

Part A

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

Prices for usage of the regional railway Milotice nad Opavou – Vrbno pod Pradědem by 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

$$S_1 = 7.80 \text{ CZK/train/km}$$

$$S_2 = 0.00 \text{ CZK/1000 gross t/km}$$

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

The price for usage of the regional railway Milotice nad Opavou – Vrbno pod Pradědem by a train ride calculated according to the formula above is without VAT.

Part B

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

The price for infrastructure usage by a train ride on regional railways Sokolov – Kraslice and Trutnov – Svoboda nad Úpou for passenger and freight trains is calculated according to the following formula

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

Whereas:

C = final price for railway infrastructure usage with one train for the infrastructure agreed upon

$C_{\text{passenger1}} = 6.93 \text{ CZK train/km}$, final price for railway infrastructure usage by one passenger 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)

$C_{\text{locomotive1}} = 6.93 \text{ CZK train/km}$, final price for railway infrastructure usage 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)

$C_{\text{freight1}} = 36.60 \text{ CZK train/km}$, part of final 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)

$C_{\text{freight2}} = 37.00 \text{ CZK gross t/km}$ part of the final 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 1,000 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

The price for infrastructure usage does not include the price of its allocation. The allocator on regional networks operated by the company PDV RAILWAY a.s. is Správa železniční dopravní cesty, státní organizace.

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.

The price for infrastructure usage by a train ride is applied both for public and for non-public transport and is set without VAT. Prices for infrastructure usage by a train ride are equal for all RUs and the same type of service.

Part C

Prices for use of nationwide and regional networks operated by Správa železniční dopravní cesty, state organization by a train ride and conditions for their application

I. General information and conditions for setting prices for railway infrastructure usage by a train ride

I.1. All parameters of the price calculation system for railway infrastructure usage by a train ride 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 by a train ride comprises within the material regulation extent calculated costs related to:

- the train ride on line and station tracks including costs for ensuring this ride 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. Price model

II.1 The resulting price for infrastructure usage by a train ride for a specific train on a line of a given category is calculated based on the following price model:

$$C = L \times Z \times K \times P_x \times S_1 \times S_2$$

whereas:

- C = price for infrastructure usage by a train ride
- L = train ride length (see Article II.2)
- Z = basic price (see Article II.3)
- K = line category coefficient (see Article II.4)
- P_x = product factor (P₁ - P₅ – see Article II.5)
- S₁ - S₂ = specific factors (see Article II.6)

II.2 **Train ride length (km)** is set for purposes of calculating the resulting price for infrastructure usage by a train ride in relation to topological data of transport points the position of which on the line is shown in the KANGO network with the accuracy of one decimal. For verification, RUs may use the application DYPOD available on the Infrastructure Operation Portal. (<http://provoz.szdc.cz/dypod>). For the price calculation, the real length of ride is being used separately for each combination of line category, product factor and specific factors (values relating to a specific subtrain – for explanation of this term see Article IV.3).

II.3 **By basic price** is understood a price in CZK for one train/km, calculated in accordance with price regulation principles as shown in the valid assessment of the Ministry of Finance. The basic price is equal for all trains regardless of the transport type. During the Network Statement's validity it equals 21.50 CZK/train/km.

II.4 **The line category coefficient** is a combination of factors influencing quality of services provided to the RU on the given line section during the timetable validity, partially taking into account the demand for capacity allocation in the given section, costs spent for maintenance of the line in a given category during the previous statistics period, or possibly the will of the IM to promote maintaining or increasing the extent of ordered capacity on lines in a given category. Categorization of lines is the result of their current technical state, technical equipment and taking capacity allocation demand on lines of the TEN-T network and other lines into account. The following table shows the coefficient value for each line category.

Line category	Coefficient value
1	1,15
2	1,12
3	1,00
4	0,88
5	0,71

Line categories shown in the table and corresponding coefficient values serve exclusively for price calculation for infrastructure usage by a train ride and there is no direct dependency on line categorization pursuant to map documents M01, M02 and M03. Classification of lines into categories 1 - 5 for purposes of price calculation for infrastructure usage by a train ride is shown in Table B in Annex "B" of this Network Statement.

II.5 The Product factor is a factor taking into account market segmentation with different price levels. The reasons for price differentiation on the product factor level are direct costs spent for a given service (market segment) or promotion of a given market segment while using additional funding from the state budget. The price model includes the following product factors:

- P₁ – Passenger transport
- P₂ – Freight transport - unspecified
- P₃ – Freight transport within the cartage and distribution system of separate loads
- P₄ – Combined freight transport
- P₅ – Freight transport – non-standard trains

Conditions for including a train into a certain market segment and for using a corresponding product factor are specified in Chapter III.

Individual product factors have the following values:

Product factor	Product factor value
P ₁	1.00
P ₂	1.00
P ₃	0.30
P ₄	0.65
P ₅	2.00

II.6 A specific factor is a factor having for purpose a more effective use of infrastructure capacity and taking the impact of a given train ride on the amount of rail operation cost into account. Each train has attributed corresponding values of both established factors. Conditions for attributing specific factors' values to separate trains are specified in Chapter III. The price models contain the following specific factors.

II.6.1 S₁ – The wear-out rate of lines depending on total train's weight

This specific factor reflects different wear-out of the line by train rides with different weight. By total train weight is understood the sum of weights of all vehicles in the train including the weight of passengers or goods rounded up to whole tonnes. Specific factor values are set for given extents of total train weight.

Weight interval (t)	Value S ₁	Weight interval (t)	Value S ₁
Up to 49	0.42	1,000 – 1,199	2.77
50 - 99	0.49	1,200 – 1,399	3.36
100 - 199	0.59	1,400 – 1,599	3.88
200 - 299	0.6	1,600 – 1,799	4.36
300 - 399	0.94	1,800 – 1,999	4.89
400 - 499	1.14	2,000 – 2,199	5.37
500 - 599	1.34	2,200 – 2,399	5.92

Weight interval (t)	Value S ₁	Weight interval (t)	Value S ₁
600 - 699	1.50	2,400 – 2,599	6.39
700 - 799	1.76	2,600 – 2,799	6.88
800 - 899	2.03	2,800 – 2,999	7.30
900 - 999	2.31	over 3,000	8.35

II.6.2 S₂ – Equipping an active hauling vehicle in the train with traffic control equipment ETCS Level 2 and higher

Due to the fact that introducing traffic control equipment is being supported to a maximum extent, trains with active hauling vehicles equipped with this device will have advantageous prices also for rides in line sections without the stationary part of the ETCS system. Given the current state of vehicles' register, price advantages do not apply to control vehicles. The advantage's extent in the price model takes into account that in accordance with Directive 2012/34/EU, owners of vehicles equipped with ETCS get additional support from the state budget. Specific factor S₂ values can be found hereunder. A more advantageous value is attributed to any train with at least one active hauling vehicle equipped with ETCS, Level 2 and higher and does not change with a number of such equipped vehicles. For correct S₂ attribution, equipping a hauling vehicle with ETCS Level 2 or higher must be shown in IS REVOZ.

Equipment of hauling vehicle with ETCS Level 2 and higher	Specific factor S ₂ value
Unequipped hauling vehicle	1.00
Equipped hauling vehicle	0.95

III. Operation and technical conditions with influence on price calculation

III.1 The mode of accounting of realized performance inserted into the price model for calculating price for infrastructure usage by a train ride abides with provisions of SŽDC Instruction Is 10.

III.2. The price for infrastructure usage by a train ride is always set based on its actual composition, ascertained from data sources fixed by a mode pursuant to Art. III.1 or by a train control carried out by SŽDC.

III.3. For calculation of resulting prices for infrastructure usage by a train ride, the real path ridden by the train is decisive.

III.4 For purposes of setting price for infrastructure usage by a train ride, a passenger train is a train that was charged within the product factor P₁. For purposes of setting the price for infrastructure usage by a train ride, a freight train is a train which was charged within one of the product factors P₂, P₃, P₄ or P₅. The basic criteria for admissible attribution of a train to individual product factors are the type composition of the train according to SŽDC Regulation D1, Art. 2206 - 2212. The RU is responsible for correctly declaring a train type when submitting it in the application for infrastructure capacity allocation and due to a requested attribution of the correct product factor he is obliged to check if the train type as shown by the allocator in the data timetable corresponds to the requested composition and purpose of train running for purposes of final price construction for infrastructure usage by a train ride.

III.5 Conditions for calculating the final price for infrastructure usage by a train ride with the application of the product factor P₃ or P₄

For purposes of promoting development of selected market segments in railway freight transport SŽDC declares different price for infrastructure usage by a train ride, available on observing set non-discriminatory conditions to all RUs on the railway infrastructure owned by the Czech Republic and operated by SŽDC. For trains which abide with conditions mentioned above, the final price will be calculated with use of the product factor P₃ or P₄. Any train can have attributed only one product factor, mutual combination is excluded.

III.5.1 Conditions for converting the basic price for infrastructure usage by a train ride by a product factor P₃ – freight transport within the cartage and distribution system of separate wagon loads

- The product factor P₃ will be used for the following types of freight trains from the yearly timetable or its regular changes which are part of the cartage and distribution system for separate wagon loads:
 - a) regular manipulation and sidings trains,
 - b) selected regular domestic freight trains for transport of individual wagon loads between formation yards on the infrastructure operated by SŽDC where the train is re-worked
 - c) selected regular international freight trains for transport of individual wagon loads between formation yards where the train is re-worked and one or more of these is situated abroad.
- The application of product factor P₃ is not allowed for trains consisting exclusively from one or more hauling vehicles. The application of product factor P₃ is conditioned by composing the train in v IS COMPOST.
- The RU must request the application of product factor P₃ for specific trains. Before the validity of the yearly timetable 2018 or its changes, the RU will submit to the Department of Contractual Relations of SŽDC a list of regular trains of the yearly timetable which are according to the train formation plan a part of the cartage and distribution system of individual wagon loads and for which he requests the application of product factor P₃. The list must be confirmed by an extract from the train formation plan demonstrating the connection of a given train to the cartage and distribution system. Numbers of trains which are contained in the list must not be used for trains the composition and purpose of which excludes the application of product factor P₃.

III.5.2 Conditions for converting the basic price for infrastructure usage by a train ride by the product factor P₄ – combined freight transport

- Product factor P₄ will be used for freight trains consisting exclusively from hauling vehicles and hauled vehicles for combined transport units (loaded by these units or empty).
- The application of product factor P₄ is not allowed for trains consisting exclusively from one or more hauling vehicles. The application of product factor P₄ is conditioned by composing the train in IS COMPOST.
- The RU must request the application of product factor P₄ for a specific train. The request can be submitted by one of the following ways:
 - a) The RU submits before the validity start of the yearly timetable 2018 or its changes to the Department of Contractual Relations of SŽDC a list of regular

trains of the annual timetable designed for combined transport and which it will claim the application of product factor P₄ for. The number of trains in the list must not be used for trains the composition and purpose of which excludes the application of product factor P₄.

- b) while ordering a train ad hoc, which should be attributed the application of product factor P₄, the RU must mark the product factor P₄ in the information system ISOŘ KADR on the tab "Parameters of train path,section Further data/Product factor".

III.6 Application of product factor P₅ freight transport – non-standard trains

- For purposes of setting the price for infrastructure usage by a train ride, trains are considered as non-standard if they are registered for tests of rail vehicles at higher speeds than the maximum allowed speed on the respective line section or with axle load higher than that set for the respective line section or if the test requires special transport measures. For purposes of setting the price for infrastructure usage by a train ride, trains with non-standard parameters (e.g. with speeds higher than the maximum allowed speed on the respective line section or with axle load higher than that set for the respective line section) or cases when the train ride requires special transport measures or non-standard activities (exceptional new measuring or control of the line, guarding railway crossings etc.) are also considered as non-standard. The calculation of the price for a non-standard train ride shall be carried out by applying the product factor P₅ freight transport – non-standard trains.

IV. Processing information in the computing system IS KAPO and checking up invoiced performance and prices for infrastructure usage by a train ride

IV.1 Calculation of prices for infrastructure usage by a train ride is carried out by means of the SŽDC computing system IS KAPO. The calculation is made pursuant to the valid price model for all trains that were running during the followed accounting period. The basic documents are data on the ordered train path and parameters of really running trains. These documents are imported into IS KAPO from operation information systems (more details can be found in SŽDC Instruction Is 10). The elaborator (RU) is responsible for correctly inserting data into the SŽDC computing system including the requirement for applying the product factor P₃ or P₄.

A run of rail vehicles on a nationwide and regional network designated as shunting is not being registered and paid for within the system IS KAPO.

IV.2 The basic object for allocating prices for infrastructure usage by a train ride is a IS KAPO invoice train, consisting of one or more subtrains (see Art. IV.3) This object bears the following information:

- company – name of the RU
- date – day of train arrival to the destination point or to the point of its putting out of service (see SŽDC Regulation D7),
- allocated path of the data timetable (PA),
- train – train number
- from station – name of starting point,
- real departure time,
- to station – name of destination point or to the point of its putting out of service real arrival time,
- distance run (km),
- price of infrastructure usage by a train ride

IV.3 A subtrain is an object of output information from IS KAPO which enables to assess the correctness of the calculation of the price for infrastructure usage by a train ride for the invoice train. A subtrain comes into being with every new combination of the train number, the line category coefficient, the product factor and one or more specific factors. A subtrain is the only object for which a specific price for infrastructure usage by a train ride can be calculated in the given price model; the price of an invoice train is the sum of prices for respective subtrains.

IV.4 Checking up invoiced performance and prices for infrastructure usage by a train ride between SŽDC and the RU is carried out based on IS KAPO outputs, i.e. either based on the work delivery note or by means of an online application that allows subsequent control for editing individual data both by servicing IS KAPO and by the RU. The periodicity of data check-up in the work delivery note within a calendar month results from an agreement between the IS KAPO service personnel and an authorized employee of the RU and corresponds to the amount of checked-up data (volume of realized performance). Regardless of the number of work delivery notes for a partial amount of time of a calendar month, the work delivery note with all data of IS KAPO subtrains and invoice trains which ran for the given RU within the whole calendar month is always used for the final check-up. The check-up procedure including binding time limits and regulations for storing documents is regulated by SŽDC Instruction Is 10 the cogency of which for the RU is contained in provisions of the concluded contract on operating rail transport.

IV.5 The final IS KAPO output upon mutual check-up of invoiced performance and prices pursuant to Art. IV.4 is a monthly summary overview of invoiced prices with a structure according to individual product factors and the final price for infrastructure usage by rides of these trains. The monthly summary overview is sent to the RU together with the invoice for the given calendar period.

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 or cancelled allocated capacity

I.1. Reasons based on which SŽDC charges the applicant with sanctions for unused or cancelled 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 or cancelled capacity of each applicant to which capacity has been allocated. If it finds out that the RU did not use or the applicant cancelled the allocated capacity for reasons shown in Art I.1 it sends to the applicant to check the report of the unused capacity of IS KAPO containing details on individual paths, including quantifying the amount of the corresponding sanctions, which he intends to invoice. Any objections, supported by factual reasons, can be applied by the applicant within 5 working days from receipt of the report.

II. Billing sanctions for unused or cancelled allocated capacity

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

III. Calculation of the sanction

The sanction amount for unused or cancelled 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 or cancelled allocated capacity

Rate	Attribution	CZK/1 train/km
N ₁	Passenger and freight transport, rail network category 1	7.00
N ₂	Passenger and freight transport, rail network category 2	7.00
N ₃	Passenger and freight transport, rail network category 3	7.00
N ₄	Passenger and freight transport, rail network category 4	6.49
N ₅	Passenger and freight transport, rail network category 5	5.00