located on tracks 197 and 198, for track 198 it is at the end of turnout 89 at km 13.081 at the Warszawa Praga station of line 9 Warszawa Wschodnia Osobowa - Gdańsk Główny and for track No. 197 at the end of turnout No. 90 at km 13.052 of line No. 9.

**33) Zduńska Wola**

Contact point with the railway infrastructure of managers: PLK and CARGOTOR is located at the Zduńska Wola station at km 41.788 of the line No. 14 Łódź Kaliska - Tuplice on track No. 51 end of the turnout No. 54.

**34) Zgierz (currently the point is inactive in the area of track No. 11)**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Zgierz station at the end of the turnout No. 25 at km 57.941 of the line No. 15 Bednary - Łódź Kaliska.

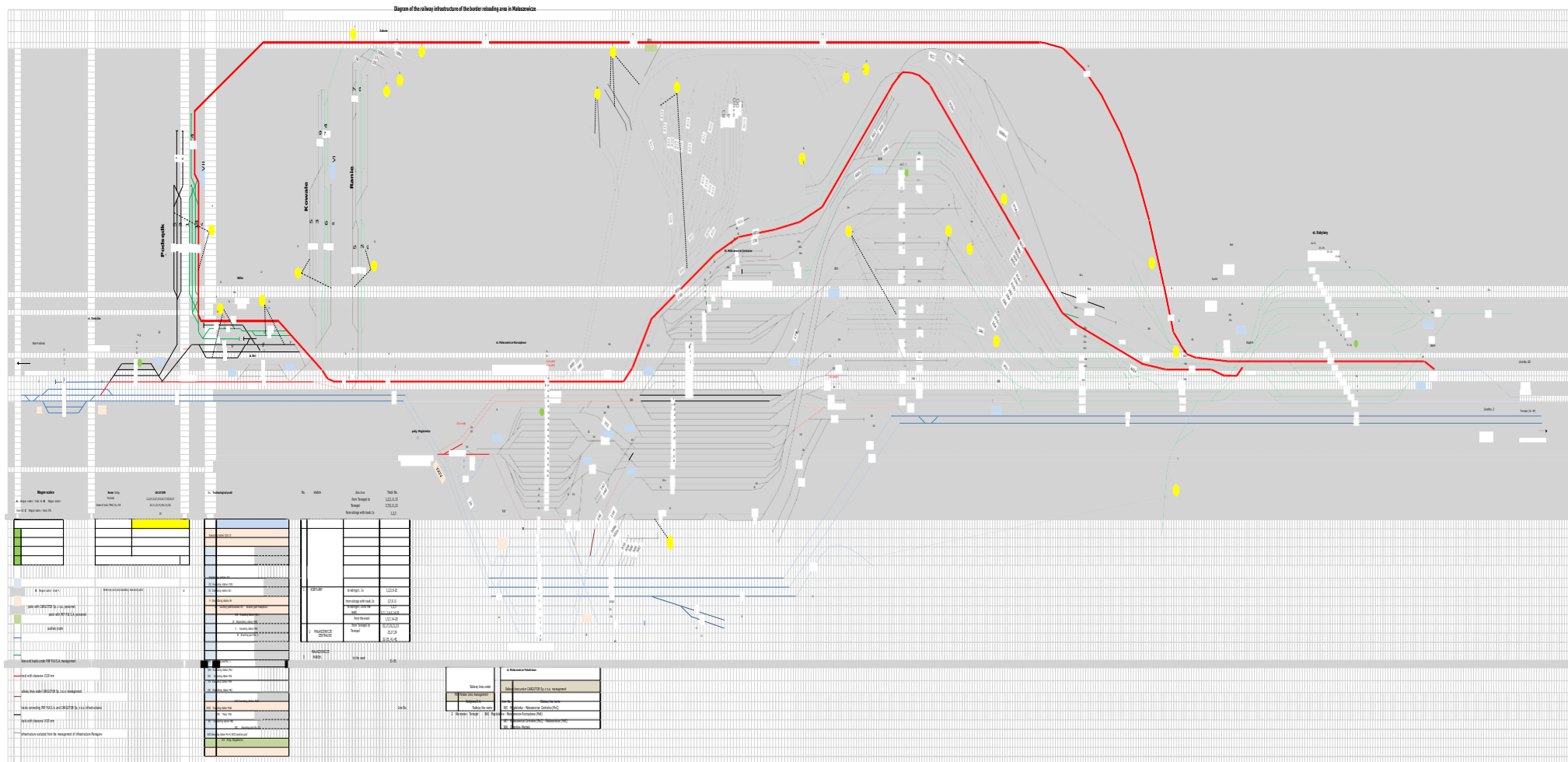
**35) Żabno**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Żabno station at the end of turnout No. 1 at km 15.766 and at the end of turnout No. 3 at km 16.150 of railway line No. 115 Tarnów - Szczucin.

**36) Suwałki**

The contact point with the railway infrastructure of other managers (PKP PLK S.A.) is located at the Suwałki station for track No. 18 at the end of turnout No. 28 at km 98.711 of line No. 40 Sokółka - Suwałki.

## Appendix No. 3a



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<b>Appendix No. 5</b>													
		<b>APPLICATION</b>	<i>No.</i>	<i>Month</i>	<i>Year</i>								
		<input checked="" type="checkbox"/>	for the allocation of capacity for the execution of stoppage of railway vehicles										
<b>CARGOTOR Sp. z o.o.</b>		<b>Received by:</b>				<b>Applicant:</b>							
<b>Dział Ruchu Kolejowego</b>		<b>CARGOTOR Sp. z o.o.</b>				Name:							
<b>ul. Parkowa 1</b>		Date:				Address:							
<b>21-540 Małaszewicze</b>		Time:				Phone:							
Phone:		..... company stamp and signature				Phone:							
Fax:						Fax:							
E-mail:						E-mail:							
<b>Details</b>		<b>MANDATORY:</b>		<b>Data</b>									
parking place of railway vehicles		YES											
maximum length of the vehicle set		YES											
parking time of a train set (date and time)		YES											
<b>Signature of the applicant's representative submitting the application</b>													
Full name						Date							
Contact information		Phone					..... company stamp and signature						
		Fax											
		E-mail:											
<b>CARGOTOR Sp. z o.o. representative information :</b>													
<b>Application accepted for implementation</b>		<b>Application refused due to</b>											
allocated time of stoppage start													
Full name									Full name				
company stamp and signature		company stamp and signature											
Date		Date											

**Appendix No. 6****Information to be provided in the event of capacity allocation applicable in the framework of cooperation with other managers**

- a) train timetable prepared by PKP PLK S.A., which shows the date of entry and exit to the railway infrastructure managed by CARGOTOR sp.z o.o. covered by point 12i) of the Regulations;
  - b) train / railway vehicle routes;
  - c) type and series of the traction unit or technical data including the traction characteristics of the traction unit;
  - d) maximum train speed;
  - e) gross weight of the train/railway vehicle;
  - f) length of the train/railway vehicles;
  - g) Running time from - to;
  - h) runs on: days of the week;
  - i) designation (name), exact address of the seat of the railway carrier, telephone number, fax number, e-mail or website address.
- except that the data in subpoint b) - i) will be provided, if they do not result from the timetable referred to in subpoint a).

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

No.	Location	SIF name	CIF operator	CIF operator website
1.	Małaszewicze reloading area	Service Infrastructure Object Adampol S.A. 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 reloading area	Railway fuel 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 reloading area	Reloading terminals in the reloading area Małaszewicze	PKP CARGO Centrum Logistyczne Małaszewicze Sp. z o.o.	<a href="http://www.clmalaszewicze.pl/dokumenty.html">http://www.clmalaszewicze.pl/dokumenty.html</a>

Pursuant to Art. 5 of the Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (Journal of Laws of the EU, L. of 2017, No. 307, p. 1), CARGOTOR Sp. z o.o. informs that by the date of publication of the Network Regulations it has not received information from service infrastructure facility operators, referred to in Art. 5 sec. 1 point a) and b).



## Appendix No. 7a

Location	List of station tracks		Operations	Train travel (yes/no)	line /siding	traction network YES/NO	classification
	Track No.	Track length (m)					
	6	1045*	mini access		L906	YES	railway infrastructure
station	8	787	Access to cargo terminals and sidings	yes	L 906	YES	service infrastructure
BÓR	10	754	marshalling/setting up, stop	yes	L 906	NO	service infrastructure
	12	754	stop	no	L 906	NO	service infrastructure
	10	1120*	mini access		L 906	YES	railway infrastructure
marshalling station	12	831	Access to cargo terminals and sidings	yes	L 906	YES	service infrastructure
CHOTYLÓW	14	752	Access to cargo terminals and sidings	yes	L 906	YES	service infrastructure
	16	752	marshalling/setting up, weighing, stop	yes	L 906	YES	service infrastructure
	1a	**	minimum access	yes	L865	YES	railway infrastructure
	2a	**	minimum access	yes	L865	YES	railway infrastructure
	3	949	Access to cargo terminals and sidings	no	L865	YES	service infrastructure
station	4	797	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
MAŁASZEWICZE	5	852	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
	6	773	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
	7	852	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
	8	723	stop	no		YES	service infrastructure
	9	855	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
	10	654	stop	no		YES	service infrastructure
	11	805	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
	12	694	stop	no		YES	service infrastructure
	13	849	stop	no		NO	service infrastructure
	14	753	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
	15	827	Access to cargo terminals and sidings	yes	L867	YES	service infrastructure
	16	717	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
	17	854	Access to cargo terminals and sidings	yes	L867	YES	service infrastructure
station	18	845	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
MAŁASZEWICZE	19	854	Access to cargo terminals and sidings	yes	L867	YES	service infrastructure
	20	722	Access to cargo terminals and sidings	yes	L865	YES	service infrastructure
	21	827	Access to cargo terminals and sidings	yes	L867	YES	service infrastructure
	22	719	stop	no		NO	service infrastructure
	23	865	Access to cargo terminals and sidings	yes	L867	YES	service infrastructure
	24	657	stop	no		NO	service infrastructure
	25	659	marshalling/setting up, stop	yes	L867	YES	service infrastructure
	26	701	stop	no		NO	service infrastructure
	27	616	marshalling/setting up, stop	yes	L867	YES	service infrastructure
	29	616	marshalling/setting up, stop	yes	L867	YES	service infrastructure
	31	839	stop	no		YES	service infrastructure
	32	934	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	33	910	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	34	895	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	35	882	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	41	840	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	42	819	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	43	836	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	44	839	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	45	881	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	51	881	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	52	839	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	53	828	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	54	821	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	55	842	marshalling/setting up, stop	yes	L866	YES	service infrastructure
station	60	793	Access to cargo terminals and sidings	no	L866	NO	service infrastructure
MAŁASZEWICZE	61	928	marshalling/setting up, stop	yes	L866	YES	service infrastructure
	62	974	weighing, stop	no	L866	YES	service infrastructure
	63	1222	Access to cargo terminals and sidings	no	L866	YES	service infrastructure
	98	495	Access to cargo terminals and sidings	no	L866	NO	service infrastructure
	148	130	Access to cargo terminals and sidings	no		NO	service infrastructure
	30	255	Access to cargo terminals and sidings			NO	service infrastructure
	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
	152	283	Access to cargo terminals and sidings	no	L866	YES	service infrastructure
	170	1392	Access to cargo terminals and sidings	no	L865	NO	service infrastructure
	902a	425	Access to cargo terminals and sidings	no		NO	service infrastructure
	902b	161	Access to cargo terminals and sidings	no		NO	service infrastructure
	1000	926	Access to cargo terminals and sidings	no		NO	service infrastructure

List of station tracks					
Location	Track No. (TUI)	Track length (m) (TUI)	Operations (TDS/TRK)	Train travel (yes/no) (TRK)	line/siding (TUI)
	1S		MINIMUM ACCESS	YES	LINE 450
	2W	276	MARSHALLING/SETTING UP	no	
Kobylany	4S	850	WEIGHING	NO	
	5S	820	Access to cargo terminals and sidings	NO	
	6S	944	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	8S	905	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	10S	938	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	10W	256	MARSHALLING/SETTING UP	NO	
	12S	1000	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	12W	697	MARSHALLING/SETTING UP	NO	
	14S	939	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	16S	901	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	18S	917	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	20S	1008	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	22S	980	Access to cargo terminals and sidings/STOP/MARSHALLING	YES	LINE 450
	24S	985	STOP	NO	
	400s	389	Access to cargo terminals and sidings	NO	LINE 450
	400as	47	Access to cargo terminals and sidings	NO	LINE 450
	430S	330	Access to cargo terminals and sidings	NO	
	431S	384	Access to cargo terminals and sidings/STOP	NO	
	442S	365	Access to cargo terminals and sidings	NO	
	2S	877	Access to cargo terminals and sidings/STOP	YES	LINE 450
	3S	893	Access to cargo terminals and sidings/STOP	YES	LINE 450
	7S	956	Access to cargo terminals and sidings/STOP	YES	LINE 450
	9S	852	Access to cargo terminals and sidings/STOP	YES	LINE 450
	11S	836	Access to cargo terminals and sidings/STOP	YES	LINE 450
	13S	927	Access to cargo terminals and sidings/STOP	YES	LINE 450
	436S	1031	Access to cargo terminals and sidings/STOP	NO	
	433S	310	Access to cargo terminals and sidings/STOP	NO	
	432S	468	Access to cargo terminals and sidings/STOP	NO	
	450S	181	STOP	NO	
	451S	130	STOP	NO	
	443S	468	Access to cargo terminals and sidings	NO	
	444S	1205	Access to cargo terminals and sidings/STOP	NO	
	445s	1070	Access to cargo terminals and sidings/STOP	NO	

List of unavailable tracks		
Location	Track No. (TUI)	Track length (m) (TUI)
Małaszewicze	28	81
	30	346
	54	672
	55	665
	72	377
	74	385
	80	795
	82	377
	84	446
	86	679
	88	437
	100	863
	138	151
	140	109
	142	109
	144	28
	174	576
	175	43
	184	181
	216	337
	218	347
	220	308
	222	317
	224	233
	298	373
	299	202
	300	328
	302	328
	304	62
	415	376
	174E	267
	54E	27
	55E	29
	86A	114
Kobylany	446s	975
	540s	471
	541s	167
	542as	471
	542s	193
	543s	118

## **Appendix No. 8**

### **List of services provided as part of the service infrastructure managed by CARGOTOR**

**Sp. z o.o. The scope of services provided as part of the service infrastructure in the Małaszewicze reloading area includes:**

1.1. services related to access to devices related to train service:

1.1.1. use of track and formation / marshalling facilities

1.1.2. use of holding tracks

1.1.3. access to freight terminals and sidings.

1.2. additional services:

1.2.1. wagon weighing

1.2.2. removing contamination of tracks, ramps, yards

1.2.3. removing defects of tracks, ramps, yards

1.2.4. storage on yard, ramp, ground

1.2.5. training of an employee of a railway carrier in the field of local conditions

1.2.6. providing the "Rules of the network for 2021/2022 in paper form

1.2.7. providing extracts from regulations and other documents

2. The scope of services provided as part of the service infrastructure, which includes railway terminals (i.e. outside the Małaszewicze reloading area) includes:

2.1. services related to access to devices related to train service

2.1.1. Access to terminals up to 12 hours

2.1.2. Access to terminals above 12 hours

2.1.3. use of holding tracks

2.2. additional services

2.2.1. weighing the wagon (if scales is available)

2.2.2. removing contamination of tracks, ramps, yards

2.2.3. removing defects of tracks, ramps, yards

2.2.4. cargo storage on yard, ramp, ground

2.2.5. training of an employee of a railway carrier in the field of local conditions

2.2.6. providing the "Rules of the network for 2021/2022 in paper form

2.2.7. providing extracts from regulations and other documents

3. Other services provided to contractors performing activities unrelated to operating services of CARGOTOR Sp. z o.o.:

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

3.1.1. Handover of the construction site;

3.1.2. Supervision over the works being carried out;

3.1.3. Periodic occupation of CARGOTOR Sp. z o.o. site

3.2. Reconciliation of documentation

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

3.2.2. Industry survey (confirmation of the facts)

3.2.3. Expressing consent to carry out works according to previously agreed documentation

3.2.4. Reconciliation of documentation and consent to carry out works within the managed railway area

3.2.5. Reconciliation of the Regulations for the operation of railway sidings

3.2.6. Reconciliation of substantive changes to the Work Regulations of railway sidings

3.2.7. Reconciliation of track layout designs

3.2.8. Issuing conditions for the carriage of extraordinary shipments.

## Appendix No. 9

### Detailed technical data of the track service infrastructure facilities (outside the reloading area Małaszewicze)

#### 1. Baby

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
8	loading, holding, delivery-acceptance	PRkpd 5	PR 21	849	UR 5	UR 21	817	48

#### 2. Białystok Fabryczny

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
18	loading, holding, delivery-acceptance	PR 31	KO 18	566	UR 31	Z1(KO18)	540	31

#### 3. Brzoza Bydgoska

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
5	loading, holding, delivery-acceptance	KR 7	KT 5	468	UR 7	Z1	440	25

#### 4. Chociw Łaski

Track No.	Name and designation	Track length						Volume in 4-axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
16	loading, holding, delivery-acceptance	KR 6	PR 10	310	UR 6	PR 10	293	17

#### 5. Ciechanów

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
26	loading, holding, delivery-acceptance	PR 401	KO	575	U 401	Z1	531	31

## 6. Elk

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
12	loading, holding, delivery-acceptance	PR 123	KO	220	UR 123	Z1	160	9
14	loading, holding, delivery-acceptance	PR 124	KO	318	UR 124	Z1	256	15

## 7. Giżycko

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
12	loading, holding, delivery-acceptance	PR 34	PR 18	462	PR 34	Km 0,417	310	18

## 8. Gornice

Track No.	Name and designation	Track length						Volume in 4-axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
7	loading, holding, delivery-acceptance	PR 6	PR 19	604	PR 6	PR 19	604	35
9	loading, holding, delivery-acceptance	PR 16	KR 17	391	UR 16	UR 17	358	21

## 9. Itawa

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
304	delivery	PR 306	KT	386	U 306	Z 1	325	19
305	delivery	PR 306	KT	414	U 306	Z 1	353	20
306	loading, holding, delivery-acceptance	PR 305	KT	432	U 305	Z 1	389	22
307	loading, holding, delivery-acceptance	PR 305	KT	446	U 305	Z 1	403	23

## 10. Jasto

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
4	loading, holding, delivery-acceptance	PR 101	PR 12	200	UR 101	UR 12	106	6

### 11. Łomża

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
18	loading, holding, delivery-acceptance	PR 16	KO	615	UR 16	Z1	559	32

### 12. Nekla

Track No.	Name and designation	Track length						Volume in 4-axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
3	holding, delivery-acceptance	PR 6	PR 1	562	UR 6	UR 1	470	27
3a	side-track	PR 1	KO	42	PR 1	Z1	32	1
5	holding, delivery-acceptance	PR 6	PR 2	516	UR 5	UR 2	392	23
7	loading, holding, delivery-acceptance	PR 5	PR 3	415	UR 4	PR 3	324	19
7a	loading, holding, delivery-acceptance	PR 3	KO	96	UR 3	Z1	65	3
9	loading, holding, delivery-acceptance	PR 4	KO	235	Km 0,083	Z1	142	8

### 13. Nowy Sącz

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
9	loading, holding, delivery-acceptance	KR 10	KO	101	Tm 11	KO	80	4
11	loading, holding, delivery-acceptance	KR 10	KO	204	Tm 10	KO	180	10

### 14. Olecko

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
8	loading, holding, delivery-acceptance	PR 13	Km 0,197	197	Wk 3	Km 0,197	147	8

### 15. Ostaszewo Toruńskie

Track No.	Name and designation	Track length		Volume in wagons
		general	usable	



		from	to	[m]	from	to	[m]	4-axle
3	loading, holding, delivery-acceptance	KR 1	KR 6	377	Wk 1	Wk 2	312	18

#### 16.

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
5	holding, delivery-acceptance	KR 11	KR 21	289	UR 12	UR 21	195	11
7	loading, holding, delivery-acceptance	PR 13	KR 21	188	PR 13	UR 21	169	9
9	loading, holding, delivery-acceptance	KR 13	KO	72	UR 13	KO	60	3

#### 17. Pabianice

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
14	loading, holding, delivery-acceptance	KR 65	KO	222	UR 65	KO	200	11
16	loading, holding, delivery-acceptance	KR 65	KO	443	UR 68	KO	335	19

#### 18. Piotrków Trybunalski

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
56	loading, holding, delivery-acceptance	KR 107	KR 160	750	UR 107	UR 160	701	41
60	loading, holding, delivery-acceptance	KR 107	PR 116	145	UR 107	PR 116	120	7

#### 19. Poddębice

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
7	loading, holding, delivery-acceptance	KR 11	PR 12	168	UR 11	PR 12	154	9
27	loading, holding, delivery-acceptance	KR 12	KO	147	UR 12	KO	130	7

## 20. Rusiec

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
5	holding, delivery- acceptance	KR 7	KR 12	517	Wk2	UR 12	482	28
7	loading, holding, delivery-acceptance	KR 8	PR 11	415	UR 8	PR 11	392	23
27	loading, holding, delivery-acceptance	KR 11	KO	137	UR 11	KO	121	7

## 21. Rybnik

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
30	loading, holding, delivery-acceptance	PR 42	SR 101	419	Tm 23	Tm 51	306	18

## 22. Rzeszów Staroniwa

Track No.	Name and designation	Track length						Volume in 4-axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
4	loading, holding, delivery-acceptance	PR 51	KO	522	Wk 10	Z1	447	26

## 23. Sanok

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
11	loading, holding, delivery-acceptance	PR 7	PR 14	409	PR 7	UR 14	375	22

## 24. Sitkówka Nowiny

Track No.	Name and designation	Track length						Volume in 4-axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
38	loading, holding, delivery-acceptance	PR 87	PR 171	410	UR 87	UR 171	300	17

## 25.

Track No.	Name and designation	Track length						Volume in 4-axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
11	loading, holding, delivery-acceptance	PR 101	PR 103	679	UR 101	UR 103	585	34

## 26. Spytkowice

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
10	loading, holding, delivery-acceptance	KR101	KO	102	UR 101	KO	71	7
12	holding	KR 101	KO	103	UR 101	KO	71	7

## 27. Suwałki

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
18	loading, holding, delivery-acceptance	PR 28	KO	537	UR 28	Z1	481	28

## 28. Szepietowo

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
8	loading, holding, delivery-acceptance	SR 8	PR 16	792	crossing	Wk 3	676	39

## 29. Tarnów

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
14	loading, holding, delivery-acceptance	PR 52	PR 73	379	Tm 28	UR 73	291	17
26	loading, holding, delivery-acceptance	PR 73	KO	408	UR 73	Z1	362	21
28	loading, holding, delivery-acceptance	PR 94	KO	444	Km- 0.370	Z1	370	21

## 30. Targowiska

Track No.	Name and designation	Track length						Volume in 4-axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	

4	loading, holding, delivery-acceptance	KR 4	KR 5	302	UR 4	UR 5	258	15
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### 31. Terespol Pomorski

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
5	loading, holding, delivery-acceptance	PR 21	Z1	405	UR 21	Z1	349	20
7	loading, holding, delivery-acceptance	PR 21	Z1	78	UR 21	Z1	34	2

### 32. Tomaszów Mazowiecki

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
7	loading, holding, delivery-acceptance	PR 33	KR 52	308	PR 33	UR 52	295	17
7a	loading, holding,	KR 33	KO	74	UR 33	KO	57	3

### 33. Warszawa Białoleka

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
197	loading, holding, delivery-acceptance	PR 90	KO	170	UR 90	Z1	115	7
198	loading, holding, delivery-acceptance	PR 89	KO	597	UR 89	Z1	539	31

### 34. Zduńska Wola

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
51	loading, holding, delivery-acceptance	KR 57	KO	220	UR 57	KO	205	12
52	loading, holding, delivery-acceptance	KR 58	KO	178	UR 58	KO	156	9

### 35. Zgierz

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
11a	loading, holding, delivery-acceptance	KR 25	KO	265	UR 25	KO	228	13

11	loading, holding, delivery-acceptance	KR 25	KO	252	UR 25	KO	242	14
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### 36. Żabno

Trac k No.	Name and designation	Track length						Volume in 4- axle wagons
		general			usable			
		from	to	[m]	from	to	[m]	
2	loading, holding, delivery-acceptance	PR 1	PR 3	382	Wk 1	PR 3	322	18
2a	loading, holding, delivery-acceptance	PR 3	KO	80	UR 3	Z1	25	1



## PRICELIST

**rates for the minimum access to the railway infrastructure managed by CARGOTOR Sp. z o.o. located on tracks with a width of 1435 mm for the 2021/2022 timetable**

Warsaw 2021

## Introduction

This price list contains unit rates for fees for the minimum access to the railway infrastructure managed by CARGOTOR Sp. z o.o. (hereinafter "Cargotor" or "Manager"),

1. The price list is valid from December 11, 2021.
2. Basic services that are provided to rail carriers: Minimum access to the railway infrastructure, including:
  - a. Handling the application for granting railway infrastructure capacity;
  - b. The right to use the allocated railway infrastructure;
  - c. Use of railway switches and junctions to the extent necessary for the train to run along the allocated route or to perform a shunting;
  - d. Railway traffic management within the allocated capacity and provision of information on train traffic;
  - e. Providing information required to implement or operate transport services for which railway infrastructure capacity has been granted;
  - f. Providing traction network devices, if they are available.
3. The basic fee for the minimum access to the railway infrastructure is determined as the product of the completed train-kilometres and the rate appropriate for a given category of railway line, type of train and total gross weight of the train specified in the allocated train route.
4. The shunting fee for the minimum access to the railway infrastructure is determined as the product of the train-kilometres performed and the rate appropriate for a given category of a railway line, the type of train specified in the allocated train route, and the average gross weight of the train specified by the Manager.
5. The manager charges a reservation fee for the ordered and allocated capacity that has not been used by the railway carrier.
6. The reservation fee is determined on the basis of the value of the basic fee for the planned train travel and the coefficient depending on the date of resignation from the allocated route.
7. VAT will be added to the fees included in the price list in accordance with applicable regulations.
8. The manager determines the maximum parking time for railway vehicles as part of the minimum access to the railway infrastructure - 2 hours. During the parking of railway vehicles at that time, the manager does not charge fees for the allocated capacity for the purposes of parking railway vehicles.

## Małaszewicze Reloading Centre area

### Minimum access

#### Basic fee for the minimum access to the railway infrastructure

The unit rates for the basic fee for the minimum access to the railway infrastructure located on tracks with a width of 1435mm apply only to freight trains and to the following elements of the railway infrastructure:

- line No. 865 Magdalena - Central Małaszewicze (MsC), 6.064 m long (two tracks of length 3 032 m each),
- line No. 866 Magdalena - Małaszewicze Rozrządowa (MsR), 1 427 m long,
- line No. 867 Małaszewicze Centralne (MsC) - Małaszewicze (MsE), 1 198 m long,
- line No. 906 Chotyłów - Mętraki 5 697 m long,
- 523m long access tracks to service facilities of other entities.

The unit rates for the basic fee for the minimum access to the railway infrastructure for trains are presented in the table below:

	Formula to calculate the unit rate [PLN/km]
Basic fee with the use of traction network devices	$\frac{M}{1000}$
Basic fee without the use of traction network devices	$\frac{M}{1000}$

where:

M – scheduled total gross weight of a train including the weight of active locomotives and the weight of the train set planned along the allocated train route



Shunting fee for the minimum access to the railway infrastructure

The unit rates for the shunting fee for the minimum access to the railway infrastructure located on tracks with a width of 1435 mm apply only to freight trains and to the following elements of the railway infrastructure:

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

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

	Unit rate
Shunting fee with the use of traction network devices	6.78 PLN / km
Shunting fee without the use of traction network devices	5.86 PLN / km

## Reservation fee

The manager charges a reservation fee for the ordered and allocated capacity that has not been used by the railway carrier in the amount given in subpoints 2.2.1 and 2.2.2.

The reservation fee specified in the points below is not charged in the case of:

1. failure to complete the travel for reasons attributable to CARGOTOR Sp. z o.o. or in the event of an emergency.
2. the railway carrier applied to the President of RTO for a decision on the use of capacity, within the scope specified in Art. 33 par. 3 of the Act on Rail Transport.

## Fees charged to the applicant

The manager charges fees to the applicant specified below:

No.	Condition for charging the fee	Rate [% of the basic fee for the planned train journey]
1	The applicant did not use the allocated capacity and / or did not indicate the railway carrier that is to use the allocated capacity, or the railway carrier indicated by the applicant did not conclude a capacity use agreement with the manager	100% (not less than 1000 PLN)

## Fees collected from the rail carrier

The manager charges fees to the railway carrier specified in the table below:

- a) If the railway undertaking fails to use, for reasons attributable to it, the whole or part of the train route allocated as part of the annual train timetable, the reservation fee for the unused section of the allocated train route is:

No.	Condition for charging the fee	Rate [% of the basic fee for the planned train journey]
1	<ul style="list-style-type: none"> <li>failure to submit a resignation from the allocated train route</li> <li>resignation for the period from the date of 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 the case of resignation from the allocated train route, for the period from the date of implementation of the train timetable change, for which the deadline for submitting applications has not yet expired, until the end of the annual train timetable validity period	5%

- b) If the railway undertaking fails to use, for reasons attributable to it, the whole or part of the train route allocated in a mode other than that adopted for the annual train timetable, the reservation fee for the unused section of the allocated train route is:

No.	Condition for charging the fee	Rate [% of the basic fee for the planned train journey]
1	Failure to submit the resignation from the assigned route or its submission within time less than 12 hours before the train is scheduled to run	25%
2	Submitting the resignation from the allocated route not less than 12 hours and less than 36 hours before the train is scheduled to run	20%
3	Submitting the resignation from the allocated route not less than 36 hours and less than 72 hours before the train is scheduled to run	15%

No.	Condition for charging the fee	Rate [% of the basic fee for the planned train journey]
4	Submitting the resignation from the allocated route not less than 72 hours and not later than 30 days before the scheduled run of the train	10%
5	Submitting the resignation from the allocated route more than 30 days before the planned start of the train, excluding journeys based on an individual timetable.	0%

## **PRICELIST**

**rates for service infrastructure facilities managed  
by CARGOTOR Sp. z o.o.  
located on tracks with a width of 1435 mm for the  
2021/2022 timetable**

Warsaw 2021

## 1. Introduction

This price list contains unit rates of fees for access to service facilities managed by CARGOTOR Sp. z o.o. (hereinafter "Cargotor" or "Manager"),

1. The price list is valid from December 11, 2021.
2. Services as part of access to service infrastructure facilities in the Małaszewicze area:
  - a. Use of track and formation / marshalling facilities,
  - b. Use of holding tracks,
  - c. Access to freight terminals and sidings.
3. Services as part of access to service infrastructure facilities at forwarding points – Cargo Terminals:
  - a. Access to cargo terminals up to 12 hours.
  - b. Access to cargo terminals more than 12 hours.
  - c. Access to cargo terminals - Stop.
4. Additional services
  - a. Wagon weighing
  - b. Removing contamination of tracks, ramps, yards.
  - c. Removing defects of tracks, ramps, yards.
  - d. Storage on yard, ramp, ground.
  - e. Training of an employee of a railway carrier in the field of local conditions.
  - f. Provision of the Regulations in paper form.
  - g. Providing extracts from regulations and other documents
  - h. Access to devices.
  - i. Issuing the conditions of carriage for an exceptional shipment referred to in § 5 par. 4 point 1 - of the Instruction TR - 07
  - j. Issuing the conditions of carriage for an exceptional shipment referred to in § 5 par. 4 point 2 - of the Instruction TR - 07
  - k. Issuing the conditions for the passage of rolling stock, requiring the application of operational restrictions, sent for repair
5. VAT will be added to the fees included in the price list in accordance with applicable regulations.
6. For entering the Service Infrastructure Facility without submitting an application to the Coordinating Officer for access, an additional fee will be charged in the amount of PLN 19 500.00 net for each started day. According to section 23.4.
7. The manager charges fees to the railway carrier specified in the tables below.

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

The unit rates for the basic fee for access to equipment related to train service valid for other elements of the railway infrastructure are presented in the table below:

No.	Name of service	Unit rate	Note
1	Access to service infrastructure in order to set up or marshal the train	21.74 PLN / wagon	<p>The fee for marshalling the train set will be charged on the basis of the instruction submitted by the railway carrier to marshal the train set into at least two tracks. The number of wagons taken from the track on which the train is located will be accepted for settlement, provided that it is indicated in the instruction submitted by the carrier. If the number of wagons taken for marshalling is not indicated, the fee will be charged for the number of wagons in the train.</p> <p>The fee for setting up the train set will be calculated on the basis of the instruction submitted by the railway carrier to set up the train set from wagons on at least two tracks. The number of wagons in the train set will be accepted for settlement.</p>
2	Use of holding tracks,	5.20 PLN / (h/track)	The fee is charged from the moment the track is occupied until it is released.
3	Access to cargo terminals and sidings	55.85 PLN / entry or departure of one wagon or locomotive loose	The fee is charged separately for the entry and for the departure of one wagon or locomotive loose in one direction (without return)

The manager charges fees to the railway carrier specified in the table below:

- a) If the railway undertaking fails to use, for reasons attributable to it, the whole or part of the train route allocated in a mode other than that adopted for the annual train timetable, the reservation fee for the unused section of the allocated train route is:

No.	Condition for charging the fee	Rate [% of the basic fee for the planned train journey]
1	Failure to submit the resignation from the assigned route or its submission within time less than 12 hours before the train is scheduled to run	25%
2	Submitting the resignation from the allocated route not less than 12 hours and less than 36 hours before the train is scheduled to run	20%
3	Submitting the resignation from the allocated route not less than 36 hours and less than 72 hours before the train is scheduled to run	15%
4	Submitting the resignation from the allocated route not less than 72 hours and not later than 30 days before the scheduled run of the train	10%
5	Submitting the resignation from the allocated route more than 30 days before the planned start of the train, excluding journeys based on an individual timetable.	0%

### 3. Rates for access to service infrastructure facilities: Cargo terminals.

The unit rates for the basic fee for access to equipment related to train service are valid at the service infrastructure facilities in freight terminals located in Poland.

The unit rates for the basic fee for access to equipment related to train service valid for other elements of the railway infrastructure.

No.	Name of service	Unit rate	Note
1	Access to cargo terminals up to 12 hours	4.48 PLN/locomotive or wagon/h	The service applies to entry for reloading purposes. The fee applies to: locomotive per hour or wagon per hour
2	Access to cargo terminals more than 12 hours	13.43 PLN/locomotive or wagon/h	The service applies to entry for reloading purposes. The fee applies to: locomotive per hour or wagon per hour

3	Access to cargo terminals up to 12 hours and over 12 hours - parking	5.20 PLN/locomotive or wagon/h	The service applies to entry only for parking purposes. The fee applies to: locomotive per hour or wagon per hour
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The manager charges fees to the railway carrier specified in the table below:

In the event of failure by the carrier to use, for reasons attributable to it, the capacity allocated on the basis of the reservation, the reservation fee for the unused period is:

No.	Condition for charging the fee	Rate [% of the reloading fee acc. to the pricelist]
1	Failure to submit the resignation from the allocated route or its submission less than 24 hours before the scheduled start of the train	100%
2	Submission of resignation from the allocated route not less than 24 hours and less than 48 hours before the scheduled start of the train	30%
3	Submission of resignation from the allocated route not less than 48 hours and less than 72 hours before the scheduled start of the train	15%
4	Submitting the cancellation of the allocated route more than 72 hours before the scheduled start of the train	0%

#### 4. Additional services

The unit rates of additional fees are presented in the table below:

No.	Name of service	Unit rate	Note
1	Wagon weighing	43.37 PLN / wagon	The fee is charged on the basis of the printout provided to the Carrier
2	Removing contamination of tracks, ramps, yards	acc. to separate calculation	The fee depends on the scope and type of pollution
3	Removing defects of tracks, ramps, yards	acc. to separate calculation	The fee depends on the scope and type of damage
4	Storage on yard, ramp, soil	acc. to separate calculation	The fee depends on the agreed period, place and size of the stored material



5	Training of railway carrier's employees directly related to the operation of the train, referred to in point 10.1.3 of the Regulations, aimed at familiarizing with local conditions and Technical Regulations of traffic stations 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	Provision of the "Regulations for granting access to railway infrastructure and for allocating train routes and using the allocated train routes to railway carriers on infrastructure managed by CARGOTOR Sp. z o.o. for the year 2021/2022	142.90 PLN/piece	Publishing fee in the form of the printout
7	Providing extracts from regulations and other documents	1.86 PLN / page	Preparation and delivery of documents in the form of printouts
8	Providing assistance in driving a train with exceeded gauge	acc. to separate calculation	The fee depends on the agreed time, route and dimensions of the train set
8.1	Issuing the conditions of carriage for an exceptional shipment referred to in § 5 par. 4 point 1 - Instruction TR - 07	160.00 PLN	Concerns one issued document / consent for extraordinary shipment transport /
8.2	Issuing the conditions of carriage for an exceptional shipment referred to in § 5 par. 4 point 2 - Instruction TR - 07	80.00 PLN	Concerns one issued document / consent for extraordinary shipment transport /
8.3	Issuing the conditions for the passage of rolling stock, requiring the application of operational restrictions, sent for repair	80.00 PLN	Concerns one issued document / consent for extraordinary shipment transport /



## **PRICELIST**

**access rates to service infrastructure facilities and minimum  
access to railway infrastructure managed by  
CARGOTOR Sp. z o.o. located on tracks with a width of 1520 mm  
for the 2021/2022 timetable**

## Introduction

This price list contains unit rates for fees for the minimum access to the railway infrastructure managed by CARGOTOR Sp. z o.o. (called hereinafter "Cargotor" or "Manager"),

1. The price list is valid from December 11, 2021.

2. Basic services that are provided to rail carriers:

2.1 Minimum access to the railway infrastructure, including:

- a. Handling the application for granting railway infrastructure capacity;
- b. The right to use the allocated railway infrastructure;
- c. Use of railway switches and junctions to the extent necessary for the train to run along the allocated route or to perform a shunting;
- d. Railway traffic management within the allocated capacity and provision of information on train traffic;
- e. Providing information required to implement or operate transport services for which railway infrastructure capacity has been granted;
- f. Providing traction network devices, if they are available.

3. Services as part of access to service infrastructure facilities in the Małaszewicze area:

- a. Use of track and formation / marshalling facilities.
- b. Use of holding tracks.
- c. Access to freight terminals and sidings.

3.1 Additional services:

- g. Wagon weighing.
- h. Removing contamination of tracks, ramps, yards.
- i. Removing defects of tracks, ramps, yards.
- j. Storage on yard, ramp, ground.
- k. Training of an employee of a railway carrier in the field of local conditions.
- l. Provision of the Regulations.
- m. Providing extracts from regulations and other documents

4. The basic fee for the minimum access to the railway infrastructure is determined as the product of the completed train-kilometres and the rate appropriate for a given category of railway line, type of train and total gross weight of the train specified in the allocated train route.
5. The manager charges a reservation fee for the ordered and allocated capacity that has not been used by the railway carrier.
6. The reservation fee is determined on the basis of the value of the basic fee for the planned train travel and the coefficient depending on the date of resignation from the allocated route.
7. VAT will be added to the fees included in the price list in accordance with applicable regulations.

## Małaszewicze Reloading Centre area

### Minimum access

#### Basic fee for the minimum access to the railway infrastructure

The unit rates for the basic fee for the minimum access to the railway infrastructure located on tracks with a width of 1520mm apply only to freight trains and to the following elements of the railway infrastructure:

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

The unit rates for the basic fee for the minimum access to the railway infrastructure for trains are presented in the table below:

	Formula to calculate the unit rate [PLN/km]
Basic fee	$8.5206 + 23.1324 \times \frac{M}{1000}$

where:

M – scheduled total gross weight of a train including the weight of active locomotives and the weight of the train set planned along the allocated train route

## Reservation fee

The manager charges a reservation fee for the ordered and allocated capacity that has not been used by the railway carrier in the amount given in subpoints 2.2.1 and 2.2.2.

The reservation fee specified in the points below is not charged in the case of:

1. failure to complete the travel for reasons attributable to CARGOTOR Sp. z o.o. or in the event of an emergency.
2. the railway carrier applied to the President of RTO for a decision on the use of capacity, within the scope specified in Art. 33 par. 3 of the Act on Rail Transport.

## Fees charged to the applicant

The manager charges fees to the applicant specified below:

No.	Condition for charging the fee	Rate [% of the basic fee for the planned travel of train]
1	The applicant did not use the allocated capacity and / or did not indicate the railway carrier that is to use the allocated capacity, or the railway carrier indicated by the applicant did not conclude a capacity use agreement with the manager	100% (not less than 1000 PLN)

## Fees collected from the rail carrier

The manager charges fees to the railway carrier specified in the table below:

- c) If the railway undertaking fails to use, for reasons attributable to it, the whole or part of the train route allocated as part of the annual train timetable, the reservation fee for the unused section of the allocated train route is:

No.	Condition for charging the fee	Rate [% of the basic fee for the planned train journey]
1	<ul style="list-style-type: none"><li>• failure to submit a resignation from the allocated train route</li><li>• resignation for the period from the date of 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%

No.	Condition for charging the fee	Rate [% of the basic fee for the planned train journey]
2	In the case of resignation from the allocated train route, for the period from the date of implementation of the train timetable change, for which the deadline for submitting applications has not yet expired, until the end of the annual train timetable validity period	5%

- d) If the railway undertaking fails to use, for reasons attributable to it, the whole or part of the train route allocated in a mode other than that adopted for the annual train timetable, the reservation fee for the unused section of the allocated train route is:

No.	Condition for charging the fee	Rate [% of the basic fee for the planned train journey]
1	Failure to submit the resignation from the assigned route or its submission within time less than 12 hours before the train is scheduled to run	25%
2	Submitting the resignation from the allocated route not less than 12 hours and less than 36 hours before the train is scheduled to run	20%
3	Submitting the resignation from the allocated route not less than 36 hours and less than 72 hours before the train is scheduled to run	15%
4	Submitting the resignation from the allocated route not less than 72 hours and not later than 30 days before the scheduled run of the train	10%
5	Submitting the resignation from the allocated route more than 30 days before the planned start of the train, excluding journeys based on an individual timetable.	0%

### Access to service infrastructure facilities on an infrastructure with a width of 1520 mm

The unit rates for the basic fee for access to equipment related to train service valid for other elements of the railway infrastructure are presented in the table below:

No.	Name of service	Unit rate	Note

1	Access to service infrastructure in order to set up or marshal the train set	21.74 PLN / wagon	<p>The fee for marshalling the train set will be charged on the basis of the instruction submitted by the railway carrier to marshal the train set into at least two tracks. The number of wagons taken from the track on which the train is located will be accepted for settlement, provided that it is indicated in the instruction submitted by the carrier. If the number of wagons taken for marshalling is not indicated, the fee will be charged for the number of wagons in the train.</p> <p>The fee for setting up the train set will be calculated on the basis of the instruction submitted by the railway carrier to set up the train set from wagons on at least two tracks. The number of wagons in the train set will be accepted for settlement.</p>
2	Use of holding tracks,	5.20 PLN / (h/track)	The fee is charged from the moment the track is occupied until it is released.
3	Access to freight terminals and sidings	55.85 PLN / entry or departure of one wagon or locomotive loose	The fee is charged separately for the entry and for the departure of one wagon or locomotive loose in one direction (without return)

## Additional services

The unit rates of additional fees are presented in the table below:

No.	Name of service	Unit rate	Note
1	Wagon weighing	43.37 PLN / wagon	The fee is charged on the basis of the printout provided to the Carrier
2	Removing contamination of tracks, ramps, yards	acc. to separate	The fee depends on the scope and type of pollution
3	Removing defects of tracks, ramps, yards	acc. to separate	The fee depends on the scope and type of damage
4	Storage on yard, ramp, ground	acc. to separate calculation	The fee depends on the agreed period, place and size of the stored material
5	Training of railway carrier's employees directly related to the operation of the train, referred to in point 10.1.3 of the Regulations, aimed at familiarizing with local conditions and Technical Regulations of traffic stations 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	Provision of the "Regulations for granting access to railway infrastructure and for allocating train routes and using the allocated train routes to railway carriers on infrastructure managed by CARGOTOR Sp. z o.o. for the year 2021/2022 in the paper form	142.90 PLN/piece	Publishing fee in the form of the printout
7	Providing extracts from regulations and other documents	1.86 PLN / page	Preparation and delivery of documents in the form of printouts
8	Providing assistance in driving a train with exceeded gauge	acc. to separate calculation	The fee depends on the agreed time, route and dimensions of the train set



8.1	Issuing the conditions of carriage for an exceptional shipment referred to in § 5 par. 4 point 1 - Instruction TR - 07	160.00 PLN	Concerns one issued document / consent for extraordinary shipment transport /
8.2	Issuing the conditions of carriage for an exceptional shipment referred to in § 5 par. 4 point 2 - Instruction TR - 07	80.00 PLN	Concerns one issued document / consent for extraordinary shipment transport /
8.3	Issuing the conditions for the passage of rolling stock, requiring the application of operational restrictions, sent for repair	80.00 PLN	Concerns one issued document / consent for extraordinary shipment transport /

## Appendix No. 11

List of railway (shunting) tracks made available to applicants in the Małaszewicze Region with their characteristics. The tracks constitute an element of another railroad within the meaning of Appendix No. 1 to the Act.

Track No.	Name	Starting point name	Start km / contact km before the switch point [in relation to LK No. 2]	Ending point name	End km / end km in relation to LK No. 2	Branches from line	Total length [m]	Permissible technical speed (km/h) - acc. to the Instruction TU-01	Permissible weight	Class of tracks	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 ton)	5	CARGOTOR
136		RzP No. 262	0.000/200.318	Rail joint, before sem. G <sup>m</sup>	0.187 (Rail joint, before sem. G <sup>m</sup> )	-	187				
102a		RzP No. 283	0.000/200.319	Rail joint, before sem. J <sup>m</sup>	0.176 (Rail joint, before sem. J <sup>m</sup> )	-	176				
116		RzP No. 27	0.000/200.556	Rail joint, before sem. H <sup>m</sup>	0.440 (Rail joint, before sem. H <sup>m</sup> )	-	440				
138		RzP No. 251	0.000/199.925	Rail joint, before sem. F <sup>m</sup>	0.023 (Rail joint, before sem. F <sup>m</sup> )	-	23				

List of railway (shunting) tracks made available to applicants in the Małaszewicze Region with their characteristics. The tracks constitute an element of another railroad within the meaning of Appendix No. 1 to the Act.