

Part A

Prices for the Use of a Regional Track Operated by PKP CARGO INTERNATIONAL, a.s., by Train and the Conditions for Their Use

The price for using the rail transport route by train on the Milotice nad Opavou – Vrbno pod Pradědem regional track is for passenger and freight trains calculated according to the following formula:

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

Where

$S_1 = 7.80$ CZK/pkm

$S_2 = 0.00$ CZK/1,000 tkm

L – train movement distance in kilometres rounded up to full kilometres

Q – gross train weight in tonnes as determined for the freight train as the sum of the weight of rail vehicles in the train and the weight of the load in tonnes rounded up to full tonnes

The cost of using the Milotice nad Opavou – Vrbno pod Pradědem regional rail route by train calculated according to the above formula is excluding VAT.

Part B

Prices for Using Regional Railway Operated by PDV Railway, a.s., by Train and the Conditions of Their Use

The price for using the railway transport route by train on the regional railway routes Sokolov – Kraslice and Trutnov hl. n – Svoboda nad Úpou is calculated for passenger and freight trains according to the following formula:

$$C = L \times C_{\text{freight1}} + L \times C_{\text{freight2}} \times Q/1000 + L \times C_{\text{passenger}} + L \times C_{\text{locomotive}} \quad [\text{CZK}]$$

where:

C = the final cost of using a route by one train for a negotiated transport route;

$C_{\text{passenger}}$ = 6.93 CZK/pkm, the final price for the use of the railway transport route by one passenger train for an agreed transport route related to the provision of operation of the railway route (traffic management) and converted to the price per 1 pkm as the share of the price for part of running costs (traffic management);

$C_{\text{locomotive}}$ = 6.93 CZK/pkm, the final price for the use of the railway transport route by one locomotive train for an agreed transport route related to the provision of operation of the route (traffic management) and converted to the price per 1 pkm as the share of the price for part of running costs (traffic management);

C_{freight1} = 36.60 CZK/pkm, part of a component of the final price for the use of the railway transport route by one freight train for an agreed transport route related to part of running costs (traffic management) and converted to the price per 1 pkm as the share of running costs (traffic management);

- C_{freight2}** = 37.00 CZK/1,000 tkm, part of the component of the final price for the use of the railway transport route by one freight train for an agreed transport route, related to a part of running costs (traffic management) and converted to the price of 1,000 tkm for the respective train type given as a share of the price for part of the running costs (traffic management) per thousand gross tonne kilometres;
- L** = the length of the route the train travelled in kilometres rounded up to full kilometres
- Q** = gross train weight in tonnes as determined for the freight train as the sum of the weight of rolling stock in the train and the weight of the load in tonnes rounded up to full tonnes.

Price for using the track does not include the cost of its allocation. Správa železniční dopravní cesty, státní organizace is the capacity allocator at regional railways run by PDV RAILWAY a.s.

The allocation of reserve capacity and own use of a route for movements directly conducting the diagnostics, measurement and maintenance of the railway infrastructure within the actions covered by the means for ensuring the operational availability of the railway is not priced.

The price for use of the railway by train is applicable to public and non-public transport and is determined excluding VAT. The rates for the use of the railway by train are equivalent to all Railway undertakers (hereafter “RU”) and the same type of service.

Part C

Prices for Utilisation of National and Regional Railways Operated by Správa železniční dopravní cesty, státní organizace, by Train and the Conditions for Their Application

I. General Information and Pricing Conditions for the Use of the Railway by Train

I.1 Driving all trains on the SŽDC network shall be subject to the payment of the cost of the use of the railway by train.

I.2. All parameters of the pricing model for the calculation of the price for the use of the train path shall comply with the applicable pricing regulations. The pricing model follows the pricing regulation principles for operations related to the use of railway infrastructure within the minimum access package. Basic information on the principles on which the pricing model was created is the subject of Chapter 6 of the Track Declaration..

I.3. The calculation of the price for the use of the track by train running may include only costs that meet the conditions of direct expense for the operation of railway transport to the extent determined by the valid assessment of the Ministry of Finance. The price is designed as two-component with separate calculation:

- (a) for the train itself
- (b) using passenger access roads.

In calculating the basic prices for these price components, the costs directly incurred for the operation of rail transport allocated to the individual components were used.

I.4 The costs of maintenance and repairs of fixed traction equipment are not subject to the calculation of the announced price for the use of the railway.

I.5. For the purposes of determining the cost of using a nationwide and regional railway system, a train movement means the movement of one or more rolling stock, including special drive trains, if it is organised as a train movement in the sense of traffic regulations.

I.6 The parameters and application conditions of the pricing model for the calculation of prices for use of the railway by train are binding on the Railway Operator (hereinafter referred to as SŽDC) and on all legal entities with whom the contract for operation of rail transport on the railway network owned by the Czech Republic operated by SŽDC was concluded (hereinafter referred to as RU).

I.7. Prices in the context of this Annex “C” are excluding VAT.

II. Price Model

II.1 The resulting cost of the use of the railway by train for a particular train on a track of a given category shall be calculated according to the following calculation formula:

$$C_v = \Sigma C_s + C_{PK}$$
$$C_s = L \times Z \times K \times P_x \times S_1 \times S_2$$

where:

- C_v = cost of using the railway by train [CZK]
- C_s = cost of using the railway by one sub-train [CZK] (see Article IV.3)
- L = length of the sub-train movement (see Article II.2)
- Z = basic price per 1 train km (see Article II.3)
- K = track category coefficient (see Article II.4)
- P_x = product factor P_1 to P_5 (see Article II.5)
- S_1 and S_2 = specific factors (see Article II.6)
- C_{PK} = the cost of using access roads for passengers on a passenger train (see Chapter IV.) [Kč]

II.2 **Length of the sub-train movement L [km]** is calculated for the purposes of calculating the cost of using the railway by train by reference to the topology of traffic points whose position on the track is stated with accuracy of one decimal place in the KANGO network. For verification, RUs can use the DYPOD application, available at the Infrastructure Operation Portal (<http://provoz.szdc.cz/dypod>).

II.3 **Basic price Z per 1 train km [CZK/pkm]** means the cost per one passenger kilometre calculated in accordance with the principles set out in Chapter I. This price is the same for all trains. For the validity period of this Network Statement, it is 21.50 CZK/pkm.

II.4 **Track category coefficient K** is a combination of factors that, during the period of validity of the annual timetable, affect the quality of the services provided by the RUs on the given track section, partly take into account the demand for capacity allocation in a given section, the ratio of costs incurred for the maintenance of lines of the relevant category in the previous statistical period, or the will of the Railway Operator to support keeping or increasing the range of ordered capacity on the tracks of the given category. The classification of the routes in individual categories is the result of an assessment of their current technical condition, technical equipment and taking into account the demand for capacity allocation on the TEN-T railway network and other tracks. The value of the coefficient for each track category is shown in the following table.

The categories of lines listed in the table and their corresponding coefficient values are used solely for the calculation of the price using the C_s subway train and there is no direct

dependence on the categorization of lines according to M01, M02 and M03 maps. The affiliation of the individual lines to categories 1 to 5 for the purpose of calculating the prices for the use of the train path is given in column 11 of Table B of Annex “B” to this Statement.

Track category	Coefficient value
1	1.15
2	1.12
3	1.00
4	0.88
5	0.71

In the table, the given track categories and their corresponding coefficient values serve exclusively for the calculation of the prices for the use of the railway by subtrain and there is no direct dependence on the categorisation of the tracks according to map data M01, M02 and M03. The classification of individual tracks in categories 1 to 5 for the purpose of calculating the prices for the use of the railway by train is shown in column 11 of Table B of Annex “B” to this Network Statement.

II.5 Product factor P_x is a factor that takes into account the segmentation of the market to services with different price levels. The reason for differentiation is either the direct costs incurred for a given service, or the support of the relevant market segment using state funding from the state budget. The following product factors are introduced in the pricing model:

P_1 – Passenger traffic

P_2 – Freight traffic non-specific

P_3 – Freight traffic within the collection and delivery system of individual train shipments

P_4 – Combined freight traffic

P_5 – Freight traffic – non-standard trains

The conditions for using the appropriate product factor in calculating the price for a particular train are covered in Chapter III. A single product factor is assigned to each train.

Individual product factors gain 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 Specific factor S_x is a factor whose purpose is to take into account in the price of the sub-train its composition or the wear and tear effects of the track. Corresponding values of both established specific factors are assigned to each sub-train in the calculation formula. The conditions for assigning values of specific factors to individual sub-trains are covered in Chapter III. The following specific factors are introduced in the pricing model.

II.6.1 S₁ – Track Wear Coefficient Depending on the Total Weight of the Train

This specific factor reflects the different track wear by trains of different weights. Total train weight [t] means the sum of the weights of all train vehicles including the weight of the passengers or the load rounded up to full tonnes. The specific factor values are set for the given total train weight range.

Weight interval [t]	Value S ₁	Weight interval [t]	Value S ₁
up to 49	0.42	1,000 to 1,199	2.77
50 to 99	0.49	1,200 to 1,399	3.36
100 to 199	0.59	1,400 to 1,599	3.88
200 to 299	0.76	1,600 to 1,799	4.36
300 to 399	0.94	1,800 to 1,999	4.89
400 to 499	1.14	2,000 to 2,199	5.37
500 to 599	1.34	2,200 to 2,399	5.92
600 to 699	1.50	2,400 to 2,599	6.39
700 to 799	1.76	2,600 to 2,799	6.88
800 to 899	2.03	2,800 to 2,999	7.30
900 to 999	2.31	over 3,000	8.35

II.6.2 S₂ – Equipment Coefficient of an Active Drive Vehicle in a Train with ETCS Signalling Block System (Level 2 or Higher)

Considering the fact that the support for the deployment of a signalling block system is aimed to be introduced to the widest extent, trains with active drive vehicles equipped with this device are favourably priced even when driving on track sections without a stationary part of the ETCS system. The price advantage does not apply to control cars. The amount of the price advantage in the price model takes into account the fact that, in accordance with Directive 2012/34/EU, the owners of drive vehicles with the ETCS equipment are provided with additional support from the state budget. Specific factor values S₂ are listed below. The value for the equipped vehicle is assigned to every train in which there is at least one active drive vehicle with ETCS, Level 2 or higher and does not change with the number of vehicles equipped this way. For assigning the S₂ value to respective vehicles with ETCS, Level 2 or higher, the entry in the IS REVOZ (Information System of the Registry of vehicles) (ticked “ETCS Price for using the railway by train in the “Vehicles” tab) is decisive, with the entry made at the request of the RU or the owner of the vehicle. New S value₂ is taken into account from the date of entry of the information into the IS REVOZ. The retroactivity of the information is not permissible. A RU that operates a vehicle of another owner is obliged to verify that the vehicle of the relevant inventory number has the information on ETCS equipment in the IS REVOZ to claim the entitlement of the more advantageous S₂ value. Substitution of this information by a mere reference to the equipment of other vehicles of the same series is not permissible.

Equipment of a Drive Vehicle with ETCS Level 2 or Higher	S ₂ specific factor value
Non-equipped drive vehicle	1.00
Equipped drive vehicle	0.95

III. Operating and Technical Conditions Affecting the Calculation of Prices

III.1 Mode of showing performance parameters for the calculation of the price for using the railway by train is governed by SŽDC Is 10.

III.2. The cost of using the railway by train corresponds to its actual composition, as determined by the information systems or train control, performed by SŽDC.

III.3. For calculating the resulting prices for using the railway by train, the actual travelled track is decisive and, in the case of a passenger train, the planned number of stops at the boarding and / or disembarking points of passengers. In the event that a train has been on a diversion route for reasons on the part of SŽDC, SŽDC shall proceed in accordance with the provisions of Commission Implementing Regulation (EU) 2015/909, Article 5, paragraph 4.

III.4 A passenger train for the purpose of determining the price for use of the railway by train is a train that has been assigned product factor P_1 in the Information System for Calculation of Price for Use of the Railway (hereinafter referred to as the IS KAPO). A freight train for the purpose of determining the cost of using the railway by train is a train that has been assigned one of the product factors P_2 , P_3 , P_4 or P_5 in the IS KAPO. The basic criterion for the admissibility of the assignment of the product factor to a train is the type of the train corresponding to the classification according to SŽDC D1, Articles 2206 to 2212 and listed in the header of the relevant train in the IS ISOR (Information System of Operations Management). The correctness of the declared type of the train is the responsibility of the RU that stated it in the request for allocating the track capacity and with regard to the required assignment of the correct product factor, it is required to check whether the train type specified by the allocator in the data timetable corresponds to the required composition and purpose of the train management. If it is found during the processing of outputs in IS KAPO by its attendant that the train (Sv) has driven only the traction vehicle (except the motor car or traction unit) in its entire route, its product factor will be changed to P_2 .

III.5 Conditions for Calculating the Final Price for Using the Railway by Train Using Product Factors P_3 or P_4

In order to support the development of selected segments of the market in the railway freight traffic, SŽDC announces different prices for the use of the railway by train, which are available in an equal and non-discriminatory way to all national and regional railway RUs operated by SŽDC. For trains that meet the conditions below, the resulting price shall be calculated using product factor P_3 or P_4 .

III.5.1 Conditions for the conversion of the basic price for use of the railway by train by the product factor₃ – freight transport within the collection and delivery system of individual train shipments

- Product factor P_3 shall be used for the following types of freight trains from the annual timetable and its regular changes or introduced on the basis of a positively assessed request for long-term ad hoc allocation of rail capacity if these trains are part of the collection and delivery system of the individual train shipments of the RU that asked for the assignment of product factor P_3 :
 - a) regular handling and siding trains,
 - b) selected regular national freight trains for the transport of individual wagon loads between train-making stations on infrastructure operated by SŽDC in which the train is reprocessed,
 - c) selected regular international freight trains for the transport of individual wagon loads between train-making stations where the train is reprocessed,

- The assignment of product factor P₃ for specific trains must be discussed by the carrier in writing with SŽDC's Commercial and Contractual Relations Department.

In the case of trains according to the annual timetable and its changes, the carrier submits a list of trains stating their number and starting and destination points on the SŽDC network.

In the case of individual ad hoc applications with the product, the long-term request of the RU shall indicate either a list of trains indicating their number (if already assigned) or a list of registration numbers of requests for allocation of individual railway capacity. In both cases, it indicates the starting point and final destination in the SŽDC network.

Each train must include information demonstrating its competence for the RU's collection and delivery system (this may include an extract from the train-making plan, an overview of continuity of trains in the freight and delivery system of individual shipments, resource information and load determination at stations where the train is supposed to manipulate, etc.). The list must be sent by the RU to Commercial and Contractual Relations Department in deadlines corresponding to the dates of submission of applications for the track capacity allocation (Chapter 4.3.1.8 or the first paragraph of Chapter 4.3.2 of this Network Statement). The actual assignment of the track capacity to the respective train is not a representation of the SŽDC's consent with the assignment of product factor P₃.

If the system of internal communication of the infrastructure manager does not give the approval of the department of trade and contractual relations of SŽDC with the assignment of the product factor P₃, the applications will be rejected by the infrastructure capacity allocator.

- Track numbers of trains according to the annual timetable, or changes thereof, which are, according to the negotiated list, intended for trains with product factor P₃, may not be used by the RU for routes of other relations. If the route number according to the negotiated list has been used by the RU for another relation, the RU loses the entitlement to product factor P₃.
- Application of product factor P₃ is not permissible for trains which ran composed of only one or more of drive vehicles.
- Application of product factor P₃ is not permissible for trains for which the train composition report in the IS ComposT (Information System of Composition of Trains) has not been acquired.

III.5.2 Conditions for conversion of the basic price for the use of the railway by train by product factor P₄ – combined freight traffic

- Product factor P₄ shall be used for freight trains composed exclusively of drive vehicles and towed vehicles for combined transport units (laden with these units or empty).
- The RU shall inform of the requirement on assigning product factor P₄ for a particular train in some of the following ways:
 - a) Before the entry into force of the 2020 annual railway guide or its amendments, the RU shall submit to the Commercial and Contractual Relations Department of SŽDC a list of scheduled trains for the annual timetable which are intended for combined transport and for which it shall claim the application of product factor P₄.
 - b) When ordering an ad hoc train to be granted the application of product factor P₄, the RU shall indicate product factor P₄ in the ISOR KADR (Construction of an

Ad Hoc Railway Guide) information system in the “Train Route Parameters” tab, section “Other data / Product Factor”.

- Application of product factor P4 is not permitted for a train that has been composed of only one or more traction vehicles, except for a train where the allocated route includes the driving of an incoming or outgoing traction vehicle and the share of unladed journeys in the total length of the allocated route is less than 50% .
- Application of product factor P₄ is not permissible for trains for which the train composition report_ in the IS ComposT has not been acquired.

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

- From the point of view of assigning the corresponding product factor, trains run for testing rail vehicles at a speed higher than line vehicles or vehicles with the axle weight greater than that prescribed for the section of the track are considered non-standard, or if driving requires special transport measures or non-standard operations (e.g. extra measurement or check of the track, guarding of crossings, etc.). The calculation of the price for a non-standard train is carried out by applying product factor P₅ freight traffic – non-standard trains.

IV. The cost of using access roads for passengers on a passenger train

IV.1 For the price of using access roads for passengers in a passenger train (hereinafter referred to as the price for access roads) SŽDC provides carriers with access roads for the arrival of passengers to and from their passenger trains. These are exclusively access roads that form part of the railway infrastructure subject to a minimum access package.

IV.2. The price for access roads shall be calculated for each specific train according to the following calculation formula:

$$C_{pk} = \sum_{n=11}^{15} (Z_n^{pk} \times m_{pk} \times N_{zn}), \text{ kde:}$$

where:

C_{pk} = the cost of using access roads for passengers on a passenger train [Kč]

Z_n^{pk} = basic price for one scheduled stop of a passenger train for boarding and / or disembarking of passengers at railway stations and stops of category “n” [CZK / stop]

m_{pk} = train weight for calculating the cost of using passenger access services on the passenger train [t] (see Article IV.4)

N_{zn} = the planned number of stops of a passenger train for boarding and / or disembarking passengers at "n" category railway stations and stops (see Article IV.2)

IV.3 All railway stations and stops on the SŽDC network are for the purpose of calculating the price for access roads divided into 5 categories marked 11 to 15. Categorization of railway stations and stops is performed according to their availability of access roads.

The criteria for the division of railway stations and stops into individual categories, the enumeration of categories and the affiliation of railway stations and stops to individual categories are subject to Table C of Annex “B” to this Rail Declaration. The categorization of railway stations and stops for the purpose of calculating the price for access roads has no connection with the categorization of tracks.

IV.4 **The basic price for a planned train stop for passengers boarding and / or disembarking** Z_n^{pk} [CZK / stop] is the price for one passenger train stopping for boarding and

/ or disembarking passengers calculated in accordance with the principles set out in Chapter I. The following basic prices apply for the period of validity of this Statement of Railways and for individual categories of stations and stops:

Categories of stations and stops for access charges „n“	Basic price Z_n^{pk} [CZK/stop]
11	0,08
12	0,09
13	0,05
14	0,04
15	0,06

IV.4 The train weight for calculating the cost of using the access roads for passengers on the passenger train m_{pk} [t] is the total train weight (see Article II.6.1) reduced by the mass of active trains according to REVOZ and rounded up to the full tonne. The source of information is data acquired by the IS CompoT in accordance with the rules of the SŽDC Is 10. The train weight serves as a benchmark for differentiating the charging of each scheduled stop of the passenger train according to its occupancy.

IV.5 The planned number of train stops for passenger get-in and get-off N_{zn} , which is decisive for the calculation of the cost of using the access roads for passengers on the passenger train, corresponds to the parameters of the allocated train path.

V. Processing Information in the IS KAPO Computational System and Approval of Invoiced Performances and Prices for Use of the Railway by Train

V.1 Calculation of prices for the use of the railway by train is performed through the SŽDC IS KAPO computational system for all trains that ran in the billing period under review. The initial supporting materials are the data on the ordered train route; the timetables issued the parameters of the actual train running and the planned number of passenger train stops for passenger get-on and get-off. These documents are imported to the IS KAPO from operational information systems (details are contained in SŽDC Is 10). The acquirer (RU) is responsible for accuracy of the data entered into the SŽDC computational system, including the application requirement of product factor P_3 or P_4 .

V.2 The sub-train is the object of the output information from the IS KAPO which arises from each new combination of a train number, track category coefficient and one or more specific factors. The sub-train is the only object whose parameters can be put into the formula for calculating the cost of using the railway by train. The sub-train does not serve to record the number of train stops and to calculate the cost of using the access roads for passengers on the passenger train.

V.3 Approval of invoiced performances and prices for access roads and bonuses for cars upgraded to reduce noise emissions between SŽDC and the RU shall be made on the basis of outputs from the IS KAPO, i.e. either on the basis of a working delivery note or through a web application which allows additional check of editing of individual data both by an IS KAPO operator and the RU. Details are shown in SŽDC Is 10. The periodicity of the approval

of the data in the working delivery note during the calendar month results from the agreement between an IS KAPO operator and a RU's authorised employee and corresponds to the amount of approved data (volume of realised outputs). Irrespective of the number of delivery bills per calendar period, the final delivery will always be used with a delivery note of all the train data that was within the scope of the carrier during the entire calendar month.

V.4 Settlement of comments in the IS KAPO web application is considered as a formal reconciliation of invoiced outputs and prices before data authorization and preparation of documents for invoice issuance. In the event that the carrier's delivery note circulates by 24:00 on the 10th day after the end of the invoiced month, the carrier shall either approve the performances and prices or shall notify the reasons for refusing to do so in writing. If SŽDC insists on the correctness of the proposed documents for invoicing, the procedure of both contracting parties shall follow the generally applicable legal regulations after issuing and sending the invoice.

V.5 After expiry of the time limit set out in Article IV.4, the IS KAPO operator shall execute the data authorisation for the relevant billing period and enter into the information system an instruction to produce a monthly summary of invoiced prices broken down by individual product factors that were assigned to trains of the respective RU in the billing month. The summary also includes the cost of access communications. The monthly summary report is shipped to the RU with the invoice.

Part D

Penalties for Unused or Denied Allocated Capacity of the Nationwide and Regional Railways Operated by Správa železniční dopravní cesty, státní organizace

I. General Information and Conditions for the Determination of Penalty for Unused or Denied Allocated Capacity

I.1. The grounds on which SŽDC charges the applicant with a penalty for unused or denied allocated capacity are given in Chapters 6.4.1 and 6.4.2 of this Network Statement.

I.2 SŽDC shall monitor in its information systems the extent of the unused or denied allocated capacity of each of the applicants to whom the capacity has been allocated. If it finds that the RU has not used or denied the capacity for the reasons set out in Article I.1, it shall send the applicant an overview of unused capacity from the IS KAPO containing the details of the individual routes, including the calculation of corresponding amount of the penalty to be invoiced. Possible objections based on factual reasons can be claimed by the applicant within 5 business days after receipt of the report.

II. Invoicing a Penalty for Unused or Denied Allocated Capacity

SŽDC invoices the applicants for penalties for unused or renunciation of allocated railway capacity on a quarterly basis (for details see chapter 6.7.3). Attached to the invoice is a summary of the penalty for unused or renounced allocated capacity for each month in which the penalty is imposed..

III. Calculation of the Penalty

The amount of the penalty for unused or denied allocated capacity is determined by the product of the length of the route in km (to 1 decimal place) and the penalty rates in CZK/km for each type of transport and the category of the track in accordance with Chapter. IV. In an attempt to motivate the RU to reject the capacity even in less than a month before the train

runs, SŽDC announces incentive penalty coefficients for unused or denied allocated capacity, at the rate indicated in Chapter V. The time limits referred to in Chapter V are calculated in hours from the hour and minutes of departure from the first point on the SŽDC network according to the assigned timetable. The resulting penalty for unused or denied allocated capacity is the sum of the partial penalties calculated for parts of the route on sections of the track with different categorisation multiplied by the appropriate coefficient according to the time limit for waiving the capacity referred to in Chapter. V.:

$$S = M_x \times (L_1 \times N_1 + L_2 \times N_2 + L_3 \times N_3 + L_4 \times N_4 + L_5 \times N_5) \quad [\text{CZK}]$$

where: S the resulting amount of the penalty for unused or denied capacity

M_x incentive coefficient (see Chapter V.)

L_x the length of train route according to each category of the railway (see Part C, Article II.4)

N_x Rate of penalty for unused or denied allocated capacity (see Chapter IV.)

IV. Rates of Penalties for Unused or Denied Allocated Capacity

Rate	Assignment	CZK/1 pkm
N_1	Passenger and freight transport, track category 1	7.00
N_2	Passenger and freight transport, track category 2	7.00
N_3	Passenger and freight transport, track category 3	7.00
N_4	Passenger and freight transport, track category 4	6.40
N_5	Passenger and freight transport, track category 5	5.00

V. Incentive Penalty Coefficients for Unused or Denied Allocated Capacity

Coefficient	Capacity denial deadline	Value
M_1	30 and more days before the movement	0.00
M_2	Less than 30 but 7 or more days before the movement	0.25
M_3	Less than 7 but 3 or more days before the movement	0.50
M_4	Less than 3 days before the movement	1.00

Part E

Bonus for Cars Modernised to Reduce Noise Emissions

I.1. In accordance with the European Commission's Implementing Regulation (EU) 2015/429 of 13 March 2015, SŽDC for the Timetable 2020 admits bonuses to RUs for the use of modernised freight vehicles to reduce noise emissions in the amount of CZK 0.10 per axle and travelled kilometre [akm]. The calculation of the bonus shall be made from performances completed from 1 January 2020.

I.2. The condition for granting a bonus for using a modernised car is:

- obtaining the right and unique train composition in the IS ComposT,
- its registration in the IS REVOZ, established on the basis of an application submitted by the RU or the owner of the vehicle and stating that it is a vehicle modernised to reduce

noise emissions under the conditions set out in the European Commission Implementing Regulation (EU) 2015/429 of 13 March 2015. The calculation of the bonus cannot be made for performances completed before the date of registration of the required information into the IS REVOZ. A RU operating a vehicle of another owner is obliged to verify the status of the record in the IS REVOZ for making a claim for the bonus .

I.3. The bonus for using modernised freight cars is calculated according to the following formula:

$$\mathbf{B_{EH} = \Sigma B_{EHV}}$$
$$\mathbf{B_{EHV} = N_v \times L \times 0.10}$$

where:

B_{EH} = the amount of the bonus for the RU for using modernised freight cars in all its trains that ran in the monitored period [CZK]

B_{EHV} = the amount of bonus for using modernised freight cars in one sub-train [CZK]

N_{in} = the sum of the axle counts of all modernised freight cars detected by the information system in the sub-train [axles]

L = length of the ride of the sub-train agreed upon when calculating the price for the use of the runway by its ride [km]

I.4. The bonus for the use of modernised freight cars is paid to RUs for a calendar month in which the movements of trains with modernised cars in the SŽDC network were registered. Bonus payment is increased by the respective amount of VAT.

I.5. On a monthly basis, SŽDC sends an overview of the performances of the modernised freight cars and the amount of the bonus awarded to the RUs.