



Annexe “D”

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ADJUSTMENT OF THE PRICE ASSESSMENT

MAXIMUM PRICES AND CONDITIONS DETERMINED FOR USING THE INTRASTATE RAILWAY INFRASTRUCTURE OF NATION-WIDE RAILROAD AND REGIONAL RAILROAD IN RAILWAY TRANSPORT OPERATION

I.

Maximum prices for using the intrastate railway infrastructure of nation-wide railroad and regional railroad

A. Maximum price for using the intrastate railway infrastructure of nation-wide railroad and regional railroad for a freight train:

Operating the infrastructure (Operations control)

S _{1E}	42,65 Kč/train km
S _{1C}	38,77 Kč/train km
S _{1R}	34,89 Kč /train km

Ensuring the infrastructure operability (Infrastructure)

S _{2E}	56,51 Kč/1000 gross t km
S _{2C}	47,09 Kč/1000 gross t km
S _{2R}	35,32 Kč/1000 gross t km

B. Maximum price for using the intrastate railway infrastructure of nation-wide railroad and regional railroad for a passenger train:

Operating the infrastructure (Operations control)

S _{1E}	7,39 Kč/train km
S _{1C}	6,14 Kč/train km
S _{1R}	5,20 Kč/train km

Ensuring the infrastructure operability (Infrastructure)

S _{2E}	42,37 Kč / 1 000 gross t km
S _{2C}	33,68 Kč / 1 000 gross t km
S _{2R}	28,54 Kč / 1 000 gross t km

**C: The maximum price for using the intrastate railway infrastructure of nation-wide
railroad and regional railroad for 1 train is calculated according to the following formula:**

$$C_m = C_1 + C_2$$

$$C_1 = S_{1E} \times L_E + S_{1C} \times L_C + S_{1R} \times L_R$$

$$C_2 = \frac{Q}{1000} \times (S_{2E} \times L_E + S_{2C} \times L_C + S_{2R} \times L_R) \times n$$



a) non-electrified lines

$$C_m = (S_{1E} \times L_E + S_{1C} \times L_C + S_{1R} \times L_R) + \frac{Q}{1000} \times (S_{2E} \times L_E + S_{2C} \times L_C + S_{2R} \times L_R) \times n$$

b) electrified lines

$$C_m = (S_{1E} \times L_E + S_{1C} \times L_C + S_{1R} \times L_R) + \frac{Q}{1000} \times (S_{2E} \times L_E + S_{2C} \times L_C + S_{2R} \times L_R) \times n \times e$$

- C_m the maximum price for using the intrastate railway infrastructure of nation-wide railroad and regional railroad by one train for an agreed route
- C_1 the maximum price for using the intrastate railway infrastructure of nation-wide railroad and regional railroad by one train for an agreed route for operating the infrastructure (operations control)
- C_2 the maximum price for using the intrastate railway infrastructure of nation-wide railroad and regional railroad by one train for an agreed route for ensuring the infrastructure operability (infrastructure)
- S_1 a price for 1 train km as a share of the price for operating the infrastructure (operations control) per 1 train kilometer
- S_{1E} - on the railway infrastructure included in the European Rail System¹⁾
- S_{1C} - on the remaining infrastructure of nation-wide railroad¹⁾
- S_{1R} - on the railway infrastructure of regional railroad¹⁾
- S_2 a price for 1000 gross t km for a particular type of train as a share of the price for ensuring the infrastructure operability (infrastructure) for one thousand gross ton kilometers
- S_{2E} - on the railway infrastructure included in the European Rail System¹⁾
- S_{2C} - on the remaining infrastructure of nation-wide railroad¹⁾
- S_{2R} - on the railway infrastructure of regional railroad¹⁾
- L the distance of trains running, in kilometers, rounded up to whole kilometers
- L_E - on the railway infrastructure included in the European Rail System¹⁾
- L_C - on the remaining infrastructure of nation-wide railroad¹⁾
- L_R - on the railway infrastructure of regional railroad¹⁾
- Q gross weight of the train in tons, taken:
- **for a freight train:** as the sum of railway rolling stock weights, integrated in the train (motive power units, railway cars, other rolling stock on its own wheels) and the loaded goods weight (consignments), in tons, rounded up to whole tons
 - **for a passenger train:** as the sum of railway rolling stock weights, integrated in the train (motive power units, railway cars, other rolling stock on its own wheels) and passengers' weight (the number of seats x 0,08), in tons, rounded up to whole tons
- n a coefficient taking use of the railway cars with the tilting systems
- e a coefficient taking a train running powered by a motive power unit of independent traction on an electrified lines

If the train runs on the both types of lines (electrified a non-electrified) the maximum price for using the intrastate railway infrastructure of nation-wide railroad and regional railroad comes up as the sum of the maximum price for using the railway infrastructure on non-electrified lines according to the letter a) and on electrified lines according to the letter b).

¹⁾ The Allocator presents categorization of the railroads into the relevant category according to the line specification in the Network Statement published regarding to the Act No. 266/1994 Coll., on rail systems, § 34c, as amended by later regulations. Categorization is held by written statement No. 111/2004 Coll., of the Ministry of Transport (lines marked „E“) and government resolution No. 766, from December 20th, 1995 (lines marked „R“).



D: The coefficient taking use of the railway cars with the tilting systems “n”

Item no.:	n =
1. the train of the railway cars with the tilting systems	1,25
2. the train of the railway cars with the tilting systems if its using is not permitted	1,00
3. in the other cases	1,00

E: The coefficient taking a train running powered by a motive power unit of independent traction on an electrified lines “e”

Item no.:	e =
1. by using the independent active motive power units ²⁾	1,075
2. in the others cases	1,000

F. Use of the railway infrastructure by non-standard trains

By using the railway infrastructure for testing the railway cars running with the higher speed than is the maximum allowable speed, or with the higher maximum axle load than it's permitted on the relevant track line, the maximum price C_m is raised by 100 %.

G. Use of the railway infrastructure contrary to the allocated capacity

If the railway undertaking uses less than 50 % of the allocated train path for the period of one month, the allocator is entitled to charge a fee, that is not higher than the maximum price the railway undertaking would have paid for train kilometers of the allocated and not used capacity.

²⁾ *except for the cases necessary for the recovery of lines' passage after extraordinary events in railway transport (after accidents or disasters etc. - until the recovery of a normal traffic) and lines' maintenance, i.e. with both scheduled and unscheduled lockouts of tracks, contact lines etc. and other events disabling the use of a dependent motive power unit on an electrified line (e.g. when a supplier cuts off power etc.)*

II.

Conditions determined for using the intrastate railway infrastructure of nation-wide railroad and regional railroad (hereafter "railway infrastructure")

1. For the purpose of determining the maximum price for using the railway infrastructure, the railway infrastructure of nation-wide railroad and regional railroad means the infrastructure determined for transport by means of rolling stock, fixed railway installations necessary to ensure the railway rolling stock movement and installations serving to ensure railway operation safety (especially railway stations, railway superstructure and substructure, structures, telecommunications and safety devices, fixed contact lines).
2. The agreement on using railway infrastructure of nation-wide railroad and regional railroad is concluded between the rail system operator and an entitled railway undertaking which is a person authorized to carry business in a public railway transport when fulfilling the conditions determined by legal regulations³⁾. The agreement on price for using the intrastate railway infrastructure is concluded between the Allocator and an entitled railway undertaking.
3. The maximum price for using the intrastate railway infrastructure does not include:
 - a) the costs of control of a railway vehicle;
 - b) the costs of fuel (diesel oil, gas);
 - c) the costs of extent of services provided by a railway operator for an authorised railway undertaking⁴⁾;
 - d) the rent of use of buildings that serve for other purposes than operating the infrastructure and the costs of services connected with using these spaces;
 - e) the costs of allocation and reservation the capacity of railway infrastructure;



- f) the costs of services of informational systems specially requested by the railway undertaking except informations on the trains motion given out by the rail operator;
 - g) the costs of telecommunication services for commercial use specially requested by railway undertaking except costs related to the giving out informations on the trains motion;
 - h) the costs of a required train escort by a professional qualified staff of another entitled transport operator;
 - i) other performances required by railway undertaking, e.g. supply of fuels, greases, water, pre-heating of trains (cars), technical and commercial inspections of trains (cars), cleaning and fumigation etc.
4. The maximum price for using railway infrastructure is applied for running of separate motive power units, loaded (in passenger transport, occupied) as well as empty trains, power cars including electrical and other separate rolling stock on its own wheels owned or leased by an entitled railway undertaking.
 5. The maximum price is determined for:
 - a) **trains running for the purpose of ensuring services provided by railway undertaking related to transport of goods and live animals in public or private rail transport operation** (including freight trains with passenger transport) – according to the rates indicated in article I. letter A and proper coefficients determined in article I. letter D and E using formulas indicated in article I. letter C and conditions indicated in letter F;
 - b) **trains running for the purpose of ensuring services provided by railway undertaking related to passenger transport in public or private rail transport operation**, according to the rates indicated in article I. letter B and proper coefficients determined in article I. letter D and E using formulas indicated in article I. letter C. These rates are applied only in case of fulfilment of a condition, that train is used entirely for passenger transport; there shall be only rail vehicles on the train, that are used for passenger transport and related services and train shall be transported only by actuating rail vehicles necessary for train transport. Allocator judges conditions fulfilment for using these rates for private rail transport train within infrastructure capacity allocation process. In case of unfulfilled conditions the maximum prices according to procedure stated in letter a) or c) shall be used;
 - c) **other trains running for the purpose of railway undertaking operational needs**, according to the rates indicated in article I. letter A and proper coefficients determined in article I. letter D and E using formulas indicated in article I. letter C and conditions indicated in letter F;
 6. The decisive factor for determining the maximum price for using the railway infrastructure of nationwide railroad and regional railroad is a type of train, a total weight of train, a type of line and a length railway infrastructure where is running realized. In an unscheduled running through diversion for reasons on the part of the rail system operator the distance covered is determined according to the original allocated capacity of railway infrastructure. If the rail system operator discusses diverted routes with a railway undertaking at least 60 days before the scheduled running, the Allocator is entitled to charge for using the infrastructure through a diverted route.
 7. With an unscheduled running through a diversion the rail system operator submits on the entitled railway undertaking's request the mileage abstract of the capacity of railway infrastructure allocated originally.
 8. The maximum price for using railway infrastructure is applied for public as well private running.
 9. The maximum prices are given without VAT.
 10. Discounts of these maximum prices are published in the Network Statement released by allocator according to §34 Act No. 266/1994 Coll., on rail systems, and if the conditions determined in the Network Statement are met, they are claimed and have to be transparently provided to all railway undertaking fulfilling fair and non-discriminatory conditions.

³⁾ E.g. Act No, 266/1994 Coll., on Rail Systems, as last amended and its ordinance

⁴⁾ Decree 351/2004 Coll., on the extent of services provided by a railway operator for a railway undertaking