



# **FREIGHT TARIFF PKP CARGO S.A. (TT PKP CARGO)**

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## Explanation of the abbreviations and concepts

CIM	-	Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (Appendix B to the Convention Concerning International Carriage by Rail - COTIF)
DIUM	-	Uniform Distance Table for International Freight Traffic: List of railway stations - list of the railway places of acceptance/delivery
ELP	-	Consignment note transmitted electronically via e-ELP
e-ELP	-	Online application enabling the use of ELP available at <a href="http://www.pkpcargo.com">www.pkpcargo.com</a> in the e-Service portal
ISO	-	The International Organization for Standardization
Shipment costs	-	Carriage charges, incidental costs and other charges resulting from the acceptance of the consignment for carriage until its hand-out
NHM	-	Harmonized Commodity Code
Carriage charge	-	The fee for the consignment
Carrier	-	The contracting carrier, with which the consignor has concluded a contract of carriage or a successive carrier responsible under this contract
RID	-	Regulation concerning the International Carriage of Dangerous Goods by Rail (Appendix C to the Convention Concerning International Carriage by Rail - COTIF)
SMGS	-	Agreement on international goods transport by rail
Station	-	Complex of operational objects, where dispatching and carriage activities are being conducted related to accepting for carriage and hand out of consignments
UIC	-	International Union of Railways
Commercial contract	-	Agreement defining the terms and conditions of cooperation within the scope of rail freight transport services realized by PKP CARGO S.A.
Wagon provided by the customer	-	Wagon provided by the customer in order to realize the carriage
Wagon provided by the carrier	-	Wagon owned by PKP CARGO S.A. or wagon, for which PKP CARGO S.A. is an entity authorized to dispose of, transferred by the Carrier for the purpose of transport
WOT	-	The list of tariff distances of PKP CARGO S.A.
Appendix 2 to SMGS	-	The provisions on the carriage of dangerous goods

## Chapter 1. General tariff provisions

### § 1. Scope of tariff application

1. The PKP CARGO S.A. Freight Tariff hereinafter referred to as "Tariff" defines the rules for determining the prices for the carriage of freight consignments and additional services.
2. The conditions and extent of the services provided by PKP CARGO S.A. relating to the carriage of freight consignments, hereinafter referred to as "Consignment" are determined in the Terms & Conditions of Freight Carriage (RPT) of PKP CARGO S.A, the provision of which apply accordingly.
3. The Tariff shall apply to consignments carried out basing on the provisions of national and international transportation law.
4. The use of different rules for establishing prices for the shipment of consignments and additional services than contained in this Tariff may be applied in case of conclusion of a commercial contract.

### § 2. Tariff publication

1. The entry into force of the Tariff, its amendments and revocation shall be published at the website [www.pkpcargo.com](http://www.pkpcargo.com).
2. The Tariff is available at the website [www.pkpcargo.com](http://www.pkpcargo.com).

### § 3. Consignment

The consignment accepted for carriage on the basis of one consignment note consists of:

- 1/ Goods loaded on one or more wagons,
- 2/ Rail vehicles running on own wheels,
- 3/ Empty wagons provided by the Customer.

### § 4. Name of good

1. The position number corresponding to the name of the good shall be determined on the basis of NHM.
2. Name of dangerous goods authorized for carriage on special conditions shall be given in the consignment note in accordance consistent with its wording in the Regulations on railway transport of dangerous goods.

### § 5. Weight of the consignment

1. The freight is calculated by the actual weight of the consignment or other weight laid down in the Specific tariff provisions (tariff weight).
2. If the Special tariff provisions do not provide otherwise, the weight of the consignment includes everything the consignment contains (actual weight).
3. If the carrier has not determined the weight of the consignment upon acceptance of carriage, the weight of the consignment shall be the weight given by the consignor in the consignment note, unless as a result of a verification of the consignment by the carrier it was found that the weight is greater than the specified by the consignor.  
In this case the weight of the consignment shall be the weight recorded by the carrier as a result of the verification of the consignment.
4. The weight of the consignment arrived from abroad on the basis of a SMGS or CIM/SMGS consignment note and reloaded from broad-gauge wagon/wagons on standard-gauge wagon /wagons shall be:
  - 1/ at transshipment in the Polish CARGO terminal:
    - A/ Weight determined on broad-gauge wagon /wagons by the carrier in the dispatching country,
    - B/ Weight determined on broad-gauge wagon /wagons by the Polish CARGO terminal in case the weight has not been determined by the carrier in the dispatching country,
    - C/ Weight determined on standard-gauge wagon /wagons by the Polish CARGO terminal in case the weight has not been determined for the broad-gauge wagon by the carrier in the dispatching country or the Polish CARGO terminal,
    - D/ Weight given by the consignor in the consignment note in case the weight has not been determined on broad-gauge wagon /wagons by the carrier in the dispatching country or the Polish CARGO terminal or absence of determined weight on standard-gauge wagon /wagons;
  - 2/ In case of transshipment at a Belarussian, Lithuanian, Russian or Ukrainian station:
    - A/ Weight determined on broad-gauge wagon at the CARGO terminal of the carrier handing-over,
    - B/ Weight determined on standard-gauge wagon /wagons at the CARGO terminal of the carrier handing-over, in case if the CARGO terminal failed to determine the weight on broad-gauge wagon/ wagons,
    - C/ Weight determined on standard-gauge wagon /wagons at the Polish CARGO terminal, in case the weight has not been determined at the CARGO terminal of the carrier handing-over.

- D/ Weight given by the consignor in the consignment note in case if the CARGO terminal of the carrier handing-over failed to determine the weight on broad-gauge wagon/ wagons and in case if the CARGO terminal of the carrier handing-over or Polish transshipment station failed to determine the weight on standard-gauge wagon/ wagons.

## § 6. Tariff distance

1. The forwarding distance, taken for the calculation of freight (tariff distance), shall be determined on the basis of WOT or DIUM.
2. Subject to the exceptions referred to in paragraph 3, for the calculation of freight the shortest distance of available transport route between the forwarding station/ frontier point and the station of destination/ frontier point is being considered, regardless of the actual length of the consignment transport route, however not less than 30 km.
3. In case of carriage of:
  - 1/ an exceptional consignment,
  - 2/ a consignment on longer route at the request of the consignora tariff distance corresponding to the tariff of actual transport route, agreed with the consignor upon conclusion of the contract of carriage and stated in the consignment note is being considered, however not less than 30 km.

## § 7. Rules for calculating freight and incidental costs

1. If the Special tariff provisions do not indicate otherwise:
  - 1/ the basis for the calculation of freight constitute:
    - A/ the type of goods (name of goods),
    - B/ tariff weight of the consignment,
    - C/ tariff distance,
    - D/ type of the consignment,
    - E/ other conditions provided for in the tariff;
  - 2/ The freight shall be calculated separately for each wagon.

In case of a consignment being transported in import transport on the basis of a SMGS consignment note and in transit transport on the basis of a CIM/SMGS consignment note or with change of the consignment note from SMGS to CIM for the consignment that has been reloaded from standard-gauge wagons:

    - A/ at a Polish CARGO terminal:
      - onto more standard-gauge wagons, the freight is calculated upon total weight of the consignment and the provisions of (3) of this paragraph shall apply to each of the wagons from which the goods have been reloaded;
      - onto an equivalent or smaller number of standard-gauge wagons, the freight is calculated upon total weight of the consignment and the provisions of (3) of this paragraph shall apply to each of the wagons on which the goods have been reloaded.
    - B/ at a Belorussian, Lithuanian, Russian or Ukrainian CARGO terminal, the freight is calculated separately for each wagon, the provisions of paragraph 3 of this section shall apply mutatis mutandis to each of the wagons to which the goods were reloaded.
  - 3/ The freight is calculated by multiplying the Basic charge as appropriate for the specified tariff distance for the consignment of 25 tons by the correction factor corresponding to the tariff weight of the consignment.
2. The tariff weight used for freight calculation is rounded up to 1 tons in such a way that the weight below 500 kg is being omitted and the weight of 500 kg and more is rounded up.
3. The minimum tariff weight is:
  - 1/ 15 tons for 2-axle wagons,
  - 2/ 30 tons for wagons with more than 2 axles.
4. If the Special tariff provisions do not provide otherwise in determining the freight, Basic charges contained in table A-1 and the correction coefficients listed in table A-2 (Chapter 3), subject to paragraph 5 and 6.
5. When calculating the freight on the basis of tables A-1 and A-2, a freight minimum in the amount of respectively **5,524.00 PLN** for each wagon shall be considered, irrespective of the type of used wagon.
6. In the case of consignment referred to in § 3, consisting of at least 4 wagons or 4 units of rolling stock on its own wheels, portage is calculated as per individual calculation.

The above does not apply to consignments in SMGS export and SMGS import communication implemented solely along 1520 mm track, if the carriage agreement:

  - a/ terminates at the station operating a given border point or the transshipment station operating a given border point (import communication), or

b/ starts at the station operating a given border point or the transshipment station operating a given border point (export communication).

- 7.** If as a result of an amendment of the contract of carriage, the consignment is to be delivered at an intermediate station, the freight is calculated from the forwarding station /frontier point to the intermediate station. If the consignment, however, has already left the intermediate station, the freight shall be calculated separately from the forwarding station/frontier point to the consignment holdup station and from this station to the intermediate station.

If as a result of an amendment of the contract of carriage, the consignment is to be delivered to another station of destination or returned to the forwarding station /frontier point, the freight shall be calculated separately for the shipment from the forwarding station /frontier point to the holdup station and from this station to the new station of destination or to the forwarding station /frontier point.

- 8.** In the event of an amendment of the contract of carriage consisting in change of the station of destination made at a CARGO terminal - in respect of consignments in import transport via the eastern border - the freight calculation shall include the total tariff distance from the frontier point to the station of destination. The same applies to consignments, the carriage of which is carried out on the basis of the same SMGS consignment note.
- 9.** Incidental costs for services and operations relating to the carriage contract shall be calculated separately for each service or operations (Chapter 4).
- 10.** Freight rates and charges quoted in the tariff do not include value added tax (VAT).

### **§ 8. Percentage increase and reduction of freight**

If the tariff provides for reduction or increase of freight by a certain percent two or more times, the calculation shall be carried out separately for each percentage dimension, and not in total.

### **§ 9. Rules for the rounding of freight**

Freight endings of 0.5 grosz and higher shall be rounded up to 1 grosz, and endings below 0.5 grosz shall be omitted.

If on the basis of Specific tariff provisions the freight should be increased or reduced, only the amount of the final freight is subject to rounding.



## Chapter 2. Special tariff provisions

### § 10. Dangerous goods

1. Charges for the carriage of dangerous goods listed in RID and Appendix 2 to SMGS shall be calculated on the basis of General tariff provisions and raised by:
  - 1/ 60% - for goods classified as:
    1. explosive substances and articles,
    2. gases,
    - 6.2. infectious substances,
    7. radioactive materials,
  - 2/ 30% - for other dangerous goods.
2. In case if dangerous goods are being loaded on a wagon with neutral goods, the freight is calculated as for the dangerous goods by the total weight of goods in a wagon.
3. In case if the wagon contains dangerous goods for which different percentage increase of freight is being foreseen, the freight is calculated by the total weight of goods in a wagon as for dangerous goods for which the percentage increase is higher.

### § 11. Rail vehicles running on own wheels

1. The provisions of this section apply to the carriage of rail vehicles running on own wheels covered by NHM position 8601., 8602., 8603., 8604., 8605. and 8606..
2. For the carriage of wagons and rail vehicles covered by NHM position 8604., 8605. and 8606. subject to § 7 (6) the freight is calculated using the rate **4.98 PLN** per axis and km of tariff distance, except that the minimum freight for each wagon and rail vehicle is of **5,524.00 PLN**.
3. For the carriage of rail locomotives and railcars being out of order covered by NHM position 8601., 8602. and 8603. subject to § 7 (6) the freight is calculated using the rate **99.60 PLN** for the locomotive or motor wagon and km of tariff distance, except that the minimum freight for each rail vehicle unit amounts to **5,524.00 PLN**.
4. In case if the consignee loaded the goods on the rail vehicles running on own wheels, the freight shall be calculated only for the loaded goods according to the General tariff provisions, provided that it is not inferior to the freight calculated according to paragraph 2.

### § 12. Automotive vehicles

1. The provisions of this section apply to the carriage of automotive vehicles covered by positions NHM 8703., 8704. and 8706..
2. The freight for the transportation of automotive vehicles is calculated by wagon, regardless of the weight of shipment.

The basis for calculating the freight constitute:

  - 1/ number of axles of the wagon being used,
  - 2/ loading length of the wagon being used,
  - 3/ tariff distance,
  - 4/ other conditions provided for in the tariff.
3. Portage, subject to § 7 para. 6 is calculated by multiplying basic fee relevant for a given tariff distance included in Table A-1 by correction index depending on the number of axles of the wagon used and its loading length included in Table B (Chapter 3).
4. Fee for a carriage of an empty wagon provided by a customer before or after the carriage of motor vehicles by PKP CARGO S.A. is calculated as per the rules set out in para. 3, whereas the portage specified in Table E-1 applies to a carriage of an empty wagon provided by a customer, which is not linked to loaded carriage implemented by PKP CARGO S.A.

### § 13. Wood in the rough

1. The provisions of this section apply to the carriage of wood in the rough covered by NHM position 4403 ...
2. The freight for consignments consisting of wood in the rough, with the exception of consignments in import transports carried out on the basis of a SMGS consignment note and in transit transport on the basis of the CIM/SMGS consignment note or with a change of the consignment note from SMGS to CIM, is calculated on the basis of the General tariff provisions, considering as tariff weight the actual weight, however not less than:
  - 1/ 20 tons - for 2-axle wagons,
  - 2/ 30 tons - for wagons with more than 2-axles and a loading length below 12 m,

- 3/ 36 tons - for wagons with more than 2-axles and a loading length of at least 12 m with the exception of wagons of:
- A/ platform series Roos<sup>\*/</sup>,
  - B/ type L<sup>\*\*/</sup> and S<sup>\*\*\*/</sup> except the wagons of Sikkps<sup>\*\*\*/</sup> series,
- 4/ 45 tons - for wagons of Roos<sup>\*/</sup> series and type L<sup>\*\*/</sup> and S<sup>\*\*\*/</sup> except wagons of Sikkps<sup>\*\*\*/</sup> series.

#### § 14. Consignments carried by using coupler wagons

The freight for coupler wagons used for the carriage on standard-gauge transport lines of goods in broad-gauge wagons or empty broad-gauge wagons delivered by the Customer is calculated by applying the rate of **19.92 PLN** per wagon and 1 km tariff distance, except that the minimum freight for a coupler wagon is **5,524.00 PLN**.

#### § 15. Consignments transported to a temporary stopover point

Fees for a carriage of consignments from the destination station to other station for temporary stopping and back, due to occupancy of siding and tracks at the destination station is calculated as per individual calculation.

#### § 16. Intermodal transport unit (UTI)

1. The provisions of this paragraph shall apply to CARGO transport units, the construction and labelling of which correspond to the standardized parameters specified by ISO or UIC. UTI divide basically into: large containers, swap bodies, semitrailers.

- 1/ large containers** - standardized transport unit adapted for carriage of goods, which can be loaded both horizontally and vertically.
- 2/ swap bodies** - container with support legs, unsuitable for piling, intended for the carriage of goods in combined road-rail transport, whose special design allows to use it as a removable body truck of a road vehicle or transport unit (large container).
- 3/ semitrailers** - any vehicle that can be coupled with a motor road vehicle in such a way that it is partly based upon, and a substantial part of its weight and payload is assumed by the motor vehicle. In combined transport, the semi-trailer must be suitable for vertical handling.

2. The basis for calculating the freight constitutes:

- 1/ type of good (name of good),
- 2/ type of UTI,
- 3/ UTI condition (loaded, empty),
- 4/ tariff distance,
- 5/ UTI gross weight,
- 6/ other conditions provided for in the tariff.

3. Portage, subject to para. 4 and § 7 para. 6 is calculated per each UTI separately by multiplying basic fee relevant for a given tariff distance included in Table A-1 by correction index included in Table D (Chapter 3).

4. When calculating the freight based on tables D-1 and D-2, the minimum freight of respectively **5,524.00 PLN** for each wagon shall be taken into account, regardless of the type of wagon being used.

5. If on demand of the consignor a 6-axles wagon is being used for loading of an UTI consignment with a total length of less than 60 English feet is being used, the freight calculated for each UTI shall be increased by 100% even though its weight does not justify this.

6. For new non-labeled UTI consignments (item NHM 860900) the freight is calculated on the basis of General tariff provisions.

7. When carrying consignments using transport containers for horizontal handling (item NHM 9923 - empty container), containers that are:

- 1/ loaded with goods shall be considered as loaded container 20',

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<sup>\*/</sup> standard type bogie flat wagon

<sup>\*\*/</sup> special type flat wagon

<sup>\*\*\*/</sup> special type bogie flat wagon

2/ empty shall be considered as empty containers 20'.

### **§ 17. Consignments in articulated or multi-component wagons**

1. Articulated or multi-component wagons are wagons or parts thereof, which have been connected by a hinge to create a larger CARGO area, with at least three axles or three bogies.
2. For consignments transported in articulated or multi-component wagons the freight is calculated on the basis of General tariff provisions, considering the articulated or multi- component wagons as one wagon.

### **§ 18. Consignments transported using refrigerator sets**

For the carriage of consignments in refrigerator sets, composed of refrigerator wagons and a wagon with cooling unit, the freight is calculated separately for the carriage of goods in refrigerator sets basing on the General tariff provisions and separately for the wagon with cooling unit by applying the rate of **4.98 PLN** per axis and km tariff distance, except that the minimum freight for a wagon with cooling unit amounts to **5,524.00 PLN**.

### **§ 19. Wagons provided by the Customer**

*Loaded wagons*

1. The freight for carriage in a wagon provided by the Customer, calculated on the basis of the General or specific tariff provisions shall be reduced by 15%, taking into account the minimum freight in the amount of respectively **4,695.40 PLN** per wagon, regardless of the type of wagon being used, subject to § 7 (6).

*Empty wagons (NHM 9921.. and 9922..)*

2. The freight for the carriage of empty up to 4 axles wagon is included in tables E-1 and E-2 (Chapter 3), subject to § 7 (6).
3. The freight for the carriage of empty wagons with more than 4-axles is calculated by multiplying the freight for up to 4 axles wagon determined respectively in table E-1 subject to § 7 (6) by a coefficient of:  
1/ **1.50** - for a wagon with more than 4 axles up to 12-axles,  
2/ **4.00** - for a wagon with more than 12-axles up to 20-axles,  
3/ **6.00** - for a wagon with more than 20 axles.
4. A tank wagon and a wagon for the carriage of bulk cement provided by the Customer with residues (sludge) up to 3000 kg shall be considered in terms of tariff as empty wagon, and with residue (sludge) of more than 3000 kg as loaded wagon.
5. A refrigerator wagon loaded with ice, also mice mixed with salt, weighing up to 2000 kg shall be considered in terms of tariff as empty wagon provided by the Customer, provided that the consignor stated the ice weight in the consignment note.
6. For the carriage of a wagon provided by the Customer for repair proceedings and return of wagon for reasons, for which the responsibility is attributable to PKP CARGO S.A., no fees shall be levied.

### **§ 20. Movement of a consignment within a station**

For the carriage of the consignment:

- 1/ within the same station,
- 2/ between:
  - a/ the station and the place of acceptance/delivery of goods, which is assigned to this station in accordance with the WOT,
  - b/ places of acceptance/delivery of goods, which are assigned to the same station in accordance with the WOT,

the fees are set according to individual calculation.

### **§ 21. Consignments, the carriage of which requires specific technical or operational conditions**

The freight for the carriage of exceptional consignments and goods which, due to their length or weight, require loading on several wagons (including coupled wagons) or the use of protective wagons which are not exceptional consignments are calculated on the basis of individual calculation.

## **§ 22. Special transport services**

The charges for:

- 1/ carrier services beyond the normal operating conditions, requiring the use of special technical or organizational means,
  - 2/ ordering at the request of the consignor of an Individual Timetable and waiver of the consignor from carriage according to an agreed schedule,
- shall be determined in the framework of negotiating the conditions of carriage with the use of an individual calculation.

## Chapter 3. Tables of basic charges and the correction coefficients

Table A-1 Basic charge

<i>Distance in km to</i>	<i>Basic charge in PLN</i>	<i>Distance in km to</i>	<i>Basic charge in PLN</i>
30	1 747	350	5 316
40	1 822	360	5 455
50	1 885	370	5 605
60	1 993	380	5 753
70	2 088	390	5 891
80	2 177	400	6 005
90	2 263	420	6 282
100	2 342	440	6 526
110	2 459	460	6 761
120	2 557	480	7 020
130	2 650	500	7 256
140	2 760	520	7 492
150	2 851	540	7 748
160	2 974	560	7 991
170	3 094	580	8 236
180	3 218	600	8 485
190	3 350	620	8 722
200	3 472	640	8 969
210	3 595	660	9 210
220	3 713	680	9 466
230	3 851	700	9 696
240	3 967	720	9 925
250	4 096	740	10 164
260	4 222	760	10 414
270	4 339	780	10 655
280	4 462	800	10 895
290	4 589	850	11 551
300	4 709	900	12 144
310	4 822	950	12 758
320	4 946	1000	13 368
330	5 071	1050	13 985
340	5 191	1100	14 598
		1150	15 211
		1200	15 817

In the case of transport over a distance of more than 1 200 km, an amount of PLN 600.00 for each commenced 50 km is added to the basic charge for the distance of up to 1 200 km.

**Table A-2 Correction coefficients**

<b>Weight of Consignment</b>	<b>2-axle wagon</b>	<b>Weight of Consignment</b>	<b>Wagon with more than 2-axles wagon</b>
<b>15</b>	<b>0,870</b>	<b>30</b>	<b>1,200</b>
<b>16</b>	<b>0,896</b>	<b>31</b>	<b>1,240</b>
<b>17</b>	<b>0,918</b>	<b>32</b>	<b>1,280</b>
<b>18</b>	<b>0,936</b>	<b>33</b>	<b>1,320</b>
<b>19</b>	<b>0,950</b>	<b>34</b>	<b>1,360</b>
<b>20</b>	<b>0,960</b>	<b>35</b>	<b>1,400</b>
<b>21</b>	<b>0,974</b>	<b>36</b>	<b>1,440</b>
<b>22</b>	<b>0,986</b>	<b>37</b>	<b>1,480</b>
<b>23</b>	<b>0,994</b>	<b>38</b>	<b>1,520</b>
<b>24</b>	<b>0,998</b>	<b>39</b>	<b>1,560</b>
<b>25</b>	<b>1,000</b>	<b>40</b>	<b>1,600</b>
<b>26</b>	<b>1,040</b>	<b>41</b>	<b>1,640</b>
<b>27</b>	<b>1,080</b>	<b>42</b>	<b>1,680</b>
<b>28</b>	<b>1,120</b>	<b>43</b>	<b>1,720</b>
<b>29</b>	<b>1,160</b>	<b>44</b>	<b>1,760</b>
<b>30</b>	<b>1,200</b>	<b>45</b>	<b>1,800</b>
		<b>46</b>	<b>1,840</b>
		<b>47</b>	<b>1,880</b>
		<b>48</b>	<b>1,920</b>
		<b>49</b>	<b>1,960</b>
		<b>50</b>	<b>2,000</b>
		<b>51</b>	<b>2,040</b>
		<b>52</b>	<b>2,080</b>
		<b>53</b>	<b>2,120</b>
		<b>54</b>	<b>2,160</b>
		<b>55</b>	<b>2,200</b>
		<b>56</b>	<b>2,240</b>
		<b>57</b>	<b>2,280</b>
		<b>58</b>	<b>2,320</b>
		<b>59</b>	<b>2,360</b>
		<b>60</b>	<b>2,400</b>
		<b>61</b>	<b>2,440</b>
		<b>62</b>	<b>2,480</b>
		<b>63</b>	<b>2,520</b>
		<b>64</b>	<b>2,560</b>
		<b>65</b>	<b>2,600</b>

*For each next tonne the coefficient increases by adding 0.040*

**Table B Correction coefficients for the shipment of automotive vehicles and empty wagons provided by the Customer before or after the carriage of vehicles by PKP CARGO S.A.**

<b>Wagon</b>	<b>Coefficients</b>	
	<i>Loaded wagons</i>	<i>Empty wagons</i>
1/ 2-axes	0.60	0.29
2/ 3 and 4-axes Length of the loading area:		
≤ 23,40 m	0.84	0.45
> 23,40 do < 27 m	0.96	0.50
≥ 27 m	1.14	0.57
3/ more than 4-axes up to 8-axes inclusive	2.27	1.22
4/ more than 8-axes	2.39	1.32

**Table D Correction coefficients for UTI consignments**

			<b>Correction coefficients for UTI</b>		
<i>Code of length</i>	<i>Length of the container in English feet</i>	<i>Length of container and swap car body</i>	<i>Loaded UTI up to 22 tons gross</i>	<i>Loaded UTI more than 22 tons gross</i>	<i>Empty UTI</i>
10	20	≤ 6.15	0.75	0.85	0.50
20	25	6.16-7.82	0.75	0.85	0.50
30	30	7.83-9.15	0.90	0.95	0.60
50	40	9.16-13.75	1.00	1.10	0.80
60	45 and more	≥ 13.76	1.00	1.10	0.80
<i>Semi-trailer</i>					
70	-	-	1.00	1.10	0.80

**Table E-1 Freight for the carriage of an empty up to 4 axles wagon covered by pos. NHM 9921.. and 9922..**

<i>Distance in km to</i>	<b>Freight For the wagon up to 4 axles</b>	<i>Distance in km to</i>	<b>Freight For the wagon up to 4 axles</b>
	<i>in PLN</i>		<i>in PLN</i>
30	1 322	350	4 027
40	1 380	360	4 134
50	1 429	370	4 247
60	1 510	380	4 360
70	1 583	390	4 463
80	1 649	400	4 548
90	1 714	420	4 758
100	1 775	440	4 944
110	1 864	460	5 123
120	1 939	480	5 318
130	2 006	500	5 495
140	2 090	520	5 676
150	2 159	540	5 870
160	2 251	560	6 053
170	2 344	580	6 238
180	2 437	600	6 428
190	2 539	620	6 606
200	2 632	640	6 793
210	2 724	660	6 976
220	2 814	680	7 169
230	2 917	700	7 344
240	3 005	720	7 518
250	3 102	740	7 699
260	3 198	760	7 890
270	3 287	780	8 071
280	3 379	800	8 254
290	3 476	850	8 750
300	3 566	900	9 198
310	3 653	950	9 664
320	3 746	1000	10 128
330	3 844	1050	10 591
340	3 934	1100	11 058
		1150	11 524
		1200	11 981

In the case of transport over a distance of more than 1 200 km, an amount of PLN 466.00 for up to 4 axles wagon for each commenced 50 km is added to the basic charge for a distance of up to 1 200 km.

The freight for the carriage of an empty wagon with more than 4-axles from pos. NHM 9921... and 9922... shall be calculated on the basis of § 19(3) Chapter 2.



## Chapter 4 Incidental costs

### I. General provisions

1. When calculating the charges, each started calculation unit within the scope of time and weight shall be counted as complete.
2. The first started day shall be deemed the time up to 24<sup>00</sup> of the day in which the basis for charging occurred.
3. Incidental costs determined per unit of the consignment weight shall be calculated in accordance with paragraph 1, independently on weight taken for the freight calculation.
4. In case of different rates in particular time periods, the fee is calculated separately using the appropriate rate depending on the number of hours from a given time interval, i.e. the number of hours covered by the first interval is settled using the rate applicable to the first interval, the number of hours covered by the second interval is settled using the rate applicable to the second interval, etc.
5. Processing fees for offices other than customs shall be charged by the amount as determined by these agencies.
6. For services for which no charges have been provided for in the tariff and that are not covered by other agreements shall be charged **by the amount of own costs plus margin.**

### II. Incidental costs

Code	Designation of charge/service	Processing unit	Amount in PLN
<b>14, 50</b>	<b>Wagon demurrage charge for wagon provided by the carrier on a 1435 mm track:</b>		
	1/ up to 12 hours inclusive	wagon and hour	<b>5,00</b>
	2/ up to 24 hours inclusive	wagon and hour	<b>10,00</b>
	3/ o up to 36 hours inclusive	wagon and hour	<b>20,00</b>
	4/ up to 48 hours inclusive	wagon and hour	<b>30,00</b>
	5/ more than 48 hours	wagon and hour	<b>40,00</b>
<b>14, 56</b>	<b>Wagon demurrage charge for wagon provided by the carrier on a 1520 mm track</b>	wagon and hour	<b>11,00</b>
<b>14, 50</b>	<b>Wagon demurrage charge for wagon provided by the Customer on a 1435 mm track</b>	Consignment and hour	<b>3,70</b>
<b>14, 56</b>	<b>Wagon demurrage charge for wagon provided by the Customer on a 1520 mm track</b>	Consignment and hour	<b>5,10</b>
	<ol style="list-style-type: none"> <li>1. Charges shall apply for the demurrage of a wagon:                             <ol style="list-style-type: none"> <li>1) on the way, e.g. due to obstacles in the carriage, withholding of consignment at the request of the person entitled;</li> <li>2) due to obstacles in hand-over of consignment or waiting time for operations other than the loading (e.g. waiting for customs formalities or other action required by the relevant institutions);</li> <li>3) provided by the Customer (also applies to rail vehicles running on own wheels) on station tracks due to reasons attributable to the sender/consignee of the consignment or wagon holder.</li> </ol> </li> <li>2. In the case of consignment in wagons provided by the customer, empty wagons provided by the customer and rail vehicles on own wheels, the fee is calculated:                             <ol style="list-style-type: none"> <li>1) separately for the time of occupation of each track, if wagons (rail vehicles) belonging to one consignment occupy more than one track;</li> <li>2) as for wagons (rail vehicles) belonging to one consignment, if wagons (rail vehicles) were dispatched on the basis of separate consignment notes:                                     <ol style="list-style-type: none"> <li>a) on the same day by the same consignor for the same consignee (applies to the forwarding station/the place of acceptance),</li> </ol> </li> </ol> </li> </ol>		

Code	Designation of charge/service	Processing unit	Amount in PLN
	b) on the same day by the same consignor, which arrived on the same day for the same consignee (applies to the station of destination/the place of delivery), c) and according to the commercial contract, the carriage is to be treated as a block group / train composition, d) SMGS on the same day or on different days by the same consignor in broad gauge wagons which arrived at the transshipment station on the same day (by the same train) for the same consignee or the same reloader.		
<b>17, 30, 31</b>	<b>Loading, unloading, transshipment of wagon</b>		<b>According to individual calculation</b>
<b>34</b>	<b>Weighing on a railway scale</b>		<b>According to individual calculation</b>
<b>37, 38</b>	<b>Shunting locomotives</b>		<b>According to individual calculation</b>
	Charges for shunting locomotives apply for: 1. delivery of wagons to the designated point on the route or collection of wagons from this point. 2. ride of a railway engine to pick-up wagons previously reported for collection, which in fact are not ready for collection and a railway engine returns with no wagons; fee applies for a ride of a railway engine in both directions; 3. For categorizing/grouping of wagons at the request of the consignor/consignee or if the consignor/consignee has failed to categorize/group the wagons according to the agreement concluded with PKP CARGO S.A.; 4. For moving the wagon within the same station.		
<b>46</b>	<b>Drawing up an entry summary declaration (PDS), an exit summary declaration (WDS)</b>	Declaration	<b>120,00</b>
<b>25, 56</b>	<b>Staying at the disposal of the consignor/consignee at the loading post of a wagon provided by the carrier (wagon demurrage charge):</b>		
	1/ up to 12 hours inclusive	wagon and hour	<b>5,00</b>
	2/ up to 24 hours inclusive	wagon and hour	<b>10,00</b>
	3/ up to 36 hours inclusive	wagon and hour	<b>20,00</b>
	4/ up to 48 hours inclusive	wagon and hour	<b>30,00</b>
	5/ more than 48 hours	wagon and hour	<b>40,00</b>
	Charge for staying at the disposal of the consignor/consignee at the loading post of a wagon provided by the carrier: 1. It also applies to coupled and protective wagons, 2. In relation to the wagons provided by the carrier, included on the basis of separate agreements to joint wagon parks, in which PKP CARGO S.A. is a member, these charges shall apply in accordance with the provisions of the agreement concluded with the Customer.		
<b>71</b>	<b>Cleaning, washing or decontamination of wagon</b>		<b>According to individual calculation</b>
	1) The goods after the transport of which the wagon should be washed or decontaminated are designated in NHM. 2) There are no fees for washing of the wagon after the transport of palletized goods and goods in large packaging's marked accordingly in NHM provided that there has been no contamination of the wagon. 3) The fees shall also be charged for the ordered cleaning, washing or decontamination of the wagon provided by the Customer. 4) The fees for cleaning the wagon shall not be collected if washing or decontamination of the wagon has been charged and the fees for washing the wagon shall not be collected if the fees for the decontamination of the wagon have been charged.		

Code	Designation of charge/service	Processing unit	Amount in PLN
<b>79</b>	<b>Checking or determining the status of the consignment</b>		
	1. For the verification of the contents of consignment and the number of pieces or determining the status of consignment	<b>According to individual calculation</b>	
	2. For checking or determining the weight of the consignment	<b>According to individual calculation</b>	
	3. In the event of overload of the wagon	Tons	<b>400,00</b>
	4. Confirming by the employee of PKP CARGO S.A. the unladen mass of the wagon/weight of the consignment after weighing on a scale belonging to an approved entity (to which the entity holds the legal title)	<b>According to individual calculation</b>	
	<p>Charge for the verification of the consignment after the conclusion of the carriage contract.</p> <ol style="list-style-type: none"> <li>A fee for the verification of the contents of the consignment and the number of pieces shall apply if the consignment does not correspond to the statements provided in the consignment note or the provisions for goods released for carriage on special conditions have not been observed. In addition, PKP CARGO S.A. shall be entitled to reimbursement of expenses incurred in connection with the examination, as e.g. remuneration for experts, expertise costs.</li> <li>The fee for the examination of consignment weight shall apply if the weight specified in the consignment note by the consignor is different from the weight determined by checking the consignment.</li> <li>If the examination of the consignment weight, PKP CARGO S.A. determines an overloading of wagon exceeding the limits load, for every ton of the surplus weight a service fee for overloading of wagon shall be charged.</li> </ol> <p>Charge for determining the status of the consignment before or after it has been handed-out at the request of an authorized entity.</p> <ol style="list-style-type: none"> <li>Apply if the protocol findings, taken at the request of an authorized entity, do not reveal any damage of the consignment or only the damage found previously by the carrier.</li> <li>The employee's traveling from the station to the point of consignment verification and back shall be provided by the authorized entity.</li> <li>In addition, PKP CARGO S.A. shall be entitled to reimbursement of expenses incurred in connection with the examination, as e.g. remuneration of experts, costs of expertise.</li> </ol>		
<b>80</b>	<b>Track occupation:</b>		
	1/ up to 12 hours inclusive	Consignment and hour	<b>17,70</b>
	2/ up to 24 hours inclusive	Consignment and hour	<b>35,40</b>
	3/ more than 24 hours	Consignment and hour	<b>53,10</b>
	<ol style="list-style-type: none"> <li>Charges for track occupation <ol style="list-style-type: none"> <li>Applies for consignments in wagons provided by the Customer, empty wagons provided by the Customer and the Rail vehicles on own wheels, provided to generally accessible loading tracks.</li> <li>If wagons (Rail vehicles) belonging to one consignment occupies more than one track, a special fee shall be calculated separately for the duration of occupation of each track.</li> <li>Calculated as for wagons (rail vehicles) belonging to one consignment, if wagons (rail vehicles) were dispatched on the basis of separate consignment notes: <ol style="list-style-type: none"> <li>on the same day by the same consignor for the same consignee (applies to the forwarding station/the place of acceptance),</li> <li>on the same day by the same consignor, which arrived on the same day for the same consignee (applies to the station of destination/the place of delivery),</li> <li>and according to the commercial contract, the carriage is to be treated as a block group / train composition,</li> <li>SMGS on the same day or on different days by the same consignor in broad gauge wagons which arrived at the transshipment station on the same day (by the same train) for the same consignee or the same reloader.</li> </ol> </li> </ol> </li> <li>The consignor/consignee of the consignment shall cover the costs incurred by PKP CARGO S.A. for the benefit of another entity in excess of the fee charged for the occupation of tracks related to the stopping</li> </ol>		

Code	Designation of charge/service	Processing unit	Amount in PLN
	of wagons provided by the customer at the loading point to an adequate extent and for the time for which the consignor/consignee contributed to the higher costs.		
<b>81</b>	<b>Changing of consignment note SMGS to CIM and vice versa</b>	Consignment note	<b>120,00</b>
<b>82</b>	<b>Waiver of the ordered wagon</b>		
	1. For recalling of the order accepted for realization before delivery at the loading post	wagon	<b>200,00</b>
	2. For not loading of the ordered wagon or refusal to accept the wagon provided for loading :		
	1/ The recessed floor or refrigeration unit	wagon	<b>1 518,00</b>
	2/ Other than mentioned in sub-point 1	wagon	<b>300,00</b>
	In relation to the wagons provided by the carrier, included on the basis of separate agreements into joint Rail vehicles parks in which PKP CARGO S.A. participates in, these fees shall be charged in accordance with the provisions of the agreement concluded with the Customer.		
<b>82</b>	<b>Loading the wagon without the consent of PKP CARGO S.A.:</b>		
	1/ not allocated	wagon	<b>1 600,00</b>
	2/ contrary to the order accepted for execution or contrary to the order amendment agreed with PKP CARGO S.A.	wagon	<b>100,00</b>
<b>82</b>	<b>Making changes to the contract of carriage</b>	Consignment note	<b>120,00</b>
	Applies to the handling of the second and subsequent additional orders in connection with the change of the Contract of carriage.		
<b>82</b>	<b>Introducing domestic consignment note data by PKP CARGO S.A. as a consignor to the PKP CARGO S.A. IT system</b>	Consignment note	<b>120,00</b>
<b>82</b>	<b>Preparation of a consignment note at the Customer's request</b>	For the consignment note set	<b>240,00</b>
	The fee is charged for preparation by PKP CARGO S.A. paper consignment note CIM, SMGS, CIM/SMGS at the Customer's request.		