

**ČD CARGO, a.s.**

**TVZ**

**TARIFF**  
**ČD Cargo, a.s.**

**Tariff No. 1154.00**

Ref. No.: 911-2023-O7/2

Effective from 01. 01. 2024

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## Records on changes and their validity

[illegible]

# List of used symbols and abbreviations

Modification	Meaning
CIM	Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM) - Appendix B to the COTIF
CMR	Consignment note within international carriage of goods by road
COTIF	Convention concerning International Carriage by Rail as amended by protocol from 03. 06. 1999
CUV	Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (CUV) - Appendix D to the COTIF
CÚ	Customs Office
ČD Cargo	ČD Cargo, a.s.
ČR	Czech Republic
DD	Import document
DIČ	Tax identification number
DIUM	Uniform Distance Table for International Freight Traffic
DPH (CZ) VAT (EN)	Value added tax
DÚZB	Document for the purposes of safety and security
EU	European Union
EUR	European currency
EUR1	Certificate of origin of the goods
IČ	Identification number
INTRASTAT	Statistics on the movement of goods inside the EU
IS	Information system
JSD	Unified administrative document
JSDd	Unified additional administrative document
JOPP	Unified business-carriage conditions for sidings
Kč	Czech Koruna – monetary unit in the Czech Republic
KDV	Short-term vehicle hold
MD	Ministry of Transport
MZ	Extraordinary consignment
NCTS	New Computerised Transit System
NHM	Harmonised commodity code
NL (CZ) CN (EN)	Consignment note
NL CIM (CZ)	CIM Consignment note

Modification	Meaning
CIM CN (EN)	
NL CIM/SMGS (CZ) CIM/SMGS CN (EN)	CIM/SMGS Consignment note
NL vnitro (CZ) Domestic CN (EN)	Consignment note for domestic transport
NP	Reconsignment
OPT	ČD Cargo Traffic Receipts Clearing Olomouc
PD	Ancillary charges
PP	ČD Cargo Operational workplace
RID	Regulations concerning the International Carriage of Dangerous Goods by Rail, (RID) - Appendix C to the COTIF Annex C to COTIF Convention
ŘP	ČD Cargo Operation control Česká Třebová
Sb. (CZ)/Coll. (EN)	Collection of Laws
SMGS	Agreement on International Goods Transport by Rail
SP	Dispatch charges
SPD	Excise duties
SPP	The contractual carriage conditions of ČD Cargo, a.s.
TBDD	Transit/safety accompanying document
TBSP	Transit/safety list of items
TDD	Transit accompanying document
TIR	Transport International Routier
TVZ	Tariff of ČD Cargo, a.s.
ÚDIV	Central Wagon Management
UIC	International Union of Railways
UTI	Intermodal transport unit (large container, swap body, road semi-trailer)
VBJS	Export/safety unified administrative document
VDD	Export accompanying document
VL CUV (CZ) CUV WN (EN)	CUV Wagon note
VP	Siding charge
VSP (CZ)/AVV (EN)	General Contract of Use for Wagons
ZAN	Document specifying restrictions or suspension of transport by rail

# Definitions of Terms

This Tariff includes the terminology as follows:

**Agent:** a person lodging a customs declaration in his/her own name or a person in whose name a customs declaration is lodged;

**Carrier:** railway carrier;

**Carrier ČD Cargo:** for the purposes of this Tariff, solely the carrier ČD Cargo a.s.; in the text, ČD Cargo may also be used alone;

**Carriage charges:** price for transportation of a wagon consignment; including additional fees having the nature of carriage charges;

**Wagon keeper:** a physical or legal entity owning the railway wagon or entitled to use it, who uses the wagon economically and permanently as a transport vehicle and is registered in the vehicle register;

**Load handling:** loading of a consignment into a wagon or unloading of a consignment from a wagon;

**Consignment note:** The transport document on the conclusion of the contract of carriage for transporting goods or live animals as a wagon consignment;

**Dangerous goods according to RID:** Substances and subjects which cannot be transported according to RID or the transport is permitted solely under the defined conditions;

**Client:** a physical or legal entity which requires the service provision from the carrier ČD Cargo;

**Consignor:** a physical or legal entity defined in the transport document on whose behalf the consignment is handed over for transport with the respective transport document;

**Payer:** a physical or legal entity paying the carriage charges, other charges, and amounts resulting from the business activity of the carrier ČD Cargo, and which may be:

- Consignor; or
- Consignee; or
- The service order party; or
- Another physical or legal entity, which does not participate in the contract of carriage but pays the freight charges for the consignor or the consignee based on the payment contract.

**Payment contract:** for the purposes of TVZ, a payment contract means the General Contract on Carriage and Payment Conditions, Contract on Central Clearance or any other contract containing payment conditions between ČD Cargo and the customer;

**Wagon consignment escort:** a person authorised by the consignor who takes care of the consignment during transport;

**Transport to third countries (transport outside the European Union):** Transport from any EU member state to any EU non-member state;

**Customer:** a physical or legal entity which is the consignor or the consignee of the wagon consignment or combined transport consignment according to Part IV of the Tariff;

**Freight charges:** the carriage charges and ancillary charges for the execution of transportation;

**Consignee:** a physical or legal entity specified by the consignor in the transport document and designated to receive the consignment according to the document;

**Lists of stations:** application “Stations and managing clerks” available at [www.cdcargo.cz](http://www.cdcargo.cz);

**Contractual carriage charges:** carriage charges, the amount of which and the conditions for its provision are defined by a separately concluded contract between the carrier ČD Cargo and the payer (e.g., a customer agreement/contract of carriage);

**Forwarding station:** Station, defined in the List of stations, alternatively in DIUM, where the consignor submits the consignment for transport;

**Destination station:** Station, defined in the List of stations, alternatively in DIUM, where ČD Cargo is supposed to transport the consignment to;

**Tariff carriage charges:** carriage charges calculated under this Tariff;

**Tariff distance:** The distance from the forwarding station (entry border point during import or transit) into the destination station (exit station during export or transit), for which the consignment carriage charges are calculated;

**Third countries:** Countries except the EU member states;

**Siding operator:** the owner or the lessee of a siding or a natural or legal person designated in writing by the owner or by the lessee of a siding, with whom ČD Cargo has entered into a Contract on Business and Transport Conditions at Siding;

**Wagon load** (hereinafter also referred to as “consignment”): a consignment the carriage of which requires exclusive use of at least one wagon and which is submitted for carriage with a consignment note; a complete wagon load also means:

- empty or loaded containers or swap bodies, semi-trailers transported on a railway vehicle;
- empty or loaded railway vehicles which are not owned by the carrier transporting the consignment and are submitted by the sender for carriage with a consignment note.

**CUV Wagon note:** a document accompanying empty wagons in terms of VSP/AVV;

**Wagon not provided:** a freight railway wagon

- the keeper of which is not ČD Cargo, or
- the keeper of which is a subject with whom ČD Cargo has not concluded an agreement on mutual use of wagons, or
- a wagon of the keeper ČD Cargo that is leased to another subject;

**Wagon provided:**

- **a wagon of the keeper ČD Cargo:** a freight railway wagon the keeper of which is ČD Cargo or a wagon of another keeper which is rented to ČD Cargo, or
- **a wagon of a contractual keeper:** a freight railway wagon of another keeper with whom ČD Cargo has concluded an agreement on mutual use of wagons;

**Customer:** a general term for a physical and/or legal entity in a contractual relationship with ČD Cargo, which may be e.g. consignor, consignee, client;

**Consignment of combined transport:** a consignment of loaded or empty large containers, swap bodies or road semi-trailers handed over for transport;

**EU countries:** EU member states;

**Mode change for carriage by rail:**

- a) international carriage follows a completed domestic carriage by rail,
- b) domestic carriage follows a completed international carriage by rail.



# PART I

## TARIFF REGULATIONS

### SECTION 1. GENERAL CONDITIONS

1. The carrier ČD Cargo announces **Tariff ČD Cargo, a.s.** (hereinafter referred to as „Tariff“). The indication of tariff in other documents and contracts is TVZ.
2. The general binding regulations valid for the transport of wagon consignments include:
  - a) The contractual carriage conditions of ČD Cargo, a.s. (SPP),
  - b) Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM) – Appendix B to the COTIF,
  - c) Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) – Appendix C to the COTIF,
  - d) Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (CUV – Appendix D to the COTIF,
  - e) Loading directives of the UIC.
3. Tariff indication with the digits complies with the Standard production classification (CZ-CPA) issued by the Czech Statistical Office, code 49.2 Rail freight transport and 52.21.1 Services related to railway transport.
4. Not applied.
5. The Tariff wording in force is published on the website [www.cdcargo.cz](http://www.cdcargo.cz).
6. If a customer agreement/contract of carriage is not concluded between ČD Cargo and the customer in writing and duly signed by both parties, and despite that the transportation will be carried out for the customer, the tariff freight charges shall be applied to such transportation (even if a reference on the draft of a not yet concluded customer agreement/contract of carriage, or contractual freight charges shall be provisionally invoiced according to the reference to the draft of the not yet concluded customer agreement/contract of carriage; in such cases, ČD Cargo has the right to invoice the freight charges up to the full amount of the tariff freight charges). In the event that a customer agreement/contract of carriage is concluded between the customer and ČD Cargo within a reasonable time (no later than 2 months after the start of the transportation), the contractual freight charges shall be used for the aforementioned transportation instead of the tariff freight charges from start of the transport realization.

If the actions, for which additional charges should be calculated, were preceded or will be followed by transport provided by the carrier ČD Cargo, the SP, PD and VP amounts listed in Annex 1 of this Tariff shall be used. In the event that this transportation is not provided by ČD Cargo, the amount for the performance of the relevant action shall be contractually determined by the carrier ČD Cargo.
7. Prices for the tasks in the domestic transport unspecified in this Tariff are subject to an agreement or a contract according to § 2 Act No. 526/1990 Coll., on prices, as amended. The contacts of the carrier ČD Cargo to agree on the contractual prices are defined on the website of ČD Cargo.
8. The prices stated in this Tariff are VAT excluded.

9. ČD Cargo is entitled to change or complete the Tariff any time. Change or completion of the Tariff will be published at least 15 calendar days before the change or amendment comes in force by means of the website [www.cdcargo.cz](http://www.cdcargo.cz). It is considered that the client/customer accepted the proposed change/amendment of the Tariff if no refusal in writing was performed by the customer/client and delivered to ČD Cargo at the latest on the working day prior to the day when such proposed changes or amendments shall become effective. If the customer/client refuses the proposed change or amendment, it shall be subject to the current Tariff without new amendments or changes refused by the customer/client. ČD Cargo is authorised to withdraw from the contractual relationship with the customer/client with immediate effect if the customer/client refuses the proposal for a change/amendment of the Tariff in writing. The customer/client and ČD Cargo acknowledge and agree that
- a) the nature of this Tariff indicates reasonable requirement of later changes of the Tariff,
  - b) any changes of the Tariff for the purposes of the provision of § 1752, clause 1 of the Civil Code are considered adequate.
10. This Tariff becomes effective on **January 1, 2024**. In case of announcing the changes of the Tariff, the date of Tariff validity as amended is defined in the table „Records on changes and their validity“.
11. ČD Cargo herewith announces that this document does not have the character of a contract (offer) proposal, a public appeal to submit offers (public tender for the most suitable offer) or a public offer as per act No. 89/2012 Coll., Civil Code, as amended. This document, and the content published in it on the website of ČD Cargo, do not stipulate the obligations of ČD Cargo to conclude a contract, and any expectations of a contract conclusion. The termination of negotiations of any contract in any phase by ČD Cargo cannot be perceived as illegal, and cannot result in the obligation of ČD Cargo or other demands from ČD Cargo. The respective contract with the content defined by the reference to this document is not a contract concluded by the adhesion method, and ČD Cargo does not relieve the second contractual party from the real opportunity to affect the content of the contract within the scope of its general conditions.
12. ČD Cargo and all other persons to which this Tariff applies (hereinafter referred to as “**Persons**”) undertake to protect the personal data they will process under and/or in connection with this Tariff. When processing personal data, the Persons are obliged to secure, in particular, that the personal data are processed in a lawful manner, only to a necessary extent and for a necessary period of time, and that the personal data are safeguarded by technical and organizational means in order to prevent unauthorized or accidental access to such data, their change, destruction or loss, unauthorized transmission, any other unauthorized processing and other misuse. The Persons are also obliged to secure that the fulfilment of all obligations arising from legal regulations, in particular from the General Data Protection Regulation (GDPR), is secured in personnel and organizational terms throughout the duration of the personal data processing.
13. In the case of a different interpretation of the text in the Czech and English versions, the interpretation of the tariff in the Czech language is decisive.

## SECTION 2. BASIC TARIFF PROVISIONS

### § 1

#### Scope of the Tariff validity

1. The Tariff shall be applied for transport of consignments provided by ČD Cargo on the territory of the Czech Republic, unless another price agreement has been concluded. Calculation of freight charges for transport of consignments performed by foreign branches of ČD Cargo or by its subsidiaries is realized solely on the basis of contractual agreements.
2. The Tariff is used for calculation of the freight charges for transport of consignments:
  - 2.1 In the domestic transport,
  - 2.2 In international transport according to COTIF if ČD Cargo is the export, import or transit carrier in the ČR.
3. The Tariff applies to physical and legal entities.
4. The Tariff is used for the specification of SP, PD, VP.
5. The Tariff is used for the specification of NHM and the specification of the tariff distance.

### § 2

#### Tariff currency

1. The rates of carriage charges, fees and amounts defined in this Tariff are stated in CZK.
2. The rates of carriage charges and amounts defined in Part IV of this Tariff are stated in CZK and in EUR.
3. ČD Cargo reserves the right to use carriage charges during invoicing, SP, PD, VP and amounts defined in the Tariff with the respective equivalent in EUR. The equivalent will be determined on the basis of the use of the conversion rate of the carrier ČD Cargo published on <http://kurzy.cdcargo.cz> valid on the day of concluding the contract or on the day of the performed activity.

### § 3

#### Principles for calculating the carriage charges and fees

1. Unless contractually agreed otherwise, the calculation of the carriage for goods or items submitted for rail carriage with a consignment note as a wagon load or a combined transport consignment will be performed according to this Tariff.

The freight charges include the carriage charges and ancillary charges and amounts specified in the Tariff.

Ancillary charges up to No. 27 (inclusive) have a character of carriage charges.
2. The carriage charges calculation for the transport of a wagon consignment include these basic indicators:
  - Type of goods,
  - Tariff distance,
  - Type of wagon (two-axle wagon, multi-axle wagon; special or other),
  - Railway wagon keeper,
  - Transport mode (domestic, international),
  - Character and size of intermodal transport unit,

3. Not applied.
4. The freight shall be set out for the carriage of a rail wagon for the concerned chargeable distance, using the Table of carriage charges A. The rules for the calculation of the freight in combined transport are stated in Part IV of this Tariff.
5. The weight of the loaded goods must comply with the rules referred to in SPP, i.e. the weight of the loaded goods must not exceed the weight limit of the wagon and must not exceed the maximum admissible loading weight applying to the line of the lowest line class on the route and to the designated train speed.
6. Based on a contractual agreement, the freight may be calculated for an indivisible set of wagons or for a complete train. An indivisible set of wagons or a complete train is considered to be transports dispatched with one consignment note / CUV wagon note to which a list of wagons is attached or, when dispatched with more consignment notes / CUV wagon notes where records about such agreed methods of dispatch are made in the consignment notes / CUV wagon notes. Carriage charges for these transports are always stipulated by contract.
7. Based on a contractual agreement, the freight may be calculated on the basis of the weight of the consignment (e.g. per metric ton). In such case, the actual weight of the consignment stated in the consignment note, rounded up to whole tenths of metric ton (1 - 100 kg = 0.1 metric ton) shall be used for the calculation of the freight. The rules for stating the consignment weight in the consignment note, which are set out in SPP, are not affected by the provisions of this Part.
8. The carriage charges and ancillary charges in CZK calculated according to the provision of the Tariff is rounded to the whole CZK; with the amount lower than 0.50 CZK rounded down and from 0.50 CZK inclusive up. This principle also applies to carriage charges or to fees stipulated by contract. The carriage charges and ancillary charges contractually stipulated in EUR shall be rounded mathematically to whole cents (EUR 0,01). Mathematical rounding to whole cents means that with amounts in EUR, the digit in the second decimal place stays unchanged (if the third decimal place contains a digit 0-4), or is increased by "1" (if the third decimal place contains a digit 5-9). Digits beyond the second decimal place are not stated.  
The rounding of freight charges for combined transport consignments is specified in Part IV of this Tariff.
9. The calculation of the carriage charges is performed according to tables defined in Annex 1 of the Tariff:
  - Table of carriage charges A - for the wagon consignments (with the exception of combined transport),
  - Table of carriage charges C for the combined transport consignments in domestic transport,
  - Table of carriage charges G for empty rail wagons as the transport means,
  - Table of carriage charges H for the combined transport consignments in international transport,
  - Table of carriage charges P for the specification of carriage charges between the border point and the reconsignment station.
10. If an empty wagon is sent for cleaning, washing or disinfection in cases when the customer is obliged to perform the tasks (see article 2.11.9 of the SPP), the carrier ČD Cargo calculates for a vehicle, of the transportation from the station of dispatch to the

cleaning, washing or disinfection station the carriage charges according to § 10 of this Part.

The obligation to pay for the cleaning, washing or disinfection of the wagon is not affected by this point.

11. Not applied.
12. Not applied.
13. If the basic carriage charges increase or decrease according to special tariff provisions, the calculation procedure for the carriage charges is as follows:
  - 13.1 the calculation includes basic carriage charges according to this paragraph. If it is the final amount, the carriage charges is rounded in compliance with point 8 of this paragraph,
  - 13.2 the increased (reduced) amount is calculated from the basic carriage charges according to the percentage defined in the special tariff provisions,
  - 13.3 if according to special tariff provisions the carriage charges is multiple times increased (reduced) in percentage, the carriage charges calculation is performed by adding the percentage increase (reduction),
  - 13.4 if the increase (reduction) is limited by the minimum (maximum) sum, it is necessary to compare the minimum (maximum) amount with the percentage increase (reduction). If the minimum (maximum) amount is applied for the calculation, percentage increase (reduction) is not included,
  - 13.5 the increased (reduced) amount is added to the non-rounded carriage charges calculated according to point 13.1 of this paragraph and the final amount is rounded in compliance with point 8.
14. The performances of ČD Cargo not included in the carriage charges or services performed upon the customer's request or based on the administration authorities' regulations or during the removal of exceptional events during transport (circumstances preventing carriage, loading or technical defects, circumstances preventing delivery) are subject to charges defined in Annex 1 of this Tariff or agreed contractual charges.
15. Shunting of a wagon damaged by the customer or by a third party to the place of repair or to the wagon inspection location including its transport is subject to calculation of ČD Cargo's charge of:

during the contract of carriage fulfilment:

  - PD 80.60 for a wagon provided and not-provided;

outside the contract of carriage:

  - PD 80.60 for a wagon provided,
  - carriage charges according to § 10 of this Part for wagon not-provided.
16. If the freight is set out in a special contract between the customer and ČD Cargo on the basis of the weight of the consignment and if the freight for the ascertained weight is not set out in such contract, the freight for a wagon shall be calculated based on the Tariff.
17. Where the maximum admissible loading weight of the wagon and other weight limits of the wagon or lines used (see point 5 of this paragraph) is exceeded, the customer is obliged to pay ČD Cargo the "Charge for endangering the railway operation safety" PD 80.50 and the "Weighing charges" PD 34.50, or PD 34.51.

If the excess weight is removed and placed into another wagon, the freight for the wagon with the main consignment shall remain in the original amount. The wagon holding the

removed excess weight shall be handled as a separate consignment and the freight shall be set out under point 4 of this section for the distance from the station where the excess weight was removed to the station of destination.

18. Not applied.
19. If the submitted wagon consignment is additionally found to be an extraordinary consignment in accordance with pertinent provisions of the SPP, the carrier ČD Cargo shall detain such a consignment and proceeds in accordance with provisions of the SPP. Tariff terms are solved by § 15, Part I, of this Tariff.
20. Not applied.
21. If the customer records incorrect data on the price or data of the customer agreement in the consignment note, they are not entitled to the price defined in the respective contract or in the customer agreement. If the carrier ČD Cargo still acknowledges that price to the customer, it is entitled to claim reimbursement of administrative costs from the customer in relation to the processing and accounting of the transport. For every such accounted consignment, the carrier ČD Cargo is entitled to apply PD 77.01.
22. If rolling stock on its own wheels is submitted for carriage with a specified speed less than 90 km/h, or a consignment in the railway wagon with a specified speed less than 90 km/h, even for only a part of the transport route, the carriage charges will be defined by the carrier ČD Cargo contractually. If such a consignment is forwarded as an exceptional one, the procedure is as per § 15 Part I of this Tariff.
23. If the wagon required by the Loading application form is refused by the customer, PD 82.42 will be applied.
24. In the event that, as a result of a circumstance that did not arise due to a reason on the part of ČD Cargo, a.s. (especially diversions caused by infrastructure manager closure activities), the actual transport route is longer than the originally planned transport route specified in the customer agreement/contract of carriage, ČD Cargo is entitled to demand from the customer payment of a fee for each kilometer of the route that is realized in addition to the original route length specified in the relevant customer agreement/contract of carriage, as compensation for additional costs of ČD Cargo, a.s. for the realization of a longer transport route. This fee is **CZK 50 per wagon and one kilometer**.

In cases when the diverting transport route is significantly more costly (e.g. slope difficulty requiring the use of more driving vehicles), the carrier ČD Cargo, a.s., reserves the right to require the customer to compensate for the actual extra costs; however, ČD Cargo, a.s., is obliged to inform the customer about this fact in advance.

The above shall not apply if the customer concludes with ČD Cargo, a.s. an amendment or a/new customer agreement/contract of carriage, the prices of which shall be calculated and determined on the basis of a longer/more costly transport route in relation to the period for which this new agreement/contract/amendment is concluded.

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## SECTION 3. SPECIAL TARIFF PROVISIONS

### § 4

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### § 5

#### Rolling stock on its own wheels

1. Transport of an approved type rolling stock on its own wheels (NHM goods position 8606 according to Part II of the Tariff) in the train of the carrier ČD Cargo is subject to the carriage charges according to basic or special tariff provisions under:
  - Table of carriage charges A reduced by 15% for rolling stock loaded,
  - Table of carriage charges G for rolling stock empty.
2. The rolling stock on its own wheels transported in the carrier ČD Cargo's train and the rolling stock moving by their own power is accepted for transport according to the conditions defined in Chapter 3.5 of the SPP.
3. The carriage charges for transport of rolling stock of other NHM goods positions on its own wheels, rolling stock of not approved types on its own wheels, rolling stock moving with its own power with participation of a ČD Cargo's employee will be defined by the ČD Cargo contractually. The carriage charges shall be defined by the carrier ČD Cargo contractually even in case the ČD Cargo performs a test drive of the rolling stock moving with its own power and the rolling stock is not owned by the ČD Cargo. ČD Cargo shall also set out in the contract the freight for the carriage of rail cranes and other special vehicles.

### § 6

#### Application of match and barrier wagons Application of more wagons

1. The freight for provided empty barrier wagons, empty inserted wagons and empty match wagons (NHM 992400) shall amount to **CZK 50** per wagon and per kilometre but no less than **CZK 3000**. If a barrier, inserted or match wagon is not a provided wagon, the freight shall be set out under § 10 of Part I of this Tariff.
2. If one common match or barrier wagon is added to two wagon consignments to the same destination station, the carriage charges are calculated for the match or barrier wagon for one consignment only. If the consignments with one match or barrier wagon are forwarded to different stations, the first station must be located on the transport route into the second station and the carriage charges are calculated for the match or barrier wagon to the farther station. This procedure can be applied only in case the payer is identical for both wagon consignments.
3. If a consignment is loaded on a barrier or match wagon, the freight for such consignment shall be calculated under the basic or special tariff provisions applying to the loaded goods; the freight for a guard or connecting wagon under point 1 of this paragraph shall not be calculated in such case.

**§ 7**

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**§ 8**

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**§ 9**

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**§ 10**

**Carriage of empty railway wagons as a means of transport**

1. The provisions of this clause relate to transport of empty railway wagons submitted for transport as a means of transport NHM 992100, 992110, 992120, 992130, 992140; 992200, 992210, 992220, 992230, 992240 and 992400.
2. The transport of railway wagons defined in point 1 of this clause is subject to carriage charges according to the Table of carriage charges G Annex 1 of the Tariff. For their acceptance for transport with a required non-standard transit period or in a block train or group of wagons, the carriage charges will be defined by ČD Cargo contractually.
3. Empty railway wagons as a means of transport are subject to the carriage charges according to this clause including the empty wagons with a mounted structure or loaded with a dismounted structure (solely from one wagon) to secure the load.
4. Not applied.
5. In cases where the transport of an empty railway wagon forms part of the business case of the carrier ČD Cargo, the carriage charges for empty railway wagons as a means of transport will be determined as follows:
  - 5.1 carriage charges for the transport of empty railway wagons (with the exception of wagons for intermodal transport) will be defined contractually by ČD Cargo. The carriage charges can also be defined by the employees of the ČD Cargo's foreign representation;
  - 5.2 The carriage charges are calculated for the transport of empty railway wagons for intermodal transport according to the principles defined in Part IV of the Tariff.
6. The fact that the transport of an empty railway wagon forms part of a business case of the carrier ČD Cargo will be decided by the sales manager responsible for the previous or successive transport in the loaded run.

**§ 11**

**Transport of consignments in “not provided” wagons**

1. The transport of wagon consignments in “not provided” wagons is subject to carriage charges according to basic or special tariff provisions, and the result is reduced by 15%.



## § 12

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## § 13

### Reconsignment

1. Reconsignment is subject to the provisions of chapter 2.14 SPP.
2. Reconsignment is subject to carriage charges according to basic or special tariff provisions in each consignment note independently.
3. If the reconsignment is performed with a domestic CN after a completed transport accompanied by a CIM (CIM/SMGS) CN or CUV WN in a station defined in column 3 of the Table of carriage charges P in Annex 1 to this Tariff, ČD Cargo calculates the carriage charges between the border point defined in column 2 and the station defined in column 3 for the wagon, regardless the number of axles and the increase or reduction according to special tariff provisions the amount according column 4 of the Table of carriage charges P within the corresponding relation. If the reconsignment is realized in a different station, the carriage charges are calculated according to the Table of carriage charges A or G.
4. If the reconsignment is realized with a CIM (CIM/SMGS) CN or CUV WL after a completed transport accompanied by a domestic CN in a station defined in column 3 of the Table of carriage charges P in Annex 1 to this Tariff, ČD Cargo calculates the carriage charges between the station defined in column 3 and the border point defined in column 2 for the wagon regardless the number of axles and the increase or reduction according to special tariff provisions the amount according to column 4 of the Table of carriage charges P within the corresponding relation. If the reconsignment is realized in a different station, the carriage charges are calculated according to the Table of carriage charges A or G.
5. Ancillary charges stated in Annex 1 of the Tariff are calculated for the performance of the carrier ČD Cargo associated with the reconsignment.

## § 14

### Amendment of the contract of carriage, withdrawal from the contract of carriage

1. In case of amending the contract of carriage (Chapter 2.19 SPP) which changes the destination station, the tariff distance is established separately from the forwarding station to the station of the amendment of the contract of carriage, and from this station to the new destination station. The carriage charges are calculated for the total of tariff distances from the forwarding station to the new destination station.
2. The carriage charges calculation according to the former clause is not performed in case of amending the contract of carriage based on an achievable proposal of the customer in case of circumstances preventing carriage not caused by the customer. The carriage charges are calculated to the new destination station for the tariff distance from the original forwarding station to the new destination station. The carrier ČD Cargo must

record this in the consignment note. PD 82 Amendment of the contract of carriage does not apply.

3. If the consignment, upon the proposal of the entitled party, included an amendment of the contract of carriage in a station en-route, which is at the same time the new destination station, the carriage charges are calculated from the forwarding station to this station only.
4. If the consignment includes an amendment of the contract of carriage in the station defined in column 3 of the Table of carriage charges P in Annex 1 of this Tariff to the destination station defined in the List of stations, ČD Cargo calculates the carriage charges between the border point and the station of the amendment as per point 3 § 13 of this section, from the station of the amendment to the destination station according to the Table of carriage charges A or G.
5. The provisions of point 4 of this clause do not relate the consignments subject to the amendment of the contract of carriage on the consignee as per column 3 of the Table for carriage charges P in Annex 1 of this Tariff. In such a case the carriage charges between the border point and the station of the change are calculated by ČD Cargo according to the basic or special tariff provisions; Table of carriage charges P does not apply.
6. The carrier ČD Cargo is entitled to account ancillary charges arising from the performance of the amendment of the contract of carriage or withdrawal from the contract of carriage defined in Annex 1 of the Tariff unless the sales manager of the ČD Cargo in charge of the respective business case states otherwise.

## § 15

### Exceptional consignments

1. Exceptional consignments shall be transported under the conditions stated in Chapter 3.7 of SPP.
2. The carriage charges for the transport of exceptional consignment as well as other transport conditions are defined contractually by the carrier ČD Cargo.
3. If the ČD Cargo is presented with an Order for the negotiation of the transport of an exceptional consignment, ČD Cargo charges, according to the character of the exceptional consignment, PD 82.31 to 82.35. These charges must always be paid even in case that carriage is not realized due to reasons on the side of the customer or by the issue of a rejecting "Decision on exceptional consignment".

## § 16

### River ports

1. Transport to and from the river ports according to the provisions of this Tariff includes the transport of wagon consignments from the forwarding stations defined in the List of stations to sidings of river ports Děčín-Loubí, Kolín Labe, Lovosice-Prosmyky 1, Mělník Labe, Ústí nad Labem-Mariánská Skála, Ústí nad Labem-Olšinky and Ústí nad Labem-Větruše, and vice versa.

2. Between the sidings of river ports and their connection stations, only the relevant PD 27 listed in Annex 1 of this Tariff is calculated unless otherwise agreed in the contract.
3. For the purpose of this paragraph, the connecting stations related to the individual sidings of the river ports are:

tariff name of river port station	connecting station
Děčín-Loubí	Děčín východ
Kolín Labe	Kolín
Lovosice-Prosmyky 1	Lovosice
Mělník Labe	Mělník
Ústí nad Labem-Mariánská Skála	Ústí nad Labem sever

## § 17

### Transport of wagon consignments under terms that are defined beyond the Tariff by the carrier ČD Cargo

1. Transports of special nature are realized solely based on the contractual agreements between the carrier ČD Cargo and the customer.
2. It includes transports of the following nature, e.g.:
  - To/from stations with special conditions (stations whose data in the List of stations include additional information “zp”); the conditions are defined in Chapter 3.1 SPP and in Annex 15 SPP;
  - inseparable wagon groups, block trains and special trains;
  - consignments of long indivisible items loaded on two or more wagons;
  - consignments in isothermal wagons and in wagons with machine cooling and in low-loader wagons;
  - consignments loaded in wagons of the series Roos, Ros, Laaps, Laaps-y, Laars, Snps, Rnoos, Rnooss-uz;
  - exceptional consignments;
  - perishable goods;
  - empty and loaded special transport units Innofreight;
  - wagons for a consignment escort;
  - deceased persons, live animals;
  - dangerous goods as per RID;
  - dangerous waste,
  - railway vehicles running on their own wheels for the goods positions NHM 8601, 8602, 8603, 8604, 8605 and locomotives for the position NHM 9915;
  - rolling stock on its own wheels with specified speed less than 90 km/h and less, or consignments in railway wagons with specified speed less than 90 km/h and less,
  - empty wagons as a means of transport as part of a business case when the loaded transport is provided by the carrier ČD Cargo;

- traction units moving with their own power;
- rail cranes and other special tractive vehicles;
- to/from stations and locations without authorisation to accept and deliver wagon loads;
- wagon consignments when the contract of carriage is fulfilled by more carriers;
- transports of consignments realized by the carrier ČD Cargo abroad.

## PART II

# HARMONISED COMMODITY CODE

### SECTION 1. GENERAL CONDITIONS

#### I. Arrangement of the Harmonised Commodity Code (NHM)

1. The Harmonised Commodity Code (NHM) defined in this Tariff is used to code and designate the goods in the railway transportation. It originates from the combined commodity code and is approved by the UIC.
2. NHM is divided as follows into:
  - a) Chapters: – the first two positions: Chapter number and name,
  - b) Positions: – the first four positions: Number of the NHM position of the goods and name,
  - c) Sub-position: – the first six positions: Number of the NHM sub-position of the goods and name,
  - d) Tariff sub-items of goods: – eight positions: Number of the goods sub-item and name.

In all prints or databases, the goods chapters are in bold (or highlighted) capitals. All databases include the marking with two-digit number of goods. The goods positions are in all prints and databases in bold (or highlighted) small letters. They are indicated with a four digit number of goods. The sub-positions of the goods are marked with a six digit number of goods. Tariff sub-items of the goods are marked with an eight digit number of goods.

#### II. Meaning of supplementary provisions and punctuation

1. Some titles of the goods are completed with the marking "other". The marking relates to goods of the same type not named in any position of the goods or the sub-position of the goods as per this chapter.
2. If the position includes more marking of the goods separated with a conjunction "a" or with a comma with a conjunction "a" followed by detailed data on the origin, purpose, etc., this data relates to all markings of the goods in the position.
3. If the goods marking is separated with a semicolon, the detailed data relates to the type of goods separated by the semicolon just for this type of goods.

If the goods marking is completed with more details and they:

  - a) are separated with a comma without using the "a" conjunction in the title, the goods must include at least one of the defined data;
  - b) are in case of two more details connected with a conjunction "a", the goods must include both defined data;
  - c) are in front of and behind the conjunction "a" separated by a comma, one of the detailed data defined in front of and behind "a" must be suitable for the goods.

### III. Layout of the goods

1. The goods title is organised in such a way that the substantive is always in the first place.
2. Unlisted goods shall be included as goods analogically closest.
3. Compounds and goods comprising various substances or parts, and goods for retail are included according to the substances and parts which represent the basic characteristic feature or sign.
4. Cooled goods are included as fresh goods and deep frozen goods are included as frozen goods.
5. The parts and waste of goods, unless identified by a specific position, are included in the position valid for this type of goods.
6. Not applied.
7. The Council for the customs cooperation permitted special classification of goods for the railway transport tariffs of the chapter 99.
8. The Council for the customs cooperation permitted the number of goods NHM positions 2721 to 2749 defined as position of goods 2710 in the Common customs tariff. Items of the NHM position 2710 are used solely for the customs purposes.
9. Explanation for the application of codes NHM 860600 and 992110 – 992140, or 992210 – 992240 respectively:
  - a) For the transport to another customs area where the wagon is not approved for the operation, the code NHM 860600 applies.
  - b) The wagon can be transported (especially after a loaded run) as a means of transport (NHM 992110 – 992140, 992210 – 992240 respectively) in compliance with the Customs codex or according to the valid national customs law in cases:
    - if it includes the wagon transport as a means of transport in a third country (the wagon is approved for the operation in an EU member state) and it represents a return transport to the EU member state or
    - if it includes the wagon transport as a means of transport in an EU member state (the wagon is approved for the operation in a third country) and it represents a return transport to the third country.

### IV. Records in the consignment notes

1. In domestic transport, the provisions of Appendix 3 to SPP shall apply to the records in column 31 of domestic CN.
2. In the international transport, the record in the consignment note is subject to CIM and the products CIT [CIM Consignment Note Manual (GLV-CIM), CIM/SMGS Consignment Note Manual (GLV CIM/SMGS), CUV Wagon Note Manual (GLW-CUV)].

### V. Notes

1. The Harmonized Commodity Code (NHM) can be found on the website [www.cdcargo.cz](http://www.cdcargo.cz).
2. If the consignor is not aware of the goods title according to NHM before the intended transport, ČD Cargo shall offer the consignor the title of the goods according to the tariff sub-items in the respective chapter.

## PART III

# DISTANCE TABLE

### SECTION 1. GENERAL CONDITIONS

1. The distance table applies to the specification of the tariff distances on the railways in the ČR for the purposes of freight transport provided by the carrier ČD Cargo.
2. The distance table contains the tariff distances between all railway stations with authorisation to accept and deliver wagon loads for the freight transport.
3. Deviations for calculation of the tariff distance can be defined by SPP or a special tariff provision.
4. Tariff distances can be found on the website [www.cdcargo.cz](http://www.cdcargo.cz), bookmark „Applications – Transport connection and tariff distances“.

# PART IV

## COMBINED TRANSPORT

### SECTION 1. GENERAL TARIFF PROVISIONS

#### § 1

##### Scope of validity

1. The provisions of this part apply to transport of individual consignments of unaccompanied combined transport (loaded and empty large containers, swap bodies and road semi-trailers) belonging to chapter 99 NHM:
  - 1.1 In domestic transport,
  - 1.2 In import and export,
  - 1.3 In transit.
2. As per this Tariff, the UTI is a single means of transportation:
  - 2.1 a large container,
  - 2.2 a swap body,
  - 2.3 a semi-trailer,
  - 2.4 Two large containers of half height placed on top of each other, providing their length is identical, which are connected with 4 connecting components of the same design and sufficient strength,
  - 2.5 Stacked empty flats, providing their length is identical, which are connected with 4 connecting girders of the same design and sufficient strength.
3. The provisions of this Part exclude:
  - 3.1 RoLa consignments (Rollende Landstrasse); here, the contractual price is defined for block trains,
  - 3.2 For pre-fabricated parts of buildings (residential containers).

#### § 2

##### Tariff currency

1. The rates of carriage charges and amounts defined in this part are defined in:
  - 1.1 the Table of carriage charges C for a UTI unit for the combined transport consignments in the domestic transport, in CZK,
  - 1.2 the Table of carriage charges H for a UTI unit for the combined transport consignments in the international transport, in EUR.



### § 3

#### Calculation of carriage charges and ancillary charges

1. The carriage charges are subject to tariff provisions and special tariff provisions defined in Part I of this Tariff, unless this section defines otherwise.
2. The carriage charges defined in the Tables of carriage charges (C, H) are calculated for every UTI according to the carriage charges for the wagons not provided.
3. If a combined transport consignment is submitted for transport in wagons provided, an ancillary charge is added to the carriage charges as per point 6 of this paragraph:
  - 3.1 In domestic transport, for transport of a UTI defined in the respective table,
  - 3.2 In international transport in import, export and transit for transport of a UTI defined in the respective table.

This sum is multiplied by the coefficient according to the "Table of coefficients for calculation of freight charges for a UTI unit" defined in point 6 of this paragraph. This ancillary charge forms a part of the carriage charges of the individual UTI submitted for transport.
4. The carriage charges calculation for combined transport consignments submitted for transport on wagons not provided is performed according to:
  - 4.1 Table of carriage charges C for a UTI unit for the combined transport consignments in the domestic transport,
  - 4.2 Table of carriage charges H for a UTI unit for the combined transport consignments in the international transport,
5. Not applied.
6. The carriage charges are calculated for every UTI depending on the transport made according to the "Table of carriage charges C for a UTI unit for the combined transport consignments in the domestic transport" or "Table of carriage charges H for a UTI unit for the combined transport consignments in the international transport". The calculation is performed according to the "Table of coefficients for calculation of carriage charges for a UTI unit". The table defines the coefficient for one UTI. This coefficient is multiplied by the sum of a corresponding tariff distance defined in the respective table for carriage charges for a UTI unit:

**Table of coefficients for calculation of freight charges for a UTI unit**

Length Code	Size of VK in English feet	Length	Total weight				
				> 8.0 t	> 16.5t	> 22.0 t	> 34.0 t
			<= 8,0 t	<= 16.5 t	<= 22.0 t	<= 34.0 t	
20	20	up to 6.15 m	0,37	0,45	0,55	0,75	0,85
25		from 6.16 m to 7.82 m	0,37	0,50	0,55	0,75	0,85
30	30	from 7.83 m to 9.15 m	0,50	0,55	0,75	0,75	0,85
40	40	from 9.16 m to 13.75 m	0,70	0,75	1,00	1,00	1,00
70		Road semi-trailer	0,70	0,75	1,00	1,00	1,00
Empty wagon not provided			0,30				

If the length or the length code and the total weight of the UTI is not defined by the consignor in the CN, a coefficient 1 will apply to every UTI without this data.

7. The Table of carriage charges H for the UTI unit for the combined transport consignments in the international transport submitted for transport with the consignment note for domestic transport is applied for:
  - 7.1 Consignments in the domestic transport to be followed by the international transport in case of changing the transport mode or if the consignment note clearly indicates that the international transport by rail follows. The consignor shall record the text *“Consignment designated for further transport abroad”/“Zásilka určena k další přepravě do zahraničí”* in the column 13 “Declaration”/“Prohlášení” in the domestic CN.
  - 7.2 Reconsigned consignments after the international transport in case of changing the transport mode or if the domestic CN indicates that international railway transport preceded. The consignor shall record the text *“Consignment arrived by rail from abroad”/“Zásilka došla po železnici ze zahraničí”* in the column 13 “Declaration” in the domestic CN.
  - 7.3 For export consignments in case the consignment never left the ČR.
8. The Table of carriage charges H for the UTI unit for the consignments of combined transport in the international transport arriving with the CIM CN shall be used for the transit transport also in cases of reconsignment after a completed international transport in import which is followed by an international transport in export.
9. Not applied.
10. The accompanied combined transport (road vehicles accompanied by drivers), block trains of unaccompanied combined transport shall include special prices. Unless special prices are defined for the accompanied combined transport or block trains of unaccompanied combined transport, the respective table of carriage charges applies (C, H) in Annex 1 of this Tariff.
11. The tariff distance in the domestic transport, in import, export is established according to the provisions of Part III of this Tariff (the Distance table), the tariff distance in transit is established according to the provisions of the Uniform distance table for international freight traffic (DIUM).
12. Carriage charges are calculated for every UTI. The carriage charges for each UTI calculated in CZK are rounded to the whole CZK; with the amount lower than 0,50 CZK down and from 0,50 CZK inclusive up. The carriage charges for each UTI calculated in EUR is rounded to the whole EUR; with the amount lower than 0,50 EUR down and from 0,50 EUR inclusive up.

## § 4

### Special Tariff provisions for combined transport consignments

1. If the consignment of unaccompanied combined transport includes dangerous goods as per RID, the carriage charges are calculated according to § 17 Part I of this Tariff contractually.
2. The calculation of the carriage charges for the transport of empty wagons not provided is performed by means of the coefficient 0.3 in the respective relation and type of transport corresponding with the carriage charges for every UTI.

3. Not applied.
4. The carriage charges for the transport of perishable goods shall be defined by ČD Cargo contractually.
5. Not applied.
6. The carriage charges for transport of exceptional consignments are calculated according to § 3 of this part and then the procedure is according to § 15 Part I of this Tariff.
7. The carrier ČD Cargo is entitled to calculate charges defined in Annex 1 of the Tariff for the performances related to the transport of individual consignments of unaccompanied combined transport which are performed by the carrier ČD Cargo on behalf of the customer.
8. If the carriage charges increase or decrease according to this clause, the procedure is as follows: The increased or reduced amount is calculated according to this clause; if the carriage charges increase (reduce) more than once, the percentage of increase (reduction) are added and the increase (reduction) amount is calculated from the basic carriage charges from the total percentage.
9. Record of the amount of defined interest in delivery is not permitted.
10. Cash on delivery and advance payment are not permitted.
11. If the UTI includes special devices (cooling device, water tanks, other technical devices), the consignor themselves must ensure or authorise a specialized company to ensure functioning of the devices – e.g. to maintain the required temperature during the UTI transport with a regulated temperature.

## § 5

### Reconsignment

1. These provisions apply to consignments:
  - 1.1 Reconsigned in the domestic transport,
  - 1.2 reconsigned in case of changing the transport mode,
  - 1.3 in international transport in indirect transit.
2. Reconsignment carriage charges are calculated according to § 3 of this part.
3. In case of the reconsignment with previous carriage charges calculated according to the contracts on prices for the goods consignment or according to other price agreements, the provision § 3 of this part for the carriage charges calculation applies.
4. If the reconsignment of a combined transport consignment is performed with the consignment note for domestic transport after a completed transport accompanied by the CIM (CIM/SMGS) CN in a station defined in column 3 of the Table of carriage charges P, ČD Cargo calculates the carriage charges between the border point defined in column 2 and the station defined in column 3 for the wagon regardless the number of axles and the increase or reduction according to special tariff provisions as per column 4 of the Table of carriage charges P within the respective relation. If the reconsignment is completed in a station not defined in column 3, the carriage charges are calculated as per the Table of carriage charges H.
5. If the reconsignment of a combined transport consignment is performed with the CIM (CIM/SMGS) CN after a completed transport accompanied by the domestic CN in a station defined in column 3 of the Table of carriage charges P, ČD Cargo calculates the carriage charges between the station defined in column 3 and the border point defined in

column 2 for the wagon regardless the number of axles and the increase or reduction according to special tariff provisions as per column 4 of the Table of carriage charges P within the respective relation. If the reconsignment is completed in a station not defined in column 3, the carriage charges are calculated as per the Table of carriage charges H.

6. Ancillary charges for the performance of the carrier ČD Cargo associated with the reconsignment are calculated according to Annex 1 of the Tariff.
7. Submitting a wagon with a container after a completed transport do not represent reconsignment.

## § 6

### Amendment of the contract of carriage

1. In case of amendment of the contract of carriage which changes the destination station, the tariff distance is established separately from the forwarding station to the station of the amendment, and from this station to the new destination station. The carriage charges are calculated for the total of tariff distances from the forwarding station to the new destination station. The potential difference between the carriage charges defined in the CN and the carriage charges calculated according to this point are paid by the consignor. In case of amendment of the contract of carriage based on an achievable proposal of the consignor in case of circumstances preventing carriage not caused by the customer, the carriage charges to the new destination station are calculated identically as for the wagon consignment from the forwarding to the destination station. The carrier ČD Cargo must record this in the CN.
2. If the consignment, upon the proposal of the entitled party, included an amendment of the contract of carriage in a station en-route, which is at the same time the new destination station, the carriage charges are calculated from the forwarding station to this station only.
3. If the contract of carriage in import is amended in a station defined in column 3 of the Table of carriage charges P to a different destination station in the ČR, ČD Cargo calculates the carriage charges as per point 4 § 5 of this section.
4. The provisions of point 3 of this clause do not relate to the consignments subjected to the amendment of the contract of carriage on the consignee's name made in the border point. The provisions of point 3, § 3, point 1 and 6, § 4 of this Part do not apply to the calculation of the carriage charges.
5. The ancillary charges defined in Annex 1 of the Tariff are charged for the performances of the carrier ČD Cargo resulting from the amendment of the contract of carriage.

## § 7

### Forwarding of the consignment

1. The provisions of this article relate to goods below according to NHM:

99210000	99221000	99320000	99420000
99211000	99222000	99330000	99430000
99212000	99223000	99340000	99440000
99213000	99224000	99350000	99490000
99214000	99230000	99390000	
99220000	99310000	99410000	
2. Other goods not specified in this section do not belong to the carriage according to this Part.

## PART V

# TARIFF APPLICATION IN THE PERFORMANCE OF RECONSIGNMENT

### 1. RECONSIGNMENT (REEXPEDITION)

- 1.1 The reconsignment principles are defined in § 3 Part I and in § 5 Part IV of the Tariff. The below stated principles apply to the performance of reconsignment in the international transport.

### 2. PERFORMANCE OF RECONSIGNMENT AND FREIGHT CHARGES CALCULATION

- 2.1 Reconsignment in the international transport on railways in the ČR is in principle performed in the stations below:

Entry/exit border point	Reconsignment station
<b>From/to/via Slovakia</b>	
Mosty u Jablunkova state border	Český Těšín
Horní Lideč state border	Valašské Meziříčí
Lanžhot state border	Břeclav
<b>From/to/via Austria</b>	
Břeclav state border	Břeclav
Znojmo state border	Znojmo
České Velenice state border	České Budějovice
Horní Dvořiště state border	České Budějovice
<b>From/to/via Germany</b>	
Česká Kubice state border	Domažlice
Děčín state border	Děčín hl. n., Děčín Východ
Cheb state border	Cheb
<b>From/to/via Poland</b>	
Frýdlant v Čechách state border	Liberec
Meziměstí state border	Náchod
Lichkov border	Česká Třebová
Bohumín border	Ostrava hlavní nádraží
Petrovice u Karviné border	Ostrava hlavní nádraží
Český Těšín border	Český Těšín

For reconsignment of trains in transit, the carrier ČD Cargo may define also other stations than those stated above.

- 2.2 Calculation of the carriage charges and ancillary charges for reconsignment is subject to the principles defined in points 3, 4, 5 and 6 of this Part of the Tariff. If the freight charges are defined contractually, the amount of the freight charges is stated in the contract between the carrier ČD Cargo and the customer.

### 3. EXPORT COSNGINMENTS

(domestic consignment note ⇒ international consignment note)

The consignment is reconsigned abroad in a railway station (including stations defined in column 3 of the Table of carriage charges P) after a completed domestic transport:

- 3.1 ČD Cargo shall indicate the carriage charges calculated according to the table of carriage charges for the respective transport in the consignment note, always for the tariff distance from the forwarding station to the reconsignment station, unless contractually agreed otherwise with the customer. The carriage charges are recorded in the domestic CN by the carrier ČD Cargo in compliance with the payment instructions.
- 3.2 The newly produced transport document for the international transport includes ČD Cargo's determined carriage charges as follows:
  - 3.2.1 NP realized in the stations defined in column 3 of the Table of carriage charges P: For the section from the reconsignment station to the border point, the carriage charges are calculated according to § 13 Part I of the Tariff or § 5 Part IV of the Tariff,
  - 3.2.2 NP realized in other stations: For the section from the reconsignment station to the border point, the carriage charges are calculated according to the table of carriage charges for the respective transport.

### 4. IMPORT COSNGINMENTS

(international consignment note ⇒ domestic consignment note)

The consignment is reconsigned in a railway station (including stations defined in column 3 of the Table of carriage charges P) after a completed international transport to a station on the network of ČR:

- 4.1 In a received transport document for the international transport, ČD Cargo shall determine the carriage charges as follows:
  - 4.1.1 NP realized in the stations defined in column 3 of the Table of carriage charges P: For the section from the border point to the reconsignment station, the carriage charges are defined according to § 13 Part I of the Tariff or § 5 Part IV of the Tariff,
  - 4.1.2 NP realized in other stations: For the section from the border point to the reconsignment station, the carriage charges are calculated according to the table of carriage charges for the respective transport;
- 4.2 In a newly produced transport document for the domestic transport (domestic CN), ČD Cargo indicates the carriage charges according to the table of carriage charges for the respective transport, always for the tariff distance from the reconsignment station to the destination station.

### 5. IMPORT AND EXPORT CONSIGNMENTS IN INDIRECT TRANSIT

(international consignment note ⇒ international consignment note)

The consignment is reconsigned abroad in a station with a new international transport document after a completed transport with an international transport document (indirect transit).

- 5.1 NP is realized in the stations defined in column 3 of the Table of carriage charges P (entry or exit):
  - 5.1.1 The carrier ČD Cargo does not indicate carriage charges for the lines in the ČR in the received consignment note. If this transport document contains the carriage

charges, the carrier ČD Cargo shall legibly scratch the original carriage charges for the lines in the ČR in the accounting section.

**5.1.2** If the consignment continues from the reconsignment station on the lines in the ČR into a different than the original (entry) border point, ČD Cargo shall indicate the carriage charges in the newly produced transport document calculated according to the table for carriage charges for the respective transport, always for the tariff distance from the entry border point to the exit border point.

**5.1.3** If the consignment returns from the reconsignment station to the original border point of entry to the ČR, and it will exit ČR at the same point, the carrier ČD Cargo shall calculate the carriage charges in the newly produced transport document according to § 13 Part I of this Tariff or § 5 Part IV of this Tariff for the section between the reconsignment station and the border point and shall include it twice.

**5.2** NP is not realized in the stations defined in column 3 of the Table for freight rate P (entry or exit):

**5.2.1** ČD Cargo shall indicate the carriage charges in the consignment note for the lines in the ČR according to the table of carriage charges for the respective transport, always for the tariff distance from the entry border point to the reconsignment station.

**5.2.2** In the newly produced transport document, ČD Cargo shall indicate the carriage charges for the lines in the ČR according to the table of carriage charges for the respective transport, always for the tariff distance from the reconsignment station to the exit border point.

**5.2.3** The procedure defined in article 5.2.1 and 5.2.2 is applied even in case the entry and exit border point is identical.

## **6. CALUCLATION OF ANCILLARY CHARGES RELATED TO RECONSIGNMENT**

**6.1** The performances of the carrier ČD Cargo resulting from the realization of NP are subject to calculation of PD 81 “Reconsignment” and PD 14 “Charge for holding of a the wagon during the contract of carriage fulfilment” or PD 51 “Other charges for delay except the wagon stay“, potentially other PD as per SPP, defined in Annex 1 of this Tariff. The PDs are recorded by the carrier ČD Cargo in the newly produced transport document. In case of concurrent performance of NP and the customs clearance, the ancillary charges for holding the wagon are charged only once.



## PART VI

# LOGISTIC SERVICES

### DEFINITIONS OF TERMS

**Supplier** – for the purposes of Part VI of this Tariff, it includes solely the supplier ČD Cargo;

**Vehicle set** – the formation of a motor vehicle (hereinafter referred to as the „trailer vehicle“) with one or more connected vehicles;

**Loading handling** – loading, unloading, reloading, and other relocation of goods manually or by means of mechanisation tools;

**Handling point** – for the purposes of this Part, the places specified by the customer where goods are handled by a supplier;

**Mechanisation tool** – loaders, electrical or motor forklifts, motor platform carts, bulldozers, transport devices – belt conveyors, containers with electrical control, screw unloaders, and other devices used for handling of goods but not designated for transport of loads;

**Loaders** – machine devices constructed for loading, unloading, reloading, raking, ground works and other mechanical works except for lifting devices;

**Loading** – loading of goods into the railway wagon or the road vehicle regardless whether the loading of goods precedes or follows the railway transport;

**The highest technically permissible weight of the loaded vehicle set** – the maximum value of the total weight of the loaded motor vehicle and the loaded pulled connected vehicle defined by the construction of the motor vehicle or the value defined by the manufacturer;

**The highest technically permissible weight of the vehicle** – the highest weight of the vehicle defined by its construction and weight of load according to the wagon manufacturer data;

**Client** – for the purposes of this part, the customer who concluded the contract with ČD Cargo according to Act 89/2012 Coll., Civil Code, as amended, on loading, unloading, collection, distribution, goods transport by road, reconsignment, reloading, storage of goods, etc.;

**Vehicle operating weight** – in the case of **motor vehicles**, the mass of the vehicle the fuel tank of which is at least 90% full, including the mass of the driver, fuel and fluids, fitted with standard equipment according to the manufacturer's specifications and, if fitted, also the mass of bodywork, cabin, a coupling device and a replacement wheel as well as a toolkit. In the case of **a trailer** it is the mass of the vehicle, including fuel and fluids, fitted with standard equipment according to the manufacturer's specifications and, if fitted, also the mass of the bodywork, other coupling devices and a spare wheel and a toolkit;

**Reloading** – relocation of goods into the railway wagon or the road vehicle regardless whether the loading of goods precedes or follows the railway transport;



**Goods transport by road**

- The collection of goods from the customer's designated locations into the supplier's designated locations,
- Distribution of goods to the customer's designated locations,
- Transport of goods by road from and to the customer's designated locations,

**Transport distance** – for the purposes of this Part, the distance actually covered by the road vehicle of the supplier between handling points, rounded up to whole kilometres. The data source is the device measuring the distance travelled by the concerned vehicle.

**Road vehicle** – motor vehicle which moves on roads by means of engine power including the vehicle sets;

**Tipper** – road vehicle including the tipping platform;

**Technological time**

- Time required for the preparation of a mechanism or a road vehicle for loading handling,
- Time required for the preparation of a mechanism or a road vehicle for driving,
- Time required for the administration and accounting works (completion and confirmation of the Delivery note, cash registry record, collection of cash, the administration of the operation records for the mechanisation device or the road vehicle, etc.);

**The effective weight of the vehicle** – the difference between the highest technically permissible weight of the vehicle and the vehicle operating weight (data in the vehicle identification card).

**Unloading** – unloading of the goods from the railway wagon or the road vehicle regardless whether the unloading of goods precedes or follows the railway transport;

**Lifting device** – devices defined as „specified technological equipment“ – mobile cranes, road unloading cranes, gantry cranes, lifting devices.

## SECTION 1. GENERAL TARIFF PROVISIONS

### § 1

#### Scope of validity

1. Part VI – Logistic services apply to the tasks and services of the supplier performed for the client based on concluded agreements. It relates to evaluation of performances during loading, unloading and reloading of goods, collection and distribution of goods by road, and also other services performed for the client in the locations of railway stations and locations designated by the client.
2. Part VI applies to price calculations for the performances and tasks carried out by the supplier for the client. Other charges are applied according to Annex 1 of this Tariff.
3. Part VI shall be used for the calculation of:
  - a) Prices for loading, unloading, reloading and other handling of goods for the client performed manually or by means of mechanisation tools,
  - b) Freight charges for the transport of goods by road vehicles,
  - c) Charges to the prices for loading, unloading and reloading or transport of goods.

## § 2

### Basic provisions

1. The amounts for the loading handling, transport of goods by road transport, for other type of handling of the goods as well as other charges are calculated according to the provisions of Section 1 and 2 of this Part.
2. The amounts for loading, unloading and reloading of goods, ancillary charges, and freight charges following or preceding the transport of goods by rail are calculated separately for every wagon consignment. In such cases, they are calculated for every wagon consignment individually, even in cases when a group of wagons or a block train were transported with one consignment note.
3. The freight charges for the collection and distribution of goods by road vehicles following or preceding the transport of goods by rail are calculated separately for every wagon consignment.
4. The amounts for the loading handling or transport of goods by road vehicles without preceding or following transport of goods by rail are calculated separately for every business case, e.g. based on a daily performance.
5. The charges for the loading handling performed with the mechanisation tools and the lifting tools (SP 82.51, 82.52 and 82.53) include the charges for the driver and the employee necessary for the mechanisation tool operation.
6. The charges for the loading handling performed manually (SP 82.54) include the charges for one employee.
7. The charges for the goods collection and distribution (SP 82.57, 82.59 and 82.60) and charges for the application and travel performance performed by the mechanisation tools in the location designated by the client (SP 82.72, 82.74 to 82.84) include the rates for the road vehicle driver or the mechanisation tool driver.
8. The charges for the loading handling performed by mechanisation tools and lifting devices do not include the rates for the work of other employees (second drivers, other employees operating the mechanisation tools, other burden slingers, etc.) which are calculated separately according to the provisions of Section 2 of this Part.
9. If a higher number of employees is required than included in the charges for handling, each employee is subject to SP 82.87.
10. Higher requirement of employees must be agreed with the client before starting the loading handling. If such an agreement is not achieved, the charges for the loading handling cannot include SP 82.87 for the other employees.
11. The actual weight of every wagon consignment is rounded to the whole tonne up for the calculation of charges for the loading handling and ancillary charges.
12. Light or bulky consignments with low specific weight require a contractual price defined for the performed task.
13. The charges for the transport of goods by road (SP 82.57 to 82.65) represent the amounts in CZK decisive for the calculation of the freight charges according to the effective weight of the applied road vehicle regardless the weight of the goods or the consignment.

14. If the road vehicle is delayed during the transport due to reasons caused by the client, the road vehicle delay is calculated according to SP 82.66. The specific cause and the delay period of the road vehicle must be recorded in the Delivery note.
15. The delay of the road vehicle caused by the client excludes:
  - a) Waiting due to reasons caused by the supplier,
  - b) Waiting due to reasons resulting from the nature of road traffic or from the decision of the administration authorities related to the supplier,
  - c) Safety breaks and breaks for refreshment of the vehicle crew.
16. In cases when the supplier, based on the contract with the client, provides the transport of goods by road under the conditions of irregular transport with an expected downtime of the road vehicles, the charges for the use of the road vehicles SP 82.62 to 82.65 apply. In such a case, neither the charges for the road transport (SP 82.57 to 82.60) nor the charge for holding of a road vehicle (SP 82.66) are calculated.
17. The real transport distance during the transport of goods by road is the driving performance of the road vehicle in passed kilometres in total (in loaded and empty state) corresponding with the real length of the transport route between the loading and unloading locations or the road vehicle station, for every drive separately.
18. If the loading handling locations between which the goods transport is performed as required by the client differ, the distance of individual drives shall also differ for the same wagon consignment.
19. During the collection and distribution of a wagon consignment gradually loaded and unloaded to and from a road vehicle for the same client, the transport distance decisive for the calculation of freight charges is considered as the total travelled kilometres from the first loading location, or from the road vehicle station to the last unloading location and back.
20. The total real transport distance for every road vehicle travel is rounded to the whole kilometres up for the freight charges calculation.

## SECTION 2.

### PROVISIONS FOR THE CALCULATION OF CHARGES, SURCHARGES AND FREIGHT CHARGES

#### § 3

##### Loading handling following or preceding the railway transport of goods

1. The loading handling performed for the client is subject to charges for loading, unloading and reloading of goods SP 82.51 to 82.54 (hereinafter referred to as “fees for goods handling”).
2. The loading handling performed directly from the railway wagon to the road vehicle or vice versa is subject to the fees for goods handling only once, for the real weight of the wagon consignment rounded up to the whole tonnes, even in cases of an interim storage caused by the supplier. The charges for further loading handling from the temporary storage is accounted solely in case the temporary storage occurred due to reasons caused by the client or upon an agreement with the client (e.g. storage, etc.). This provision applies also to the cases of handling related to the storage and re-expedition of the goods.

3. The unloading of goods from a road vehicle or a railway wagon into the storage and after the completion of agreed services (storage, re-expedition, etc.), its loading into a railway wagon or a road vehicle is subject to fees for goods handling for every handling.
4. The charges for the loading handling of a wagon group submitted with one consignment note are calculated from the rounded total of real goods weight (rounded up to whole metric tons) loaded in individual railway wagons stated in the List of wagons which must be attached to the consignment note.
5. The fees for goods handling to/from a road vehicle at the client's are always calculated for the loading or unloading of goods to/from the platform vehicle unless the client performs the loading and unloading by themselves.
6. The charge for unloading is not calculated for unloading from a tipper. It is calculated solely in cases the tipper could not be used due to reasons caused by the client or due to the nature of the goods; the reason shall be recorded by the road vehicle driver in the "Record on the operation of a freight transport vehicle" in column "Note".
7. The rates of the charges for loading, unloading and reloading of goods (SP 82.51 to 82.54) are defined for 1 tonne of the goods weight.
8. The loading handling with manual relocation of goods on the conveyor belt is considered mechanised work (SP 82.51).

#### § 4

#### Freight charges for the transport of goods by road

1. The carriage for road transport of goods shall be calculated on the basis of the transport distance and the loading capacity of the used vehicle.
2. The rates for the transport of goods by road and the charges for the use of the road vehicles (SP 82.57 to 82.65) are defined for the effective weight of the vehicles up to 6 tonnes, up to 12 tonnes, and over 12 tonnes. The charge for holding the road vehicle SP 82.66 is identical for all effective vehicle weights. The application of the rates of the freight charges is defined in Section 1, § 2, points 13 to 20.
3. The application of the rates of the freight charges is determined by the transport distance (it means the travel performance in kilometres in total) and the effective weight of the used road vehicle.
4. The total freight charges are calculated as a multiple of the respective rate of freight charges as per SP 82.57 to 82.60 by the overall transport distance – see section 1, § 2, point 17, 18, 19 and 20.
5. If the supplier accepts the transport of wagon consignments by road (collection and distribution) for the client according to the agreed contract where the client stipulates that after a prior mutual agreement they will participate in the transport of the wagon consignment with their own road vehicles or in some cases solely by their own road vehicles, the supplier shall calculate the freight charges solely for the distance and effective weight of the road vehicle for goods transported by their vehicle or by the vehicle which is provided for this purpose by an external carrier.

## § 5

### Charges for tasks performed for the client in a location designated by them

1. The provisions of this clause relate to the tasks performed for the client in the designated location, i.e. outside the supplier's area.
2. The loading handling performed for the client in the designated location by means of loaders and forklifts include the charges for loading, unloading, reloading of goods according to the handled weight of the goods (SP 82.51 and 82.52) and with the use of a loader (SP 82.72 and 82.74) and a forklift (SP 82.84) are calculated for the travel period from the supplier's site to the client's designated location and back.
3. The loading handling performed for the client in the designated location by means of a mobile crane is subject to SP 82.53 (according to the handled weight of the goods) and an ancillary charge for 1 km of a mobile crane travel (SP 82.77, 82.79 and 82.81) for travelled km from the supplier's site to the client's designated location and back.
4. The loading handling performed for the client in the designated location by means of loaders and forklifts, the volume of which stated in weight (tonnes) will be difficult or impossible to establish, the calculation includes solely SP 82.72 and 82.74 or SP 82.84, i.e. for the application period from the mechanisation device departure from the supplier's site until its return to the location. This period contains the travel performance in travelled km from the supplier's workplace to the location designated by the client and back, and the period from the arrival to the location designated by the client until the departure period from the location, including technological times. The downtime of mechanisation devices caused by the supplier does not add to the above period.
5. If the mechanisation device (loader and forklift) are transported to the handling location by a road vehicle, the transport charge is calculated for its transport from the supplier's workplace to the loading handling location and back according to charges for the transport of goods by road (SP 82.57 to 82.66).
6. The loading handling performed for the client in the designated location by means of mobile cranes, the volume of which stated in weight (tonnes) will be difficult to establish or impossible to establish, the calculation applies solely to the use of the crane (SP 82.76 and 82.81), i.e. for the application period (from the arrival of the mobile crane to the client's designated workplace until its departure from the location including the technological times), and the travelled km from the supplier's workplace to the client's designated location and back.
7. The loading handling performed for the client in the designated location without mechanisation tools is subject to charge for loading, unloading or reloading according to SP 82.87, and according to SP 82.87 of this Tariff for the period necessary for the transport of each employee from their workplace to the client's designated location and back and potentially other costs resulting from the public transport of persons.
8. The loading handling performed for the client in the designated location without mechanisation tools, when the volume of goods defined in weight (tonnes) shall be difficult to establish or impossible to establish, is subject to calculation SP 82.87 for each employee for the whole period from the arrival to the client's designated location until the departure from the location, including the time required for the transport of each employee from their workplace to the client's designated location and back and potentially other costs resulting from the public transport of persons.

## § 6

### Charges for work of another employee

1. In case of contractual requirement of more employees to ensure safety during the loading performed by mechanisation tools, SP 82.87 applies to each employee for the whole period from the arrival to the client's designated location till the departure from the location or for the period contractually agreed by the supplier and the client, including the time required for the transport of each employee from their workplace to the client's designated location and back and potentially other costs resulting from public transport of persons.
2. In case of participation of other supplier's employees for the contract fulfilment in the client's designated location without the use of mechanisation tools, SP 82.87 applies to the whole work period according to the contract spent at the client's, including the transport period from their workplace to the client's designated location and back and potentially other costs resulting from public transport of persons.
3. The charges for loading, unloading and reloading can include the charge for the work period of another employee (SP 82.87) both during the loading handling and during other tasks of the employees unspecified in the Tariff; it includes particularly other tasks agreed with the client.

## § 7

### Charges for the downtime of a mechanisation device

1. Charges for the downtime of a mechanisation device SP 82.66 are calculated in cases caused by the client. Additionally, the supplier calculates SP 82.87 for each used employee. The downtime period of the mechanisation tool shall be recorded in the Delivery note.
2. The period decisive for the charge calculation for the mechanisation tool downtime excludes:
  - a) Waiting due to reasons caused by the supplier and the decision of the administration authorities related to the supplier,
  - b) Waiting due to reasons caused by the road traffic,
  - c) Safety breaks and breaks for refreshment for the mechanisation tool crew.
3. The charge SP 82.66 for the downtime of a mechanisation tool caused by the client is not calculated solely in cases when the downtime occurred in the period when the charges for the mechanisation period application are calculated (SP 82.72 to 82.84).

## § 8

### Contractual charges for the performed service

1. If the client and the supplier agree the total price for the performed service or the business case, charges SP 82.91 to 82.99 can be used.
2. These charges can also be applied in cases when the contractual prices are defined for the performances and services unspecified in this Tariff.



## PART VII

# CHARGES

### SECTION 1. GENERAL PROVISIONS

1. ČD Cargo calculates the charges for dispatch (SP), ancillary (PD), siding (VP), for operations not included in the carriage charges, for operations which ČD Cargo performs upon the request of the client or which result from the legal and contractual provisions, and in cases of defect removal which are not in the responsibility of ČD Cargo.
2. The charges are numbered identically with the UIC codes defined in Appendix 3 „CIM Consignment note manual (GLV-CIM)“. The structure of the charges numbering is defined by a four digit code in the form XX.XX. Additional number index, i.e. the digits behind the dot, represents the specific activity.
3. The list, values, and principles for application of the charges are defined in Annex 1 of this Tariff.
4. Annex 1 of this Tariff includes also charges for the performances of ČD Cargo for the client based on the concluded contract or an order. The additional provisions can be adjusted in the contract and the number of the charge remains identical including the additional number index. ČD Cargo may perform individual tasks for the client as required, even without a prior written contract on the provision activities.
5. Ancillary charges up to No. 27 inclusive have a character of carriage charges. They are always paid by the payer and are recorded in the CN.
6. The ancillary charges related to the forwarding of a consignment and resulting upon the request of the consignor are paid by the consignor or the payer for the consignor. The charges shall be recorded in the CN.
7. If the respective charge is not defined for the respective task performed by ČD Cargo for the consignor and the activity is not included in another charge, PD 82.20 or 40.31, 42.31 or 82.87 are applicable.
8. The charges include the amounts for the printed materials, telephone calls and messages submitted by fax or electronic mail, therefore the customer pays no charges for the telephone calls and fax messages or e-mail.

## PART VIII

# TRANSPORT PERFORMANCE ON SIDINGS

### SECTION 1. GENERAL TARIFF PROVISIONS

#### § 1

#### Scope of validity

1. PART VIII applies to:
  - a) Transport performance on sidings related to the carrier ČD Cargo – siding operator and vice versa,
  - b) Transport performance on sidings related to the carrier ČD Cargo – siding co-user with their own siding account and vice versa,
  - c) Calculation of siding charges.

#### § 2

#### Basic provisions

##### A General rules:

1. General principles for the relationship carrier ČD Cargo – siding operator and carrier ČD Cargo – siding co-user with their own siding account are stated in the "Unified business and transport conditions for sidings". The specific business and transport conditions for every siding are defined in the "Contract on business and transport conditions on the siding", or in other contractual agreements.

##### B. Supply of wagons on the siding:

1. The carrier ČD Cargo makes the railway wagons available to the siding operator on a contractually specified location for mutual handover of wagons for VP 80.81.

##### C. Holding of wagons in the destination station or in a station en route:

1. The loaded wagons provided which are held in the destination station or in a station en route for reasons caused by the siding operator are subject to charge, calculated in the holding station, for the wagon stoppage according to Annex 1 of this Tariff.
2. The loaded and empty wagons not provided which are held in the destination station or in a station en route for reasons caused by the siding operator are subject to PD 14.11 or PD 14.12.
3. The loaded and empty wagons not provided which are held in the destination station are subject to PD 14.13 and PD 14.14 or PD 51.13 and PD 51.14.



#### **D. Stay of provided wagons on the siding:**

1. The stay of wagon provided on the siding is subject to the charge of ČD Cargo for the wagon stay according to Annex 1 of this Tariff. The wagon stay during the creation of block trains is explained in section E of this Part.

#### **E. Forwarding of block trains:**

The calculation of charges during the forwarding of consignments in block trains:

- a) During the block train assembly on the siding:
  - aa) Wagons of the keeper ČD Cargo:

If the wagon stay period on the siding during the composition of a block train from the beginning of an empty wagon stay to the handing over time of the wagon with the Return Note is longer than 24 hours, ČD Cargo calculates PD 51.01 for the period exceeding 24 hours.
  - ab) Wagons of a contractual keeper:

If the wagon stay period on the siding during the composition of a block train from the beginning of an empty wagon stay to the handing over time of the wagon with the Return Note is longer than 24 hours, ČD Cargo calculates PD 51.01 or PD 51.02 for the period exceeding 24 hours.
- b) During the block train composition in a station:
  - ba) Wagons of the keeper ČD Cargo:

PD 51.01 applies to the period from the beginning of the stay of every individual wagon of the block train on the siding until the conclusion of the contract of carriage which exceeds 24 hours.
  - bb) Wagons of a contractual keeper:

PD 51.01 or PD 51.02 apply for the period from the beginning of the stay of every individual wagon of the block train on the siding until the conclusion of the contract of carriage which exceeds 24 hours.
- c) If the railway wagons of the keeper ČD Cargo are ordered by the Loading application form to a block train and the carrier ČD Cargo fails to supply them in the required number en bloc, the downtime of all wagons is calculated only after 24 hours from the arrival of the last wagon for the loading.
- d) If railway wagons of a contractual keeper are ordered by the Loading application form to a block train and they fail to supply them in the required number en bloc, PD 51.01 or PD 51.02 are calculated 24 hours after the supply of individual wagons for all wagons.

#### **F. Local movements:**

1. A local movement is a transfer of railway wagons upon the request of a siding operator (Customer) within one tariff station:
  - a) Between two sidings using the station tracks

This type of local movement includes:

    - VP 80.81 “Charge for the wagon supply and shunting (siding charge)” for both sidings to each siding operator separately;
    - If this type of local transport is performed on the sidings or on station tracks by means of shunting (e.g. reversing the shunted part, division of the shunted part, etc.)

PD 80.87 “Charge for shunting by essentials of the carrier ČD Cargo for the siding operators, customers“ applies.

b) Between two sidings without using the station tracks;

This type of local movement includes:

- VP 80.81 “Charge for the wagon supply and shunting (siding charge)“ for both sidings to each siding operator separately;
- If during this type of local movement the shunting is performed on the sidings (e.g. reversing the shunted part, division of the shunted part, etc.) PD 80.87 “Charge for shunting by essentials of the carrier ČD Cargo for the siding operators, customers“ applies.

c) Between the siding and another handling location in the station and vice versa;

This type of local transport includes:

- PD 80.81 “Charge for the wagon supply and shunting (siding charge)“ for the respective siding operator;
- PD 80.87 “Charge for shunting by essentials of the carrier ČD Cargo for the siding operators, customers”.

The tasks according to point a), b), c) can include a contractual charge defined in the contract on business and transport conditions on the siding.

2. All the above defined types of local movements include also VP 80.84 „Wagon use for local movement“ in case it included a wagon of the ČD Cargo keeper or a contractual keeper.
3. The wagons in local movement, unless agreed otherwise in the contract, are labelled with wagon labels by the carrier ČD Cargo. If these wagons are labelled by the siding operator, VP 80.97 „Charge for labelling of wagons with wagon labels by the siding operator“ is not calculated.
4. Local movement has to be always negotiated in advance between the siding operator and ČD Cargo.

## SECTION 2. PROVISIONS FOR THE CALCULATION OF SIDING CHARGES

### § 3

#### Principles for calculation of siding charges

1. VP 80.81 „Charge for the wagon supply and shunting (siding charges)“ is charged for every kilometre of the distance defined according to point 2 of this clause.
2. The distance decisive for the calculation of charges for wagon supply and shunting (siding charge) is defined by the total of distances measured in meters from the centre of the tariff station into the centre of the location for mutual wagon handover and back (in the station for the shortest route, on the siding for the actual route), and the resulting total shall be defined in kilometres and rounded to the nearest higher whole number of kilometres. In complicated cases, the centre of a station (a large station divided into areas) can be agreed contractually according to the local technology.
3. The tariff station centre is the point on the main track in the centre between the outer station switches.

4. The movements of locomotives for the route forth and back are registered in the Handover note. If in this case the Handover note is not processed (only pull-out of wagons is performed during the shunting, e.g. wagons manufactured on the siding, etc.), the movements of the locomotives are registered in the Return note.
5. Single track sidings.  
If the serving of a single track siding includes the wagon supply and pull-out, the calculation includes:
  - a) 2x VP 80.81 „Charge for the wagon supply and shunting (siding charge)“, or
  - b) 1x VP 80.81 „Charge for the wagon supply and shunting (siding charge)“ and VP 80.87 „Charge for shunting by essentials of the carrier ČD Cargo for the siding operators, customers”.The variants for the counting method of the above defined VP are used depending on the local conditions of the siding, given by the decisive distance for the calculation of the siding charges in such a way that the charges are calculated for the siding operator using the most beneficial variant for them.
6. If it is necessary to perform the siding operation:
  - a) by more travels of the locomotive or
  - b) using a banking locomotive,the siding charge is applied to every travel of the locomotive used for the siding operation (i.e. for every movement of the locomotive to the siding and back including the banking locomotive).
7. A twin locomotive or two locomotives connected by the multiple control (coupled engines) are considered two locomotives.
8. In exceptional cases, ČD Cargo can define the amount of the siding charges for every available wagon on the siding by an average (lump sum). This amount is defined by the share of the total VP 80.81, 80.87 and the number of supplied wagons for the previous period agreed with the siding operator. The same method can be applied to the average (lump sum) amount of the siding charges for the benefit of the siding operator for VP 80.88. The defined lump sum amount of the siding charges is defined in the contract on business and transport conditions on the siding or another contract with the siding operator.
9. VP 80.91 includes lubrication and cleaning of the sliding and moving parts of the switch, cleaning of the spaces between the blades and supports, cleaning of the spaces under the stretchers from objects that prevent the switch from working properly.  
VP 80.92 and VP 80.95 charges do not include maintenance before the winter season, i.e. removal of gravel and soil from the area under the stretchers.  
The calculation of VP 80.91 and 80.95 considers a crossing switch as four simple switches.
10. The siding operator may request the carrier ČD Cargo in writing to include the price for the wagons supply and pull-out to/from the siding into the customer agreement.
11. The siding operator may request the carrier ČD Cargo in writing to include PD 27.xx “Siding carriage charges“ into Annex 1 of this Tariff. The charge amount is defined from the average performance for the previous year.

## Annex No. 1

### Carriage charges and other charges

#### 1. Introductory Provisions

1.1 This Annex contains the following documents:

- **Table of carriage charges A** (basic tariff of rates);
- **Table of carriage charges C** (for a UTI unit of the combined transport consignments in domestic transport);
- **Table of carriage charges G** (for empty rail wagons as the mean of transport vehicles);
- **Table of carriage charges H** (for a UTI unit of the combined transport consignments in international transport);
- **Table of carriage charges P** (between the border point and the specified reconsignment station);
- **Dispatch charges (SP);**
- **Ancillary charges (PD);**
- **Siding charges (VP);**

### Table of carriage charges A - basic tariff of rates

Tariff distance in km	Rates for 1 wagon	
	Two-axle	Multi-axle
	CZK	CZK
1 – 10	8 961	30 395
11 – 20	9 869	32 213
21 – 30	10 774	34 032
31 – 40	11 678	35 849
41 – 50	12 584	37 665
51 – 60	13 488	39 486
61 – 70	14 394	41 302
71 – 80	15 303	43 119
81 – 90	16 206	44 939
<b>91 – 100</b>	<b>17 113</b>	<b>46 754</b>
101 – 110	18 019	48 573
111 – 120	18 923	50 391
121 – 130	19 829	52 210
131 – 140	20 736	54 026
141 – 150	21 640	55 844
151 – 160	22 545	57 663
161 – 180	23 450	59 479
<b>181 – 200</b>	<b>24 357</b>	<b>61 299</b>
201 – 220	25 263	63 116
221 – 240	26 171	64 932
241 – 260	27 074	66 751
261 – 280	27 980	68 568
<b>281 – 300</b>	<b>28 885</b>	<b>70 387</b>
301 – 320	29 790	72 203
321 – 340	30 696	74 022
341 – 360	31 602	75 840
361 – 380	32 508	77 657
<b>381 – 400</b>	<b>33 414</b>	<b>79 476</b>
401 – 420	34 318	81 293
421 – 440	35 224	83 108
441 – 460	36 128	84 930
461 – 480	37 034	86 746
<b>481 – 500</b>	<b>37 941</b>	<b>88 564</b>
501 – 520	38 847	90 382
521 – 540	39 753	92 199
541 – 560	40 659	94 017
561 – 580	41 563	95 834
<b>581 – 600</b>	<b>42 468</b>	<b>97 654</b>
601 – 620	43 375	99 471
621 – 640	44 279	101 290
641 – 660	45 185	103 107
661 – 680	46 091	104 924
<b>681 – 700</b>	<b>46 997</b>	<b>106 744</b>
For every commenced 20 km over 700 km		
	<b>906</b>	<b>1817</b>

**Table of carriage charges C**  
**For a UTI unit of the combined transport consignments**  
**in domestic transport**

Carriage charges for consignments on wagons not-provided					
tariff distance in km	CZK/UTI	tariff distance in km	CZK/UTI	tariff distance in km	CZK/UTI
1 - 10	5 894	161 - 180	15 002	<b>481 – 500</b>	<b>26 304</b>
11 - 20	6 454	<b>181 - 200</b>	<b>15 974</b>	501 – 520	26 573
21 - 30	8 476	201 - 220	16 554	521 – 540	27 030
31 - 40	9 033	221 - 240	17 250	541 - 560	27 377
41 - 50	9 275	241 - 260	18 456	561 - 580	27 835
51 - 60	9 812	261 - 280	18 922	<b>581 - 600</b>	<b>28 235</b>
61 - 70	10 170	<b>281 - 300</b>	<b>19 614</b>	601 - 620	28 693
71 - 80	10 470	301 - 320	20 077	621 - 640	29 034
81 - 90	11 410	321 - 340	20 828	641 - 660	29 492
<b>91 - 100</b>	<b>11 933</b>	341 - 360	21 461	661 - 680	29 720
101 - 110	12 222	361 - 380	22 038	<b>681 - 700</b>	<b>30 175</b>
111 - 120	12 520	<b>381 - 400</b>	<b>22 840</b>	701 - 720	30 664
121 - 130	12 754	401 - 420	23 476	721 - 740	31 149
131 - 140	13 095	421 - 440	24 228	741 - 760	31 641
141 - 150	13 498	441 - 460	25 152	761 - 780	32 122
151 - 160	13 842	461 - 480	25 725	<b>781 - 800</b>	<b>32 610</b>
Surcharge for consignments on wagons provided					
<p style="text-align: center;">Surcharge for wagons provided is CZK 681/UTI 1 for every commenced 50 km of tariff distance; It relates to the general distance of the transport connection, at least 1404,- CZK/UTI 1.</p>					

**Table of carriage charges G**  
**for empty railway wagons as the means of transport**

	Rates for 1 wagon	
	Two-axle	Multi-axle
Tariff distance in km	CZK	CZK
1 – 10	5 112	8 111
11 – 20	5 452	8 464
21 – 30	5 790	8 813
31 – 40	6 131	9 161
41 – 50	6 471	9 510
51 – 60	6 810	9 865
61 – 70	7 149	10 213
71 – 80	7 488	10 562
81 – 90	7 830	10 916
<b>91 – 100</b>	<b>8 168</b>	<b>11 263</b>
101 – 110	8 507	11 613
111 – 120	8 846	11 959
121 – 130	9 186	12 314
131 – 140	9 524	12 663
141 – 150	9 865	13 009
151 – 160	10 202	13 361
161 – 180	10 547	13 711
<b>181 – 200</b>	<b>10 883</b>	<b>14 063</b>
201 – 220	11 225	14 413
221 – 240	11 565	14 762
241 – 260	11 903	15 108
261 – 280	12 242	15 463
<b>281 – 300</b>	<b>12 581</b>	<b>15 810</b>
301 – 320	12 921	16 161
321 – 340	13 261	16 510
341 – 360	13 602	16 860
361 – 380	13 942	17 210
<b>381 – 400</b>	<b>14 280</b>	<b>17 558</b>
401 – 420	14 620	17 911
421 – 440	14 958	18 259
441 – 460	15 300	18 609
461 – 480	15 637	18 959
<b>481 – 500</b>	<b>15 978</b>	<b>19 310</b>
501 – 520	16 318	19 657
521 – 540	16 657	20 009
541 – 560	16 993	20 359
561 – 580	17 337	20 710
<b>581 – 600</b>	<b>17 674</b>	<b>21 059</b>
601 – 620	18 012	21 406
621 – 640	18 352	21 759
641 – 660	18 697	22 111
661 – 680	19 037	22 457
<b>681 – 700</b>	<b>19 376</b>	<b>22 804</b>
	For every commenced 20 km over 700 km	
	342	354

**Table of carriage charges H**  
**For a UTI unit of the combined transport consignments**  
**in international transport**

Carriage charges for consignments on wagons not-provided					
tariff distance in km	EUR/UTI	tariff distance in km	EUR/UTI	tariff distance in km	EUR/UTI
1 - 10	343	161 - 180	943	<b>481 - 500</b>	<b>1 628</b>
11 - 20	535	<b>181 - 200</b>	<b>986</b>	501 - 520	1 671
21 - 30	592	201 - 220	1 028	521 - 540	1 714
31 - 40	624	221 - 240	1 070	541 - 560	1 757
41 - 50	655	241 - 260	1 114	561 - 580	1 796
51 - 60	684	261 - 280	1 156	<b>581 - 600</b>	<b>1 841</b>
61 - 70	704	<b>281 - 300</b>	<b>1 199</b>	601 - 620	1 882
71 - 80	729	301 - 320	1 244	621 - 640	1 926
81 - 90	755	321 - 340	1 284	641 - 660	1 970
<b>91 - 100</b>	<b>778</b>	341 - 360	1 328	661 - 680	2 012
101 - 110	797	361 - 380	1 371	<b>681 - 700</b>	<b>2 053</b>
111 - 120	822	<b>381 - 400</b>	<b>1 415</b>	701 - 720	2 097
121 - 130	844	401 - 420	1 457	721 - 740	2 139
131 - 140	865	421 - 440	1 500	741 - 760	2 182
141 - 150	888	441 - 460	1 543	761 - 780	2 224
151 - 160	911	461 - 480	1 585	<b>781 - 800</b>	<b>2 267</b>
Surcharge for consignments on wagons provided					
<p style="text-align: center;">Surcharge for wagons provided is 61 EURO / UTI 1 for every commenced 150 km of tariff distance; It relates to the general distance of the transport connection, at least 245,- EURO/UTI 1.</p>					



**Table of carriage charges P**  
**between the border point and the specified reconsignment station**

country	border point	reconsignment station	Carriage charges CZK
1	2	3	4
<b>Slovakia</b>	Mosty u Jablunkova state border	Český Těšín	<b>3 579</b>
	Horní Lideč state border	Valašské Meziříčí	<b>4 963</b>
	Lanžhot state border	Břeclav	<b>3 462</b>
<b>Austria</b>	Břeclav state border	Břeclav	<b>3 462</b>
	Znojmo state border	Znojmo	<b>3 462</b>
	České Velenice state border	České Budějovice	<b>8 709</b>
	Horní Dvořiště state border	České Budějovice	<b>6 696</b>
<b>Germany</b>	Česká Kubice state border	Domažlice	<b>3 462</b>
	Děčín state border	Děčín hlavní nádraží (Děčín východ)	<b>3 670</b>
	Cheb state border	Cheb	<b>3 462</b>
<b>Poland</b>	Frýdlant v Čechách state border	Liberec	<b>6 186</b>
	Meziměstí state border	Náchod	<b>7 221</b>
	Lichkov state border	Česká Třebová	<b>7 464</b>
	Bohumín state border	Ostrava hlavní nádraží	<b>4 542</b>
	Petrovice u Karviné state border	Ostrava hlavní nádraží	<b>5 757</b>
	Český Těšín state border	Český Těšín	<b>3 462</b>

## Dispatch charges (SP)

Num ber SP	<u>Name and content of SP</u>	CZK
1	2	3
<b>80</b>	<b><u>Charge for the space</u></b>	
<b>80.01</b>	1. For the goods placed on the surface designated by an employee of the supplier ČD Cargo is calculated for 1 m <sup>2</sup> and every commenced calendar day .....	<b>10</b>
<b>82</b>	<b><u>Charges for loading, unloading, and reloading of goods</u></b>	
<b>82.51</b>	1. Loading, unloading, and reloading of bulk goods freely placed using a mechanisation tool is calculated for 1 tonne .....	<b>78</b>
<b>82.52</b>	2. Loading, unloading, and reloading of goods using a forklift is calculated for 1 tonne .....	<b>94</b>
<b>82.53</b>	3. Loading, unloading, and reloading of piece goods or goods in bundles using a lifting tool is calculated for 1 tonne .....	<b>127</b>
<b>82.54</b>	4. Loading, unloading, and reloading of goods without using a mechanisation tool is calculated for 1 tonne .....	<b>236</b>
<b>82</b>	<b><u>Freight charges for the transport of goods by road</u></b>	
<b>82.57</b>	1. The transport of goods by road by a vehicle with the effective weight up to 6 tonnes inclusive is calculated for 1 km travel .....	<b>34</b>
<b>82.59</b>	2. The transport of goods by road by a vehicle with the effective weight over 6 tonnes up to 12 tonnes inclusive is calculated for 1 km travel .....	<b>44</b>
<b>82.60</b>	3. The transport of goods by road by a vehicle with the effective weight over up to 12 tonnes is calculated for 1 km travel .....	<b>46</b>
<b>82</b>	<b><u>Charges for the use of a road vehicle</u></b>	
<b>82.62</b>	1. A road vehicle with the effective weight up to 6 tonnes inclusive is calculated for every even commenced 15 minutes of application .....	<b>360</b>
<b>82.64</b>	2. A road vehicle with the effective weight over 6 tonnes up to 12 tonnes inclusive is calculated for every even commenced 15 minutes of application .....	<b>532</b>
<b>82.65</b>	3. A road vehicle with the effective weight over 12 tonnes is calculated for every even commenced 15 minutes of application .....	<b>560</b>

Num ber SP	<u>Name and content of SP</u>	CZK
1	2	3
82	<b><u>Charges for holding of a road vehicle and the downtime of a mechanisation device</u></b>	
82.66	1. The road vehicle holding and the downtime of a mechanisation device caused by the client is calculated for every even commenced 15 minutes of the holding period or the downtime .....	83
82	<b><u>Charges for the use of a loader</u></b>	
82.72	1. The use of a loader with motor output up to 120 kW inclusive is calculated for every even commenced 15 minutes of application .....	286
82.74	2. The use of a loader with motor output over 120 kW is calculated for every even commenced 15 minutes of application .....	510
82	<b><u>Charges for the use of a mobile crane</u></b>	
82.76	1. The use of a mobile crane with the maximum arm bearing capacity up to 10 tonnes inclusive is calculated for every even commenced 15 minutes of application .....	240
82.77	And for 1 km of travel is subject to calculation .....	38
82.78	2. The use of a mobile crane with the maximum arm bearing capacity over 10 tonnes up to 20 tonnes inclusive is calculated for every even commenced 15 minutes of application .....	295
82.79	And for 1 km of travel is subject to calculation .....	46
82.80	3. The use of a mobile crane with the maximum arm bearing capacity over 20 tonnes up to 30 tonnes inclusive is calculated for every even commenced 15 minutes of application	414
82.81	And for 1 km of travel is subject to calculation .....	53
82	<b><u>Charges for the use of a forklift</u></b>	
82.84	1. The use of a forklift for every even commenced 15 minutes of application is subject to calculation .....	242
82	<b><u>Charge associated with the work of a supplier's employee</u></b>	
82.87	1. Every even commenced 15 minutes of work or the work of another supplier ČD Cargo's employee according to the contract or a verbal agreement with the client is subject to calculation .....	210
82	<b><u>Charges for the performed service</u></b>	
	1. If the client and supplier agree on the total price for the performed service for the business case, they can use the numbers SP 82.91 to 82.99.	

### Ancillary charges (PD)

PD No.	Name and content of PD	CZK
1	2	3
<b>14</b>	<b><u>Charge for holding of a wagon during the contract of carriage fulfilment</u></b>	
	1. Holding a wagon/consignment due to reasons not caused by the carrier ČD Cargo is subject to calculation for every even commenced hour:	
<b>14.01</b>	For every wagon of the keeper ČD Cargo .....	<b>45</b>
<b>14.02</b>	For every wagon of a contractual keeper .....	<b>90</b>
	This charge is calculated for:	
	a) Holding of the wagon carriage during the fulfilment of the administration authorities' regulations (e.g. customs procedure);	
	b) Not applied;	
	c) In case of amending the contract of carriage, from the period of holding the wagon based on the request to amend the contract of carriage until the departure of the wagon from the station after the amendment of the contract of carriage is completed by the carrier ČD Cargo, by the time period of departure expected by the timetable at the latest;	
	d) In case a wagon is removed from service due to endangering the safety of the railway operation caused by the customer, e.g. not negotiated transports of an exceptional consignment, found overloading, loading defects, failure to fulfil the RID conditions, failure to fulfil the conditions for transport of waste and consignments subject to SPD. If the consignment is stopped due to overloading or a loading defect and the removal is performed by the carrier ČD Cargo, the charge is calculated for the actual period for the defect removal, maximum for 48 hours;	
	e) In case of circumstances preventing carriage caused by the customer;	
	f) In case of stoppage of a wagon consignment or wagons during the fulfilment of the contract of carriage for reasons on the side of the customer or based on the customer's disposition. The charge is calculated from the time of stoppage or from a provable requirement for stoppage if the consignment is already stopped due to another reason, until the real departure, no longer than 6 hours from receiving the consent with further transport.	
	2. The carrier ČD Cargo may announce different amounts for the wagon stoppage according to the length of the wagon stoppage.	
<b>14.03</b>	3. The stoppage of a wagon consignment on the wagon of ČD Cargo whilst performing reconsignment in the stations defined in column 3 of the Table of carriage charges P of this Annex is subject to a single sum payment for a wagon .....	<b>135</b>

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
14.04	4. The stoppage of a wagon consignment in the wagon of a contractual keeper whilst performing reconsignment in the stations defined in column 3 of the Table of carriage charges P of this Annex is subject to a single sum payment for a wagon .....	280
	5. If the wagon consignment is stopped according to point 3 and 4 for longer than 24 hours, PD 14.01 or 14.02 are calculated from the 25 <sup>th</sup> hour.	
14.11	6. For stoppage of an empty non-provided wagon or complete wagon load in non-provided wagons <b>at a station on the route</b> for reasons on the part of the carrier (except for a change of the contract of carriage), a charge shall be imposed for each 30-day period or fraction thereof, unless contractually agreed otherwise: For stoppage of a wagon consignment .....	1900
14.12	or for stoppage of a block train comprising of wagons not provided	23600
14.13	7. For stoppage of an empty non-provided wagon or complete wagon load in non-provided wagons <b>at the station of destination</b> for reasons on the part of the carrier in cases when the wagon was not accepted to the siding, a charge shall be imposed for each 30-day period or fraction thereof of holding per complete wagon load .....	630
14.14	and for every other wagon stated in the List of wagons regardless the holding period .....	60
14.21	8. For stoppage of an empty non-provided wagon or complete wagon load in non-provided wagons: - at the station of destination for reasons on the part of the carrier in cases when the wagon is intended for a handling point other than the siding or for the reason of re-forwarding or change of the contract of carriage, - at a station on the route due to a change of the contract of carriage, a charge per wagon shall be imposed for each 30-day period or fraction thereof ..... In such cases, PD 14.11 or PD 14.12 are not included.	210
14.31	9. Shunting of a wagon or more wagons in a station en route to a place where the overweight will be unloaded, some new goods loaded, a loading defect removed, the load reloaded or from other reasons not caused by the carrier ČD Cargo is subject to charge for one shunting regardless the number of wagons ..... If PD 14.21 is calculated, it is not possible to include PD 14.31.	980
	10. PD 14.31 is calculated even in case that the consignor, consignee or payer require shunting in a station en route. In this case, this PD is calculated for every even commenced 15 minutes.	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
	<b><u>Special carriage charges</u></b>	
27.31	1. ČD Cargo may for some consignors or consignees announce special carriage charges. The consignor of the wagon consignment will be informed about the fact during the confirmation of the Loading application form. The special carriage charges shall be notified by ČD Cargo in the CN as PD 27.31.	
	2. In the international transport, this charge is paid by the wagon consignor or by the payer for the consignor for the section from the forwarding station to the exit border point, and by the consignee of the wagon or by the payer for the consignee from the border point to the destination station.	
	3. Not applied.	
27.32	4. If the loading is permitted in a station without authorisation to accept and deliver wagon loads for the freight transport or outside the railway station limits, the carriage charges for the section between the loading location and the forwarding station are defined by ČD Cargo contractually.	
27.33	5. If the unloading is permitted in a station without authorisation to accept and deliver wagon loads for the freight transport or outside the railway station limits, the carriage charges for the section between the destination station and the unloading location are defined by ČD Cargo contractually.	
	6. In the international transport, the carriage charges apply according to point 4 or 5 to the payer on the railways in the ČR.	
27.34	7. ČD Cargo may, in the case of transports in wagons provided by the keeper of ČD Cargo to/from or through specified countries, and after negotiation with the customer, declare a special charge PD 27.34 for enabling carriage to/from or through these countries. The amount of this charge for each wagon type and country is posted on the ČD Cargo website under the tab "What we follow - PD 27.34".	
	8 The fact that PD 27.34 must be applied when transporting to/from or through a specific country is given by <b>ZAN No. 865-54-2023</b> for transports to/from or through a specific country. To allow transportation to/from or through a specific country, the provisions of the Exceptions in Article 5.1 of the ZAN needs to be met. In this case, the carrier will enter "PD 27.34" in column 7 of the CIM Consignment Note. This entry means that the payer of the carriage charges assumes the obligation to pay PD 27.34 at the rate posted on the ČD Cargo website, unless contractually stipulated otherwise.	
27.35	9. The amounts of the charge for failing to observe special conditions of forwarding or delivery in the stations stated in the List of stations which include an additional sign "zp" are published in a table at <a href="http://www.cdcargo.cz">www.cdcargo.cz</a> (tab "What we follow" – Carriage conditions" or tab	

PD No.	Name and content of PD	CZK
1	2	3
	“Application – Stations and managers“).	
27.36	<p>10. The difference in the carriage charges when transport is carried out on a longer route compared to the original length of the route specified in the customer agreement/contract of carriage (e.g. in case of diversions caused by the infrastructure manager's closure activities), including any potential compensation for extra costs incurred by ČD Cargo, either on the basis of the provisions of Part I of the TVZ, Section 2, Article 3, Clause 24 or when this amount is determined contractually.</p> <p>If the customer concludes an addendum or a new customer agreement/contract of carriage with ČD Cargo, a.s., prices of which are calculated and determined on the basis of a longer transport route, this ancillary charge shall not apply.</p>	
27	<b><u>Siding carriage charges</u></b>	
	1. When transporting wagon consignments to and from listed the siding area, the carriage charges include the charge for every wagon for the siding in the station:	
	<b>Dětmorovice</b> The point of acceptance/delivery “Vlečka Dětmorovice”	
27.39	wagons provided .....	162
27.40	wagons not provided .....	81
	<b>Kralupy nad Vltavou</b>	
	The point of acceptance/delivery	
	vl. VI. Vlečka Kaučuk, základní závod	
27.43	wagons provided .....	164
27.44	wagons not provided .....	82
	<b>Most nové nádraží</b> The point of acceptance/delivery	
	Siding UNIPETROL RPA, s.r.o. Litvínov	
27.45	wagons provided .....	110
27.46	wagons not provided .....	55
	<b>Neratovice</b> The point of acceptance/delivery “Vlečka Spolana a.s. Neratovice”:	
27.47	wagons provided .....	46
27.48	wagons not provided .....	23
	<b>Pardubice hlavní nádraží ...</b> The point of acceptance/delivery “Vlečka Paramo, a.s. Pardubice”.	
27.49	wagons provided .....	116
27.50	wagons not provided .....	58
	<b>Pardubice – Rosice nad Labem</b>	
	The point of acceptance/delivery vl. VI. Siding	
	Synthesisia	
27.51	wagons provided .....	260
27.52	wagons not provided .....	130



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PD No.	<u>Name and content of PD</u>	CZK
1	2	3
	8. For supply and removal to and from the siding „PRECHEZA Přerov“ at the railway station Přerov, the carrier charges the freight payer for an integrated group of wagons or a train of at least 15 wagons:	
<b>27.90</b>	For performing both supply and removal of a wagon provided (both operations) .....	<b>130</b>
<b>27.91</b>	For performing only supply or only removal of a wagon not provided ..	<b>65</b>
	9. For supply and removal to and from the siding „Vlečka Závod Střekov – Horní větev 1“ at the railway station Ústí nad Labem-Střekov, the carrier charges the freight payer the fee as follows:	
<b>27.92</b>	For performing both supply and removal of the wagon (both operations) .....	<b>750</b>
<b>27.93</b>	For performing only supply or only removal of the wagon.....	<b>375</b>
<b>27.94</b>	10.For the transport of a wagon consignment to/from the handling point No. 362517 “Jihlava Pávov” on the siding No. 324418 “Siding of RSM Jihlava kolejiště Pávov” in the railway station Jihlava, a charge is added to the carriage charges for each wagon.....	<b>204</b>
	PD 27.94 applies only once, namely for transports charged by the carriage charges in the loaded run.	
<b>27.95</b>	11.When transporting wagon consignments to the railway station Beroun to the siding KD Trans Ltd., every wagon supplied for the customers BILSTEIN BOHEMIA s.r.o. or BILSTEIN CEE a.s. is subject to a charge added to the carriage charges. ....	<b>1055</b>
<b>34</b>	<b><u>Weighing charges</u></b>	
	1. The use of railway scales based on the recorded requirements in the consignment note in the domestic and international transport is subject to the charge calculated by the carrier ČD Cargo for every weight measuring .....	
<b>34.50</b>	at stations with rail scales listed in the List of stations with exception of stations Brno-Maloměřice and Cheb, a fee in the amount of .....	<b>1000</b>
<b>34.51</b>	at stations Brno-Maloměřice and Cheb, a fee in the amount of.....	<b>1000</b>
	2. PD 34.50 or 34.51 is calculated also during the inspection weight check of the wagon consignment content performed by the carrier ČD Cargo in case the matters were found as per § 3, point 16 or 17, Part I of the Tariff. If this occurs, the charge is paid by the consignor.	
	3. For the use of rail scales upon the fulfilment of the all below conditions: - a block train with a minimum number of 16 wagons, - one payer for all consignments in a block train, - the weighing performed on the rail scales with dynamic weighing, - the weight is measured by the whole train passing over the rail scales	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
34.55	ČD Cargo calculates for every weight established this way at stations Břeclav, Horní Dvořiště, Petrovice u Karviné, Plzeň hlavní nádraží, a fee for a wagon in the amount of .....	500
34.56	at stations Brno-Maloměřice and Cheb, a fee for a wagon in the amount of .....	500
	4. In case of any excess weight, PD 34.50 or 34.51 is charged after its unloading for every repeated weighing of the wagon with detected overloading.	
	5. If the consignor or the payer requires information on the found weight of the transported wagon consignment, ČD Cargo charges no fee for the report in compliance with point 8, Section 1, Part VII of this Tariff.	
	6. If PD 34 is applied, PD 14.31 is not applied unless the consignment is further handled (e.g. extra weight unloaded), or unless contractually agreed otherwise.	
37	<b><u>Charge for shunting in the forwarding station</u></b>	
37.03	1. If the consignor or another client requires shunting in the forwarding station, a charge is applied for every even commenced 15 minutes	980
	2. The charge pursuant to point 1 of this PD shall be collected even for moving a wagon prepared for loading to another location in the station; the charge (relocation fee) is collected only once regardless of the number of wagons in a group.	
	3. The charge shall be paid by the consignor or another client.	
	4. The shunting charge during the fulfilment of the contract of carriage is determined in PD 14.	
38	<b><u>Charge for shunting in the destination station</u></b>	
38.03	1. If the consignee of the wagon consignment or another client requires shunting in the destination station, a charge is applied to every even commenced 15 minutes .....	980
	2. The charge pursuant to par. 1 of this PD shall be collected even for moving of a wagon prepared for unloading to another location in the station; the charge (relocation fee) is collected only once regardless of the number of wagons in a group.	
	3. The charge shall be paid by the consignee or another client.	
	4. The shunting charge during the performance of the contract of carriage is determined in PD 14.	
40	<b><u>Customs clearance of the consignment in the forwarding country</u></b>	
	1. Provisions of PD 40.01 to 40.55 apply to the performances of the carrier ČD Cargo's customs representatives or other employees of ČD Cargo in the forwarding country for the wagon consignments, combined transport consignments and individual pieces.	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
40.01	2. The provision of the customs proceedings for the consignment into the proposed mode performed by ČD Cargo's representative as the customs agent is subject to:	
40.02	2.1 a) for every issued JSD, DD, TDD, VDD, TBDD, DÚZB, VBJSD, inspection sheet T 5 .....	342
40.03	b) for every other item in the issued record according to point 2.1a)	107
	c) for every other wagon or UTI defined in JSD or the list.....	76
40.07	3. Every proof of origin (e.g. EUR.1, EUR-MED, EUR.2, FORM A, Certificate A.TR, T2L) submitted to the customs office for confirmation regardless the number of wagons or UTI is subject to	216
40.11	5. A request for missing data to complete the records for the customs clearance or their reminder is subject to charge for every request or reminder .....	130
40	<b><u>Charges for the customs clearance – reconsignment</u></b>	
40.21	1. The customs clearance during the performance of NP or the customs clearance during the fulfilment of the contract of carriage including the delivery of the documents required for the customs clearance is subject to a single sum payment.....	144
40	<b><u>The completion of the sheet CMR, TIR</u></b>	
40.25	1. The completion of a CMR sheet upon request of the client or based on the contract is subject to charge for every completion.....	209
40.26	Every completion of a TIR sheet .....	618
40	<b><u>Charge associated with the work of a ČD Cargo's customs representative</u></b>	
40.31	1. For every even commenced 15 minutes of the participation of a ČD Cargo's customs representative during the provision of other services in relation to the customs proceedings or the customs proceedings outside the customs area upon request of the customer, which are not defined in "Customs clearance of consignments in the forwarding country", is subject to charge.....	210
40	<b><u>Depreciation of the export goods volume</u></b>	
40.34	1. The depreciation of the export goods volume defined by the official export authorisation or in the dispatch order in such a way that the amount or value of exported goods does not exceed the permitted amount or the value defined in the dispatch order is subject to charge for every depreciation .....	103

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
<b>40</b>	<b><u>Handling of documents on the consignment</u></b>	
<b>40.36</b>	1. The completion or the amendment of the invoice upon request of the customs agent for one invoice is subject to .....	<b>107</b>
<b>40.37</b>	2. The removal or replacement of the invoice after the completed customs clearance for one invoice is subject to .....	<b>47</b>
<b>40.38</b>	3. The completion or attachment of records to the consignment note upon request of the client is subject to charge for every record .....	<b>67</b>
<b>40</b>	<b><u>Contractual fees</u></b>	
	1. The agreement between the carrier ČD Cargo and the customer or the goods owner can include activities not resulting from the contract of carriage. The invoices shall include the PD numbers and amounts in CZK defined in the contract. These charges must not be used for the activities defined in this Annex.	
<b>40.51</b>	The provision of the customs debt: External EU transit	
<b>40.52</b>	The provision of the customs debt: Internal EU transit	
<b>40.53</b>	Handling charge for the evidence of warranty records	
<b>40.55</b>	The contractual fee resulting from a command contract	
<b>42</b>	<b><u>Customs clearance of the consignments in the destination country</u></b>	
	1. Provisions of PD 42.01 to 42.55 apply to the performances of ČD Cargo's customs representatives or other employees of the carrier ČD Cargo for the wagon consignments, combined transport consignments and individual pieces.	
	2. The provision of the customs proceedings for the consignment into the proposed mode performed by ČD Cargo's representative as the customs agent is subject to:	
<b>42.01</b>	2.1 a) for every issued JSD and one wagon or UTI .....	<b>359</b>
<b>42.02</b>	b) for every item in the issued JSDd .....	<b>112</b>
<b>42.03</b>	c) for every other wagon or UTI defined in JSD or in the list .	<b>76</b>
<b>42.07</b>	3. Every issued Declaration of data on the customs value regardless the number of wagons or UTI is subject to .....	<b>198</b>
<b>42.14</b>	6. A request for the missing data to complete the Unified administration record or the data declaration on the customs value from the client or their reminder is subject to charge for every request or reminder .	<b>130</b>
	7. The provisions of points 1 to 7 of this charge relate solely to the transport under the customs supervision.	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
42	<b><u>Charges for the customs clearance – reconsignment</u></b>	
42.21	1. The customs clearance during the performance of reconsignment or the customs clearance during the fulfilment of the contract of carriage including the delivery of the records necessary for the customs clearance is subject to a single sum payment .....	144
42	<b><u>Charge associated with the work of a ČD Cargo's customs representative</u></b>	
42.31	1. For every even commenced 15 minutes of the participation of a ČD Cargo's customs representative during the provision of other services in relation to the customs proceedings or the customs proceedings outside the customs area upon request of the customer which are, not defined in “Customs clearance of consignments in the destination country”, is subject to charge .....	210
42	<b><u>Depreciation of the import goods volume</u></b>	
42.34	1. The depreciation of the import goods volume defined by the official import authorisation or in the dispatch order in such a way that the amount or value of imported goods does not exceed the permitted amount or the value defined in the dispatch order is subject to charge for every depreciation .....	103
42	<b><u>Handling of documents on the consignment</u></b>	
42.36	1. The completion or the amendment of the invoice upon request of the customs agent for one invoice is subject to .....	107
42.37	2. The removal or replacement of the invoice after the completed customs clearance for one invoice is subject to .....	47
42.38	3. The completion or attachment of records to the consignment note upon request of the client is subject to charge for every record .....	67
42	<b><u>Contractual fees</u></b>	
42.53	1. The agreement between the carrier ČD Cargo and the customer or the goods owner can include activities not resulting from the contract of carriage. The invoice shall include the ancillary charges numbers and amounts in CZK defined in the contract. These charges must not be used for the activities defined in this Annex. Handling charge for the evidence of warranty records	
42.55	The contractual fee resulting from a command contract	
45	<b><u>Evidence of goods for Intrastat</u></b>	
45.11	1. The evidence of one type of goods in one business operation in import or export is subject to .....	144

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
45.12	2 The submission of a processed Intrastat record in import or export for the customs office is subject to .....	187
45.13	3. The sending of support records, e.g. invoices, transport sheets. delivery notes, etc., for Intrastat to the client is subject to .....	119
45.14	4. The data processing for a partial Intrastat report to the client is subject to a) The evidence of one type of goods in one business operation for accepting or sending .....	144
45.15	b) For sending of a partial report to the client .....	88
45.16	5. A request for the missing data for completing the Intrastat report or their reminder is subject to a charge for every request or reminder	90
45.17	6. Processing of a negative report is subject to .....	300
45.18	7. Processing of a corrective monthly report in import or export is subject to .....	300
50	<b><u>Charge for the stay of a wagon provided during the loading handling</u></b>	
50.05	1. The stay of a provided wagon during the loading handling, for every even commenced hour and wagon from 25 <sup>th</sup> hour from submitting of the wagon for loading handling is subject to .....	139
50.21	2. The stay of the wagon of a contractual keeper submitted for the loading handling based on a special contract including the wagons available or provided from the own initiative of the contractual keeper, for every even commenced hour and wagon from 25 <sup>th</sup> hour from submitting of the wagon for loading handling is subject to .....	57
	3. ČD Cargo may announce a different period to start charging for the wagon stay PD 50.05 (50.21), including different amounts for the wagon stay.	
	4. If during 24 hours from the wagon stay commencement in the siding or another contractual handling location, the period falls within a state recognised bank holiday, the wagon stay is not charged in these days.	
	5. If a block train is loaded in the forwarding station, PD 50.05 is charged until completing the loading handling. PD 51.01 or 51.02 is charged from the finalization of the loading handling until the conclusion of the contract of carriage.	
	6. No charge for the stay of a non-provided wagon shunted for loading shall by applied.	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
<b>51</b>	<b><u>Other charges for delay except the wagon stay</u></b>	
	1. The wagon delay due to reasons caused by the customer as per SPP is subject to charge for every even commenced hour	
<b>51.01</b>	For a wagon of the keeper ČD Cargo, and a wagon of a contractual keeper based on a special contract, including the wagons available or provided from the own initiative of the contractual keeper .....	<b>45</b>
<b>51.02</b>	For a wagon of a contractual keeper unless it ranks amongst the wagons defined in text to PD 51.01 .....	<b>90</b>
	ČD Cargo may announce different amounts for the wagon delay according to the length of the wagon delay.	
	2. The wagon delay is charged:	
	a) For loaded and empty wagons designated for loading or unloading and stopped due to reasons caused by the customer in the destination station during the period outside the concluded contract of carriage;	
	b) During reconsignment of the consignment, from the time of the completion of the transport until the conclusion of new contract of carriage;	
	c) Not applied;	
	d) Not applied;	
	e) In case of circumstances preventing delivery, from the submitting the wagons to unloading until the removal of the circumstances or until unloading the wagon (Chapter 2.23 SPP);	
	f) To the consignor if the consignee refuses to accept the wagon consignment, from the day following the day the carrier ČD Cargo notified the consignor, however no longer than 120 hours;	
	g) In case of circumstances preventing carriage caused by the customer from the notification of the circumstances to the carrier until their removal;	
	h) In case of renouncing the wagon for loading after its submission to the nearest regular or contractual operation, for which the wagon was prepared for pull-out;	
	i) for provided wagons designated for the siding and stopped in the destination station or in a station en route due to reasons caused by the siding operator. The charge is calculated from the wagons stopping period or from the provable requirement of the customer for stopping, if the wagons are already stopped due to another reason, until the nearest regular or agreed siding operation used for supplying the wagons to the siding.	
	3. If the consignment is stopped in the tariff station due to failure to create the conditions for the fulfilment of administration regulations caused by the siding operator, the charge applies to the delay of the wagon from the first regular operation, when the wagon could have been submitted	



PD No.	<u>Name and content of PD</u>	CZK
1	2	3
	to the siding until the regular operation and handover to the siding after fulfilling the administration regulations. In this case, this charge applies to the wagon stoppage on the siding account of the respective siding operator.	
51.03	4. The stoppage of the wagon consignment in a wagon of the keeper ČD Cargo during the customs clearance in the stations defined in column 3 of the Table of carriage charges P of this Annex is subject to a single sum payment for the wagon.. ..	135
51.04	5. The stoppage of the wagon consignment in a wagon of a contractual keeper during the customs clearance in the stations defined in column 3 of the Table of carriage charges P of this Annex is subject to a single sum payment for the wagon.. ..	280
	6. If the wagon consignment is stopped according to point 4 and 5 of this PD for longer than 24 hours, PD 54.01 or 51.02. are calculated from 25th hour.	
51.13 51.14	7. For stoppage of an empty non-provided wagon or complete consignment load in non-provided wagons at the station of destination for reasons on the part of the carrier in cases when the wagon was not supplied to the siding, a charge shall be imposed for each 30-day period of holding per complete consignment load ..... and for every other wagon defined in the List of wagons ..... PD 51.13 and 51.14 are calculated in case the stoppage occurred based on the disposition of the consignee or the siding operator in the destination station.	630 60
51.21	8. For stoppage of an empty non-provided wagon or complete consignment load in non-provided wagons at a station on the route or at the station of destination for reasons on the part of the carrier in customs clearance, a charge shall be imposed for each 30-day period of holding per wagon .....	210
77	<b><u>Charges for incorrectly completed consignment note, CUV WN</u></b>	
77.01	1. Increased administration costs related to the processing of incorrectly completed data on the contractual agreement between the carrier ČD Cargo and the customer in the consignment note/CUV WN not caused by the carrier ČD Cargo, ČD Cargo, upon the consent of the sales manager or a foreign representation employee of ČD Cargo, is entitled to charge for every consignment/CUV WN note with incorrect data	730
80	<b><u>Charge for improper handling of a railway wagon</u></b>	
80.49	1. Improper handling of a railway wagon in which the wagon has been or is likely to be damaged (incorrect technology or technology jeopardizing technical conditions of the wagon during loading or unloading as well as other undue wagon handling which can cause deterioration of technical conditions of the wagon) entitles the carrier ČD Cargo to charge for each thus detected wagon .....	10000



PD No.	<u>Name and content of PD</u>	CZK
1	2	3
	2. Compensation for damages related to this wagon is not affected.	
	3. The charge shall be paid by the consignor for detections during loading or by the consignee for detections during unloading of the consignment.	
	4. PD 80.49 has a nature of sanctions.	
	5. PD 80.49 shall be applied only to wagons of the keeper ČD Cargo.	
80	<b><u>Charge for endangering the railway operation safety</u></b>	
80.50	1. If the highest permissible load weight of a wagon and other weight restrictions of the wagon or the railway lines are exceeded, ČD Cargo shall charge for the endangering the railway transport safety for every even commenced 100 kg of the weight of the wagon consignment contents exceeding the highest permissible loading weight .....	1000
80	<b><u>Technological transport</u></b>	
80.60	1. For transport from the station where a wagon provided was identified/decoupled (e.g. after a dangerous handling or damage caused by the customer or by a third party) to the station where the task can be performed (e.g. the repair or an inspection), the carrier ČD Cargo shall charge per wagon .....	3000
	2. This charge includes also the delivery to the place where the task is to be performed unless this delivery is charged by a third party.	
80	<b><u>Failure to take over a not provided wagon</u></b>	
80.70	1. For a not provided wagon that was not made available after a loading handling for pull-out for the designated operation, or that could not be taken over by the carrier ČD Cargo for the designated operation due to defects in loading or securing of the goods, or was not put in the prescribed condition after the loading handling in accordance with Chapter 2.11 SPP, the carrier ČD Cargo is entitled to charge per wagon.	1500
	2. Unless the carrier ČD Cargo states otherwise, a designated operation means the first operation following the delivery of the wagon to the handling point.	
	3. The PD 80.70 is applied at the request of ČD Cargo sales manager.	
	4. PD 80.70 has a nature of sanctions.	
80	<b><u>Charge for failure to utilize the capacity of the railway</u></b>	
80.71	1. For failure to utilize the capacity of the railway that was allocated for a particular business case and that expired without utilization, ČD Cargo is authorised to impose a charge for each case .....	5000
	2 PD 80.71 shall be imposed if the customer renounces an allocated capacity within 24 hours or less before the planned departure of the train according to the timetable or before the agreed departure of the ad hoc train.	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
	PD 80.71 shall also be imposed if the customer does not cancel the capacity and the capacity is not utilized.	
	3. PD 80.71 shall not be calculated if the amount for the failure to utilize the allocated capacity of the railway is agreed in a contract or if the customer is not responsible for the failure to utilize the capacity.	
	4. PD 80.71 has a nature of sanctions.	
	5. PD 80.71 is invoiced by OPT.	
<b>81</b>	<b><u>Reconsignment</u></b>	
<b>81.01</b>	1. Reconsignment upon request of the customer after the completed domestic or international transport is subject to charge for every consignment .....	<b>730</b>
<b>81.02</b>	The reconsignment of a consignment in a block train or a group of wagons with one Consignment/CUV WN note according to point 1 of this PD is subject to charge for every other wagon or a large container stated in the Consignment note or in the List of wagons .....	<b>60</b>
<b>81.12</b>	2. Enabling reconsignment of a wagon consignment in the wagon of a contractual keeper after a completed domestic or international transport is charged for every wagon and commenced day of the wagon stay in the ČR ..... 2.1 The specification of the stay period in the ČR is determined by the date of the wagon entry to the ČR and the date of reconsignment. 2.2 The charge does not apply if the reconsignment is completed in the stations defined in column 3 of the Table of carriage charges P. 2.3 Potential exclusion of PD 81.12 in other cases can be decided by ČD Cargo by means of a respective commodity manager ( <a href="http://www.cdcargo.cz">www.cdcargo.cz</a> – tab. Contacts – Business department). 2.4 The payment of the PD 81.01 or 81.02 is not affected.	<b>2500</b>
<b>81.21</b>	3. The completion of every forwarding of the wagon consignment of a not provided empty wagon on behalf of the keeper (lessee) upon their request in writing is subject to a) for every consignment in domestic transport .....	<b>284</b>
<b>81.22</b>	b) for every consignment in international transport .....	<b>392</b>
<b>81.23</b>	c) for every other wagon defined in the List of wagons .....	<b>60</b>
	4. The charges as per 1 and 3 of this PD include the partial payments for the request acceptance and evidence, the completion of the consignment note for the consignment and notification of the client on the order completion. In such cases PD 82.20 is not calculated.	
	5. The charges related to the wagon stoppage etc., are not affected by the foregoing provisions.	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
<b>81</b>	<b><u>Completion of the CN/CUV WN by an employee of the carrier ČD Cargo</u></b>	
<b>81.25</b>	1. The completion of a paper consignment note/CUV WN is charged	<b>210</b>
<b>81.26</b>	and for every other wagon or UTI defined in the consignment note/CUV WN or in the List of wagons .....	<b>60</b>
<b>82</b>	<b><u>Amendment of the contract of carriage</u></b>	
<b>82.01</b>	1. An amendment of the contract of carriage in domestic or international transport proposed by the authorized customer, or a withdrawal from the contract of carriage in the forwarding station is subject to charge for every consignment. .... The amendment of the contract of carriage in domestic or international transport proposed by the authorized customer, or a withdrawal from the contract of carriage as per point 1 of this PD with a consignment in a block train or a group of wagons with one consignment note/CUV WN is subject to charge for every other wagon defined in the List of wagons .....	<b>730</b>
<b>82.02</b>		<b>60</b>
	2. In case of withdrawal from the contract of carriage, the carrier ČD Cargo charges besides PD 82.01 or 82.02 additionally also PD 82.42 for every wagon.	
<b>82.17</b>	3. The possibility of the amendment of the contract of carriage for the wagon consignment loaded on a wagon of a contractual keeper is charged for every wagon and a commenced day of the wagon stay in the ČR ..... 3.1 The specification of the stay period in the ČR is determined by the date of the wagon entry to the ČR and the date of the amendment. 3.2 Charges are excluded: a) If the amendment of the contract of carriage is performed in the stations defined in column 3 of the Table of carriage charges P. b) In case of amending the contract of carriage in the international transport with the change of the destination country, even in case of withdrawing from the contract of carriage; c) In case of amending the contract of carriage if it includes solely the change of the consignee in the destination station. 3.3 Potential exclusion of PD 81.12 in other cases can be decided by ČD Cargo by means of a respective commodity manager ( <a href="http://www.cdcargo.cz">www.cdcargo.cz</a> – tab. Contacts – Business department) 3.4 The payment of PD 82.01 or 82.02 is not affected.	<b>2500</b>
	4. Ancillary charges PD 82.01, 82.02 and 82.17 shall not apply if the amendment of the contract of carriage is realized due to obstruction of the loading yard with consignments of another carrier.	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
	5. The charges as per 1 and 3 of this PD include the partial payments for the order acceptance and evidence and notification of the client on the order completion. In such a case, PD 82.20 is not applied.	
	6. The charges related to the wagon stoppage etc., are not affected by the foregoing provisions.	
<b>82</b>	<b><u>Charge associated with the work of the carrier ČD Cargo's employee</u></b>	
<b>82.20</b>	1. Work or participation of the carrier ČD Cargo's employee without defined special payment in this Tariff is subject to charge for every 15 minutes, even just commenced. ....	<b>210</b>
<b>82</b>	<b><u>Negotiation of the request to announce ZAN</u></b>	
<b>82.24</b>	1. Every negotiation of an individual request of an entitled person and the announcement of ZAN is subject to charge .....	<b>7500</b>
	2. The amount includes the announcement of ZAN, the issue of amendment or exception and termination of ZAN.	
<b>82.25</b>	3. The issue of the second and every other amendment or an exception is charged .....	<b>3750</b>
<b>82.26</b>	4. For an unauthorised duplicate use of a granted exemption from ZAN or by the customer issued intent for exemption from ZAN in cases when those exemptions, in accordance with Article 4.3 of Annex 13 SPP, are issued by the customer, the carrier ČD Cargo is authorised, after the approval of ČD Cargo sales manager, to charge for a detected case	<b>1500</b>
<b>82</b>	<b><u>Negotiation of a request for permitting the transport of an exceptional consignment</u></b>	
<b>82.31</b>	1. The negotiation of every individual request to permit the transport of an exceptional consignment is charged by MZ: Category 1 (consignments without RIV, exceeding of weight limitations, consignment on more wagons):.....	<b>1000</b>
<b>82.32</b>	Category 2 (oversized consignments): .....	<b>3000</b>
<b>82.33</b>	Category 3 (oversized consignments an exceeding weight limitations):	<b>5000</b>
<b>82.34</b>	Category 4 (oversized consignments on a special wagon with handling of the load surface vertically and horizontally): .....	<b>13000</b>
<b>82.35</b>	Category 5 (consignments according to Category 4 where individual assessment is necessary): .....	<b>contractual</b>
	2. The final classification of an exceptional consignment in the respective price category of MZ is performed by the carrier ČD Cargo.	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
82	<b><u>Charges for renunciation of a wagon</u></b>	
82.42	<p>1. If a wagon required by the Loading application form is renounced after 9.30 on the fifth day before the day ordered, and the wagon is already assigned administratively by the carrier, ČD Cargo charges for every wagon .....</p> <p>Determining of the time stamp of the administrative allocation of wagons is in the responsibility of the carrier ČD Cargo.</p> <p>ČD Cargo may decide on potential non-application of PD 82.42 by means of a respective wagon agent according to the desired loading station (contact online at <a href="http://www.cdcargo.cz">www.cdcargo.cz</a> - tab "Application - Stations and managers).</p>	3500
	2. If a wagon required by the Loading application form is renounced after its submission, ČD Cargo charges for the wagon renouncement and also for the wagon stay, from the time of the wagon submission until its renouncement, on the siding or a contractual handling location until the nearest agreed operation where the wagon was prepared for a pull-out.	
	3. The wagons „designated for the client“ are not charged according to 1 and 2 of this PD.	
	4. PD 82.42 has a nature of sanctions for renouncing of the required service.	
82	<b><u>Charges for supply of a wagon of a contractual keeper</u></b>	
82.45	<p>1. The wagon supply provided from the own initiative of a wagon keeper with whom ČD Cargo has entered into a bilateral contract on the use of freight wagons (through an amendment agreement to the VSP), the provision of which was agreed without the participation of ČD Cargo, the carrier ČD Cargo charges for every wagon, unless agreed otherwise</p> <p>2. This charge does not apply to:</p> <p>a) Repeated loading of the wagon of the contractual keeper (without instructions of the contractual keeper);</p> <p>b) In cases when ČD Cargo supplies a wagon of another contractual keeper as a replacement for its own wagon.</p>	10000
	3. PD 82.45 shall be paid by the payer of the carriage charges.	
84	<b><u>Cleaning of the wagon by the carrier ČD Cargo</u></b>	
	1. In the sense of Chapter 2.11 of SPP, the consignee is obliged to return the wagon after unloading to the carrier ČD Cargo cleaned-out; ČD Cargo is authorized not to accept a non-cleaned wagon. Quite exceptionally, ČD Cargo can, after a prior agreement with the consignee, accept a non-cleaned wagon provided by the keeper	

PD No.	<u>Name and content of PD</u>	CZK
1	2	3
84.11	<p>ČD Cargo and ensure its clean-up for a fee. The final decision whether a procedure according to these provisions will be applied is up to the carrier ČD Cargo.</p> <p>2. Unless contractually agreed otherwise, ČD Cargo charges for cleaning of a wagon provided by the keeper ČD Cargo according to paragraph 2.11.9 of SPP per wagon .....</p> <p>3. The subject of PD 84.11 is only a routine clean-up of the loading space of the wagon. Other cases (a complicated access into the loading space – e.g. tank wagons, hopper wagons, pollution of considerable extent, hazardous waste etc.) can be ensured by the carrier ČD Cargo solely on the basis of a special agreement of the parties concerned.</p> <p>4. If the vehicle shall be sent for cleaning from the station that found the fault to another station, also carriage charges according to Part I, Section 2, § 3, point 10 are calculated in addition to PD 84.11</p>	1100
84	<p><b><u>Short-term vehicle hold (KDV)</u></b></p> <p>1. For the provision of a keeper ČD Cargo's wagon for short-term holding to a KDV client, the KDV client shall pay for every even commenced calendar day of the KDV permitted by the carrier ČD Cargo and the wagon .....</p>	
84.21		1000
	2. For the days of permitted KDV, the KDV client shall not be charged PD 50.05 or 51.01.	

## Siding charges (VP)

VP numb er	<u>Name and content of VP</u>	CZK
1	2	3
<b>80</b>	<b><u>Charges for the wagon supply and shunting (siding charge)</u></b>	
	1. Every travel of every locomotive designed for the siding operation for the distance defined according to § 3 Section 2 Part VIII of this Tariff is subject to	
<b>80.81</b>	a) For the first kilometre .....	<b>265</b>
	b) For every other kilometre .....	<b>400</b>
	If the location of the mutual wagon handover point is in the axis of the station tracks or on the station tracks, and the train of the carrier ČD Cargo directly enters or exits the handover tracks, the charge does not apply.	
<b>80</b>	<b><u>Charges for using of a wagon</u></b>	
	The use of a railway wagon of the keeper ČD Cargo or a contractual keeper for a local movement is subject to	
<b>80.84</b>	a) Wagon use for a local movement: .....	<b>1386</b>
<b>80.85</b>	b) Unauthorised use of a railway wagon of the keeper ČD Cargo for a local movement: .....	<b>5020</b>
<b>80.86</b>	c) Unauthorised use of a wagon of a contractual keeper for a local movement: .....	<b>9320</b>
<b>80</b>	<b><u>Charge for shunting by essentials of the carrier ČD Cargo for the siding operators, customers</u></b>	
	1. For the shunting of a locomotive of the carrier ČD Cargo (e.g. wagon preparation or waiting of the locomotive caused by the siding operator or the customer) the carrier ČD Cargo charges for movement – for every even commenced 15 minutes .....	<b>980</b>
	2. In addition to the operations referred to in point 1, this VP is charged even if another shunting is carried out in respect of the execution of a local movement by the essentials of the carrier ČD Cargo (Part VIII of the Tariff).	
<b>80</b>	<b><u>Charge for the essentials of the siding operator shunting for the carrier ČD Cargo</u></b>	
	For shunting of a locomotive of the siding operator (e.g. wagon preparation, wagon discarding) is charged for every even commenced 15 minutes .....	<b>980</b>
<b>80.88</b>		

VP numb er	<u>Name and content of VP</u>	CZK
1	2	3
80	<b><u>Permanent siding payments</u></b>	
80.91	Cleaning and greasing is charged for one switch annually .....	<b>6857</b>
80.92	Cleaning, greasing of a derailer, cleaning of a derailer from snow, ice, sediments, and plants is charged for one derailer annually .....	<b>2570</b>
80.95	Cleaning of a simple switch from snow, ice, sediments, and plants is charged for one switch annually .....	<b>5875</b>
80	<b><u>Charge for labelling of wagons with wagon labels by the siding operator</u></b>	
80.97	The labelling of wagons with wagon labels by the siding operator or the co-user with their own account as required by the carrier ČD Cargo is charged for the benefit of the siding operator for every labelled wagon .....	<b>5</b>