

Part A

Prices for usage of the regional railway operated by Advanced World Transport a.s., for train rides and conditions for their application

Prices for usage of the regional railway Milotice nad Opavou – Vrbno pod Pradědem for a train ride is calculated both for passenger and freight trains according to the following formula:

$$C = S_1 \times L + (Q/1000) \times S_2 \times L \quad [\text{CZK}]$$

Whereas

$S_1 = 7.00$ CZK/train/km

$S_2 = 0.00$ CZK/1000 gross t/km

L – distance of the train ride in rounded up to whole kilometres

Q – gross weight of train in tonnes ascertained for a freight train as a sum of weight of rail vehicles in the train and weight of the cargo rounded up to whole tonnes

Part B

Prices for usage of the regional railway operated by PDV Railway, a.s., for train rides and conditions for their application

Pursuant to the Directive of the European Parliament and the Council 2001/14/EC from 26 February 2001, PDV RAILWAY a.s. as operator of regional railways Sokolov – Kraslice and Trutnov – Svoboda nad Úpou sets these rules and a framework for setting prices for railway infrastructure usage for train rides on regional railways mentioned above while operating rail transport.

The price for railway infrastructure usage does not include its allocation prices. The allocator on regional railways operated by the company PDV RAILWAY a.s. is the Správa železniční dopravní cesty, state organization.

The price for railway infrastructure usage for train rides is set based on costs spent for rail operation (operation control), see Order No 501/2005 Coll. on delimitating infrastructure manager's costs related to operating and ensuring operability, modernization and development of railway infrastructure.

Prices for railway infrastructure usage for train rides are equal for all railway undertakings and the same type of service.

I. Maximum prices for railway infrastructure usage for train rides

Maximum prices for railway infrastructure usage for train rides on regional railways operated by the company PDV RAILWAY a.s.

A. Maximum prices for railway infrastructure usage for train rides on regional railways operated by the company PDV RAILWAY a.s. for a freight train

- $C_{\text{freight1}} = 35,00$ CZK/train/km
- $C_{\text{freight2}} = 36,00$ CZK/1,000 gross t/km

B. Maximum prices for railway infrastructure usage for train rides on regional railways operated by the company PDV RAILWAY a.s. for a passenger train and a for a locomotive train

- $C_{\text{passenger1}} = C_{\text{locomotive1}} = 5,55 \text{ CZK/train/km}$
- $C_{\text{passenger2}} = C_{\text{locomotive2}} = 30,25 \text{ CZK/train/km}$

C. Maximum prices for railway infrastructure usage for train rides on regional railways operated by the company PDV RAILWAY a.s. for 1 train is calculated according to the formula

$$C_{\text{max}} = L \times C_{\text{freight1}} + L \times C_{\text{freight2}} \times Q/1\ 000 + L \times C_{\text{passenger1}} + L \times C_{\text{passenger2}} \times Q/1\ 000 + L \times C_{\text{locomotive1}} + L \times C_{\text{locomotive2}} \times Q/1\ 000 \quad [\text{CZK}]$$

Whereas:

C_{max} = maximum price for railway infrastructure usage with one train for the infrastructure agreed upon

C_{freight1} = part of the maximum price component for railway infrastructure usage by one freight train for the infrastructure agreed upon related to a part of costs for rail operation (operation control) and recalculated to a price for 1 train/km as a price share for a part of costs rail operation (operation control)

C_{freight2} = part of the maximum price component for railway infrastructure usage by one freight train for the infrastructure agreed upon related to a part of costs for rail operation (operation control) and recalculated to a price of 1000 gross t/km for the respective type of train given as a price share for a part of costs rail operation (operation control) for one thousand gross tonne/kilometres

$C_{\text{passenger1}} = C_{\text{locomotive1}}$ = part of the maximum price component for railway infrastructure usage by one passenger train or by one locomotive train for the infrastructure agreed upon related to a part of costs for rail operation (operation control) and recalculated to a price for 1 train/km as a price share for a part of costs rail operation (operation control)

$C_{\text{passenger2}} = C_{\text{locomotive2}}$ = part of the maximum price component for railway infrastructure usage by one passenger train or by one locomotive train for the infrastructure agreed upon related to a part of costs for rail operation (operation control) and recalculated to a price of 1000 gross t/km for the respective type of train given as a price share for a part of costs rail operation (operation control) for one thousand gross tonne/kilometres

L = length of line ridden by a train in kilometres rounded up to whole kilometres

Q = gross weight of the train in tonnes, ascertained for a freight train as a sum of weight of rail vehicles in the train and weight of the cargo rounded up to whole tonnes

II. Designated conditions for railway infrastructure usage price calculation for train rides on regional railways operated by the company PDV RAILWAY a.s.

The maximum price for railway infrastructure usage for train rides does not include costs for railway infrastructure capacity allocation and reservation .

The maximum price for railway infrastructure usage for train rides is applied for train rides of separate hauling vehicles, namely both for rides of loaded or occupied vehicles and for rides of empty or unoccupied vehicles.

The price for railway infrastructure usage for train rides is calculated by means of a formula as shown in paragraph I.C. The price for railway infrastructure usage for a ride of each train is set by train type (freight, passenger, locomotive), by length of line ridden, and possibly by gross weight.

The maximum price is set as follows:

1. for trains carrying exclusively objects and animals, both loaded and empty according to Part I.A for a freight train

For purposes of setting a price of its ride on the regional railway, a freight train is every train that is not a passenger train and at the same time is not a locomotive train. Beside trains designed for carrying loaded or empty freight wagons it is also every train:

- a) with special hauling vehicles marshalled,
- b) freight train carrying passengers;

2. for trains carrying exclusively passengers where transport of objects and animals is realized as a complementary service for passengers, both occupied and unoccupied train-set) according to Part I.B for a passenger train,

For purposes of setting a price of its ride on the regional railway, a passenger train is a train:

- a) which was for the whole duration of the journey from the starting station to the destination station a train carrying exclusively passengers where transport of objects and animals is realized as a complementary service for passengers,
- b) train-set

- between the destination station of a passenger train after the exit of passengers and the starting station of the following passenger train before the boarding of the passengers
- from the destination station of a passenger train after the exit of passengers to the site of train-set operation treatment or standstill,
- from the site of train-set operation treatment or standstill to the starting station of a passenger train before the boarding of passengers.;

The departure and destination stations are set by the train timetable..

For train-set trains pursuant Art. II. paragraph 2.b) the following provisions apply as well:

- the condition of train composition exclusively with vehicles designed for carrying passengers must be observed,
- the train must not contain any vehicles not being part of the follow-up departing or ending passenger train (exchange of an active hauling vehicle for another is allowed),

3. For trains consisting exclusively of hauling vehicles according to Part I.B for a locomotive train;

For purposes of setting a price of its ride on the regional railway, a locomotive train is a train consisting exclusively of rail hauling vehicles.

For setting the maximum price for railway infrastructure usage for train rides, the type of train and length of line ridden on which the transport is carried out is decisive. For trains carrying exclusively objects and animals, both loaded and empty, the train weight is decisive as well.

The mode of accounting performances carried out on the regional railway which are introduced in the calculation formula as well as arrangement of prices' invoicing for railway infrastructure usage is specified in the contract on operating rail transport on the railway infrastructure concluded between PDV RAILWAY a.s. and each RU before his entry on the railway infrastructure.

The maximum price for railway infrastructure usage for train rides is applied both for public and non-public transport and is set as VAT excluded.

III. Price for use of reserve capacity for performances related to ensuring operability of the railway infrastructure

No price is set for allocating reserve capacity and use of the railway infrastructure as such on nationwide and regional railways for rides directly ensuring carrying out diagnostics, measuring and maintenance of the railway infrastructure within actions paid from funds for ensuring operability of the railway infrastructure.

Part C

Prices for use of nationwide and regional railways operated by Správa železniční dopravní cesty, state organization and conditions for their application

I. General information and conditions for setting prices for railway infrastructure usage for train rides

I.1. All parameters of the price setting system for railway infrastructure usage for train rides must be in accordance with principles of material price regulation as set in the Assessment of the Czech Ministry of Finance currently in force.

I.2. The price for railway infrastructure usage for train rides comprises within the material regulation extent calculated costs related to:

- the train ride on line and station tracks within the extent of allocated railway infrastructure capacity including costs for ensuring these rides by operated safety equipment and for enabling use of equipment for traction electrical power drawn by hauling vehicles with electrical traction (costs for consumption of traction electrical power do not have any impact on the price amount for railway usage for a train ride),
- organization of rail transport including operative control,
- telecommunication of the IM's employees with the RU's train crew,
- accepting and providing information by the IM to RUs while ensuring the train ride,
- publishing decrees, instructions and instruments for RUs' activity according to the contract on operating rail transport (only electronic form, not printed).

I.3. For purposes of setting a price for railway infrastructure usage, a train ride is also a ride of a single rail vehicle including a special hauling vehicle if it is organized as a train ride according to transport regulations.

I.4. Parameters and application conditions of the price setting system for railway infrastructure usage for train rides are binding for the Infrastructure Manager (hereinafter SŽDC) and for all rail transport operators on the rail network owned by the Czech Republic (hereinafter RUs).

I.5. In the context of this Annex "C" prices are perceived as VAT excluded.

II. Basic prices and calculation formula

II.1 By **basic price**, a price is perceived as calculated by the following formula with use of unit prices, set for passenger trains (Art. IV.) or freight trains (Art. V.).

II.2 The following calculation formula is used for calculating the basic price:

$$C_Z = C_1 + C_2 \quad [\text{CZK}]$$

Whereas C_Z [CZK] is the total basic price for railway infrastructure usage for train rides

C_1 [CZK] is the price for railway infrastructure usage for train rides in the segment of performances measured by train-kilometres covered

C_2 [CZK] is the price for railway infrastructure usage for train rides in the segment of performances measured by gross tonne-kilometres

$$C_1 = S_{1E} \times L_E + S_{1C} \times L_C + S_{1R} \times L_R \quad [\text{CZK}]$$

whereas: S_1 [CZK] is the price for 1 km of train ride (train/km) on a line of E, C or R category. Prices S_1 for passenger trains are set in Art. IV. Prices S_1 for freight trains are set in Art. V.

L_E, L_C, L_R is the distance [km] covered by a train on a line of E, C or R category

$$C_2 = S_{2E} \times Q \times L_E + S_{2C} \times Q \times L_C + S_{2R} \times Q \times L_R \quad [\text{CZK}]$$

whereas: S_2 [CZK] is the price for 1000 gross tonne-kilometres (gross t/km) carried on a line of E, C or R category. Prices S_2 for passenger trains are set in Art. IV. Prices S_2 for freight trains are set in Art. V.

Q [thousand of gross tonnes] is 1 thousandth of gross weight of the train in tonnes. By weight of the train we understand the sum of weights of all vehicles in the train including the weight of passengers or the cargo. The information bearer on the train weight for calculating the basic price are elements of the operation system information file (SPIS) The price C_2 is calculated separately for each line section covered by a given train after a change of its weight (attaching or detaching vehicles, change of passenger train character from category occupied by passengers to a train-set category or vice versa). The information source on weight of each vehicle is the vehicles' register REVOZ. If data on any rail vehicle were not added to REVOZ yet, weight of an empty vehicle and cargo or carried passengers from other corresponding sources (technical passports, consignment note, number of seated places $\times 0,08$ etc.) rounded up to whole tonnes.

L_E, L_C, L_R is the distance [km] covered by a train on a line of E, C or R category

III. Operation and technical conditions influencing basic prices' calculation

III.1 The mode of accounting performances carried out on the railway infrastructure which are introduced in the calculation formula (train/km and gross t/km) is specified in contracts on operating rail transport concluded between SŽDC. and each RU before his entry on the railway infrastructure.

III.2. The price for railway infrastructure usage for train rides is always set according to its real composition, ascertained from data sources set by the mode pursuant to Art. III.1 or by control of a train carried out by SŽDC.

III.3 For the purpose of calculating basic prices, the line length ridden by a given train (L_E , L_C , L_R) is set by use of data on the sections' (edges) length and category as shown in the DYPOD application. The application is available to RUs on the Infrastructure Operation Portal (<http://provoz.szdc.cz/dypod>). The edges' lengths are set in kilometres rounded to one decimal. For the purpose of calculating basic prices for railway infrastructure usage for train rides, the really covered path by a train is decisive with exception of cases when the train is deviated from its path for reasons of line closure. While diverting a train, the originally allocated path will be used for calculating prices for railway infrastructure usage for train rides. Exceptions do not concern closures caused by disposing of impacts of natural disasters, accidents or cutting power supply from the public transmission network to SŽDC technical installations

III.4 Passenger trains

For purposes of setting prices for railway infrastructure usage for train rides, a passenger train is a train that meets the following conditions:

- a) it was intended for use in the line section for which the price is calculated exclusively for carrying persons, luggage and bicycles,
- b) it was composed in the line section for which the price is calculated exclusively from hauling and driven vehicles directly related to carriage of persons and luggage including bicycles. No inactive hauling vehicle may be marshalled into a train with a price for railway infrastructure usage for a passenger train ride (with the exception of electrified sections with a voltage lock where original hauling vehicles with electrical traction remain in the train); the same applies to a special hauling vehicle, driven vehicle for carrying objects and live animals (with the exception of historical trains with steam traction where marshalling one wagon with coal and one wagon with water for feeding the locomotive boiler is allowed at maximum), a vehicle on which tests and measurements are being carried out during the train ride or a repair vehicle (with the exception of vehicles with a defect occurred during the ride of the train in which they are marshalled – in contested cases, SŽDC is entitled to require from the RU to prove the occurrence of such a state). If a vehicle intended for infrastructure measurement is attached on request of SŽDC, the type of transport (passenger) does not change and for purposes of calculating the price for railway infrastructure usage for the train ride, the weight of this vehicle is subtracted from the total train weight (the RU must initiate this step's application within approval of the monthly IS KAPO output),

For purposes of setting prices for railway infrastructure usage for train rides, a passenger train is also a train-set running up to a distance of 70 km within one of the options shown hereunder

- between the destination station of a passenger train after the exit of passengers and the starting station of the following train before the boarding of passengers,
- from the destination station of a passenger train after the exit of passengers to the site of operation treatment,
- from the destination station of a passenger train after the exit of passengers to the site of the train-set standstill,

- from the site of the train-set operation treatment to the starting station of the passenger train before the boarding of passengers,
- from the site of the train-set standstill to the starting station of the passenger train before the boarding of passengers.

The starting and destination station of a train-set are fixed by the data timetable of the train.

If a train-set did not meet conditions as set in item b), the fact that it was registered in the system information file SPIS as a transport type “train-set” (Sv) is not decisive for setting the price for railway infrastructure usage for its ride.

III.5 Freight trains

For purposes of setting the price for railway infrastructure usage for train rides, all trains on line sections where they did not meet criteria for passenger trains pursuant to Art. III.5 are considered as freight trains

IV. Basic prices for railway infrastructure usage for passenger train rides

Price type	Performance unit	Price in CZK per performance unit
S _{1E}	train/km	7.81
S _{1C}	train/km	6.49
S _{1R}	train/km	5.50
S _{2E}	1,000 gross t/km	4.,77
S _{2C}	1,000 gross t/km	35.59
S _{2R}	1,000 gross t/km	30.16

V. Basic prices for railway infrastructure usage for freight train rides

Price type	Performance unit	Price in CZK per performance unit
S _{1E}	train/km	36.10
S _{1C}	train/km	35.33
S _{1R}	train/km	33.19
S _{2E}	1,000 gross t/km	49.23
S _{2C}	1,000 gross t/km	43.88
S _{2R}	1,000 gross t/km	33.60

VI. Bid prices for railway infrastructure usage for train rides

VI.1. For the purpose of developing selected market segments in railway transport, SŽDC published bid prices for railway infrastructure usage for train rides, available when meeting published conditions in an equal and non-discriminatory way to all RUs on the railway infrastructure owned by the Czech Republic.

VI.2. Rules for entering input data of the train for a respective bid price to be allocated to a designated train in the IS KAPO information system are fixed by the Regulation Is 10 (Regulation of SŽDC for the using system information file of the Infrastructure Manager - SPIS).

VI.3. A bid price for railway infrastructure usage for train rides allocated to a RU cannot be transferred to another RU.

VI.4. If it is necessary for performance registering and control of its realisation (e.g. data on the train in one of the tasks of the operation system information system file - SPIS cannot be temporarily processed), SŽDC specifies conditions for RUs for separately accounting performances that should be priced by a bid price. These conditions are either regulated by the contract on operating rail transport or (usually in cases of one-shot bid prices) decided upon within the decision on allocating a bid price. In case the conditions are not met including not providing set bills in the set term, SŽDC keeps the right to set a price for a passenger train pursuant to Art. IV. or for a freight train pursuant to Art. V.

VI.5. If the RU does not rectify data leading to an unauthorized use of a bid price for a given train at the latest during the approval of the monthly works bill delivery generated by the information system IS KAPO or within the term set by SŽDC within introduction of the online application IS KAPO, SŽDC keeps the right to suspend the validity of the allocated bid price or to withdraw it completely from the RU. The RU will be informed on this decision in writing at the latest in 5 days before the start of the calendar month during which the withdrawal takes place. An appeal of the RU against this step does not have a dilatory effect.

VI.6 Bid prices for railway infrastructure usage for a given train ride cannot be combined or added together. No more than one bid price may be used for any train.

IV.7. Bid price "G" for freight trains to support newly acquired transport

- A bid price "G" price will be – with conditions specified hereunder – applied for regular freight trains consisting exclusively of vehicles carrying consignments of goods that were not being transported on the railway infrastructure owned by the Czech Republic on the given connection for at least 12 months by any RU. The bid price is valid for 12 months since the day of its allocation.
- A bid price "G" is allocated to a RU for an individual business transaction based on his request in writing, delivered to the Department of Contractual Relations of SŽDC at least 15 days before the term of submitting an application for incorporating paths of regular trains into the yearly timetable or its change. SŽDC considers the justification of the request and decides in a term of 30 days if the request satisfies all required criteria. In case of a positive decision, SŽDC informs the RU on allocating a business case number for performance registering in IS KAPO.
- In his request, the RU will specify the following:
 - a) the starting station of trains on the SŽDC network (or border entry point) and the destination station (or border exit point),
 - b) type of transported goods,
 - c) the expected frequency of train rides during the bid price "G" validity period. The bid price "G" will be applied first to the train the ride of which will achieve a total gross weight of goods transported amounting 2,000 tonnes within a business transaction. The previous trains will be accounted only statistically and priced with a basic price

- d) facts confirming that a newly acquired transport is concerned (e.g. supporting reference of the customer, a communication stating that the loading or unloading site is a rail siding line that has not been serviced for 12 months at least etc.)
- SŽDC keeps the right to examine the justification of the request for allocating a bid price in accordance with its own information available (especially statistics of train rides on the requested connection), to decide on possible allocation of a bid price and fix rules for separate accounting of train rides within a given business transaction
- Using a bid price "G" is conditional to acquiring the train's composition in IS COMPOST.
- The bid price "G" does not apply to carrying in and return transport of empty wagons.
- The bid price "G" amounts to 85% from the basic price for railway infrastructure usage for a freight train ride.
- A list of trains with the bid price "G" will be discussed between SŽDC and the RU within preparation of the yearly timetable or its changes. Numbers attributed to these trains must not be used for other trains

VI.8. Bid price "J" for freight trains carrying individual part-load consignments

- This price will be applied for
 - pick-up goods trains and siding trains according to the negotiated list, incorporated in the annual timetable or its regular changes
 - domestic relation trains according to the negotiated list, incorporated in the annual timetable or its regular changes
 - international relation trains according to the negotiated list, incorporated in the annual timetable or its regular changes.
- Pricing a specific train by a bid price "J" is conditional to acquiring its composition in IS COMPOST.
- The bid price "J" amounts to 20% from the basic price for railway infrastructure usage for a freight train ride
- A list of trains for pricing by the bid price "J" will be negotiated between SŽDC and the RU within the annual timetable preparation or its possible changes. Numbers allocated to these trains must not be used for other trains.

VI.9. Bid price "K" for combined transport freight trains

- A bid price "K" will be applied to freight trains transporting exclusively wagons for traffic units of combined transport (loaded by these units or empty). The trains must be led without redesign, therefore without change of load between two combined transport terminals or between two border crossing stations or between a terminal and a border crossing station. For this occasion, sidings transfer sites are considered as combined transport terminals too.
- Trains that will also contain other types of vehicles than shown above will be priced with a basic price
- Using a bid price "K" is conditional to acquiring the train composition in IS COMPOST.
- A list of regular trains for pricing by the bid price "K" will be negotiated between SŽDC and the RU within the annual timetable preparation or its possible changes. Numbers allocated to these trains must not be used for trains the composition and

purpose of which excludes pricing by a "K" price.. While ordering ad hoc trains which are to be priced by the "K" bid price the transport operator must enter this request in the ISOŘ KADR information system on the tab "Train route parameters, section, Additional data/Bid price".

- Combined transport trains which will be stood still on their route between above-mentioned transport points without fault of SŽDC will be priced by basic prices.
- The bid price "K" amounts to 55% from the total price for railway infrastructure usage for a freight train ride.

VI.10. Single bid price "C" for trains related to supporting campaigns of charity

- A bid price "C" is designed for trains of non-public passenger transport ad hoc related to supporting non-profit campaigns of charity.
- A request for applying the bid price "C" can be submitted to the Department of Contractual Relations of SŽDC in writing or by e-mail at the address: poplatky@szdc.cz so that the request arrives at least 15 days before the intended start of the action. The request must contain: information on the date, designation and the organizer of the action, a list of all trains for which the application of a bid price is required (date of ride, line section, type of train, hauling and driven vehicles) and conformation of a third party - the customer ordering the train for a charity purpose. A one-time bid price "C" may be allocated for carrying in and return transport of train-sets with parameters meeting conditions for train-sets specified in Art. III.5.
- If a request meets all set conditions and is it supported by documents as mentioned above, the Department of Contractual Relations of SŽDC inform the RU by email that the bid price has been allocated to him and it will allocate him a business number that will be used by the RU while ordering railway infrastructure capacity in the information system ISOŘ KADR. All registers on trains with a bid price "C" in the operation systems information file (SPIS) are conducted under the business case allocated number.
- The bid price "C" amounts to 25% from the basic price for railway infrastructure usage for a passenger train ride.
- While ordering ad hoc trains that are to be priced by a bid price "C", the RU must enter this request in the ISOŘ KADR information system on the tab "Train route parameters, section, Additional data/Bid price". In the section "Business transaction" on the same tab he fills in the allocated accounting number of the business transaction.

VI.11. Single bid price "N" for railway infrastructure usage for rides of special nostalgic trains

VI.11.1. The price is designed to promote rides related to:

- celebrating anniversaries of starting rail operation on selected lines (only anniversaries dividable by 10 or 25),
- celebrating the Railwaymen's Day,
- yearly start and end of the main season in the permanent railway transport and technology museum exhibition.

Other nostalgic non-public or public rides do not establish the RU's right to request this bid price type.

Conditions for allocating a bid price "N":

- A special train is considered as nostalgic if it has an active historical hauling vehicle (for the purpose of examining the request for a price reduction, all hauling vehicles with steam traction and other hauling vehicles produced earlier than in 1968 are considered as historical hauling vehicles).
- The timetable of a special public passenger nostalgic train will be published within the period specified in Rail Systems Act and the RU will not take any measure to dispute the public character of the train (e.g. reserving the train for transport of travel agencies clients).
- For special nostalgic non-public passenger trains (protocol trains, trains ordered by travel agencies etc.), information will be posted on time at usual places available to the public concerning basic time data on the train ride and the RU will not adopt any measures to hinder the public in viewing and taking photos of the train from places where access to the public is allowed in normal circumstances.
- For special nostalgic freight trains designed for presenting historical vehicles, information will be posted on time at usual places available to the public concerning basic time data on the train ride and the RU will not adopt any measures to hinder the public in viewing and taking photos of the train from places where access to the public is allowed in normal circumstances.
- The bid price "N" is also allocated for carrying in and return transport of train-sets of special nostalgic trains if they correspond to conditions for passenger train-sets (see Art. III.5).
- The bid price "N" amounts to 50% from the basic price as specified in Art. IV (passenger trains) or V (freight trains).
- While ordering ad hoc trains that are to be priced by a bid price "N", the RU must enter this request in the ISOR KADR information system on the tab "Train route parameters, section, Additional data/Bid price". In the section "Business transaction" on the same tab he fills in the allocated accounting number of the business transaction.

VII. Price for railway infrastructure usage for rides of non-standard trains

- For purposes of setting a price for railway infrastructure usage for train rides, non-standard trains are passenger trains led for testing of rail vehicles at speeds higher than the maximum allowed speed on the respective line section or with axle load higher than set for the respective line section or if a test requires special transport measures. For purposes of setting a price for railway infrastructure usage for train rides, non-standard trains are also trains with non-standard parameters (e.g. with higher speed than the maximum speed allowed on the respective line section, with axle load higher than set for the respective line section etc.) or cases when a train drive requires special transport measures or non-standard activities (e.g. exceptional measuring or control of the line, guarding level crossings etc).
- Prices for railway infrastructure usage for rides of non-standard trains will be charged to RUs based on the following table. The price will be used only for the section where the train is considered as non-standard.

Price type	Performance unit	Price in CZK per performance unit
S _{1E}	train/km	72,20
S _{1C}	train/km	70,66
S _{1R}	train/km	66,38
S _{2E}	1 000 gross t/km	98,46
S _{2C}	1 000 gross t/km	87,76
S _{2R}	1 000 gross t/km	67,20

VIII. Price for railway infrastructure usage for train rides within use of reserve capacity for performances related to ensuring operability of the railway infrastructure

VIII.1. Allocation of reserve capacity and railway infrastructure usage as such on nationwide and regional railways for rides directly ensuring carrying out diagnostics, measuring and maintenance of railway infrastructure within actions paid from funds for ensuring operability will not be charged RU, which indicated achievements in the manner recognized in the set of operational information systems (SPIS) in a separate statement with a valid case number.

VIII.2 The RU, which intends to implement the above performance, request in writing form, no later than 10 days prior to start of transport contractual relations department of SŽDC to assign case number and communication conditions for the separate reporting of these performances. The case number is valid from the date of allocation by the end of the calendar year.

VIII.3 The RU is obliged to obtain confirmation of the contractor or local competent authority of the infrastructure manager on the project financing funds from its principal activities. It is not allowed to apply this allowance to actions relating to the development and modernization of infrastructure funded from the investment funds.

VIII.4. A real parameters of the train and the distance must be consistent with the location and purpose of the actions associated with providing of rail operability.

VIII.5 If the performance of the train service will compliance with terms of Article VIII.1 it will be deducted from the total amount of performance incoming after the end of each calendar month in the algorithm for calculating charges for using the infrastructure.

VIII.6 Compliance with the conditions in Art. VIII.1 also constitutes a legitimate entitlement to the RU using the rates for allocation of reserve capacity under Chapter 6.3.1 (product UI) of this Network Statement.

VIII.7. Authorization application performance deduction and the case number assigned by RU's request cannot be transferred to another RU.

Part D

Sanctions for unused allocated capacity of nation-wide and regional railway infrastructure and regional railway infrastructure operated by the Správa železniční dopravní cesty, state organization

I. General information and conditions on setting sanctions for unused allocated capacity

I.1. Reasons based on which SŽDC charges the RU with sanctions for unused allocated capacity can be found in in Chapter 6.4.1 and 6.4.2 of this Network Statement.

I.2. SŽDC follows in its information systems the extent of unused capacity of each RU to which capacity has been allocated. if it finds out that the RU did not use the allocated capacity for reasons shown in Art I.1 sends RU to check the report of the unused capacity of IS KAPO containing details on individual routes, including quantifying the amount of the corresponding sanctions, which he intends to invoice. Any objections, supported by factual reasons, the RU can be applied within 5 working days from receipt of the report.

II. Billing sanctions for unused allocated capacity

SŽDC bills a sanction to the RUs for unused allocated capacity quarterly. A summary overview on unused allocated capacity is joined to the invoice in annex.

III. Calculation of the sanction

The sanction amount for unused allocated capacity is calculated by the multiplication of the path length in km (for 1 decimal)) and the sanction rate in CZK/km for each transport mode and category of the rail network pursuant to Art. IV. The resulting sanction for unused allocated capacity is a sum of partial sanctions calculated for parts of the path on line sections with different categorization.

IV. Sanction rates for unused allocated capacity

Rate	Attribution	CZK/1 train/km
N _{OE}	Passenger transport, rail network category E	7.00
N _{OC}	Passenger transport, rail network category C	6.49
N _{OR}	Passenger transport, rail network category R	5.00
N _{NE}	Freight transport, rail network category E	10.00
N _{NC}	Freight transport, rail network category C	10.00
N _{NR}	Freight transport, rail network category R	7.50