

Appendix 9 to the SPP Transfer slip, Return receipt

1. Instructions for Completing the Transfer Slip (OL) or Return Receipt (NávL)

- 1.1** The OL and the NávL serve as a document of the mutual handover/acceptance of wagons and consignments between the carrier ČD Cargo and the contracting parties and is the basis for the registration, evaluation and calculation of charges related to the operation of handling areas and the stopping time of wagons in the applications of the carrier ČD Cargo.
- 1.2** OL is filled in by ČD Cargo, unless otherwise contractually agreed, by printing the data from the IS or filling in the data manually on the form. NávL are made by the shipper, unless otherwise contractually agreed, by filling in the data manually on a form, or by printing the document by computer technology or by sending the data electronically on the basis of a contractual arrangement.
- 1.3** The forms for manual filling in of the NávL can be purchased from the Supply Centre, Prague Operations Unit, Prvního pluku 81/2a, 130 00 Prague [Material 1911172 - Return receipt A5 (form number 0 735 1 4589 2020) and Material 162966 - Return receipt A4 (form number 0 735 1 4588 0000)].
In the event that a form is not used, the electronic content of the NávL must be consistent with this Appendix. If the carrier uses the electronic forwarding or electronic delivery of wagon consignments, he can make the NávL electronically in the relevant ČD Cargo application.
- 1.4** The OL and NávL forms shall be completed in legible, indelible blue or black writing. The handwritten ones are taken with one copy, the printed ones in two copies.
- 1.5** The first copy of the confirmed OL and NávL is always received by ČD Cargo, the copy by the shipper.
- 1.6** All data and any corrections must be consistent in both parts of the OL and the NávL. Corrections are made by crossing out so that the original entry remains legible and entering the new data. Rewriting, covering, and erasing data is prohibited.
- 1.7** The time data in columns 9 and 19 of the OL and the NávL are always filled in by ČD Cargo. ČD Cargo is obliged to check the data entered by shippers in OL and NávL.
- 1.8** The OL and the NávL are numbered monthly, numerically starting from number 1, and are drawn up separately for each service of the handling area (hereinafter referred to as MM).
- 1.9** The following description of the completion of the OL and the NávL indicates who fills in each column by default:
D – ČD Cargo
P – shipper for MM

2. Filling in Transfer Slip

Transfer slip for wagons delivered to the handling area (recommended model):

| Typ informace | Stanice | Pokladna | Man. místo | Přepravce | Obsluha | Průběh | Čas příjezdu obsluhy (RR.MM.DD HH:MI) | | | | Odkud |
|---------------|---------|----------|------------|-----------|---------|--------|---------------------------------------|--|--|--|-------|
| 1 | 2 | 3 | 4 | 5 | den | hod | 8 | | | | 10 |
| 011-0 | | | | | 6 | 7 | 9 | | | | |

ODEVZDÁVKOVÝ LIST

na vozy přistavené

na manipulační místo

ve stanici

číslo

strana

| Hnací vozidla | | Výkon | | Počet | | Posun | | Ček. | Raz. |
|---------------|-----------|-------|----|-------|----|-------|----|------|------|
| | | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ČDC | Přepravce | | | | | | | | |

| | | | |
|--------------------------------|----|--|--|
| Čas přistavení vozu (MM.DD.HH) | 19 | | |
|--------------------------------|----|--|--|

| P. č. | Označení vozu | Vlastník vozu | Druh pobytu | Stav vozu | Druh přepravy | Začátek pobytu vozu (MM.DD.HH) | Způsob účtování | Doplň. údaje | Přepravce | DUV | Poznámka |
|-------|---------------|---------------|-------------|-----------|---------------|--------------------------------|-----------------|--------------|-----------|-----|----------|
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| 1 | | | | | | | | | | | |
| 2 | | | | | | | | | | | |
| 3 | | | | | | | | | | | |
| 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | |
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| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

Právní vztahy vyplývající z tohoto Odevzdávkového listu podléhají ustanovením Smluvních přepravních podmínek ČD Cargo, a.s. (SPP) a Tarifu ČD Cargo, a.s. (TVZ) platných ke dni provedení obsluhy (sloupec 6) tohoto Odevzdávkového listu.

Předal(a):

Převzal(a):

Počet vozů:

2.1 Entries in unnumbered columns of the OL

Number: OL serial number. The numbering of documents in the carrier ČD Cargo's application must correspond to the serial number in the OL forms.

Page: OL page number/total number of pages

Example: for a one-page document: "1/1" ; for a two-page document: „1/2“ and “2/2“

For the handling area: Full or agreed abbreviated MM name

In the station: Station name of the MM according to ČD Cargo's Station List

2.2 Numbered OL columns (columns 1 - 31)

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|---|--|
| 1 | 2 | 3 | 4 |
| 1 | - | Information type: pre-filled (0-011) | |
| 2 | D | Station: six-digit number of the MM tariff station according to the ČD Cargo's Station List | |
| 3 | D | Cash counter: three-digit number of the ČD Cargo's cash counter (031) | |
| 4 | D | MM: six-digit MM number according to the ČD Cargo's Station List | |
| 5 | D | Shipper: four-digit number of the shipper or abbreviation of the shipper's name according to the ČD Cargo's code list | |
| 6 | D | Regular service – day: day of regular service specified by the serial number of the day of the week 1 to 7 or by the abbreviation Mon to Sun | <i>In case of extraordinary service, the columns 6 and 7 shall not be completed.</i> |
| 7 | D | Regular service – hour: the full hour of regular service in the form "00" to "23" <i>Example: The 00 hour service always refers to the new day, e.g. at midnight from Monday to Tuesday it is recorded as the zero hour service on Tuesday!</i> | |
| 8 | D | The course of service: 0 – Regular service 1 – Extraordinary service 8 – Standstill of wagons not provided 9 – Wagon stoppage | |
| 9 | D | Operator arrival time - in the form YY.MM.DD HH:MI i.e. year-month-day hour : minute <i>Example: arrival on 18.11.2022 at 14:23 will be indicated as "22-11-18 14:23".</i> | |
| 10 | D | From: serial number of the connection to the point of delivery | |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|---|---|
| 1 | 2 | 3 | 4 |
| 11 | D | Output: Driving vehicles (HV) of ČD Cargo: Not applicable | |
| 12 | D | Output: Driving vehicles (HV) of the shipper: Not applicable | |
| 13 | D | Number: Not applicable | |
| 14 | D | Number: Not applicable | |
| 15 | D | Shunting: Not applicable | |
| 16 | D | Shunting: Not applicable | |
| 17 | D | Waiting: Not applicable | |
| 18 | | Not applicable | |
| 19 | D | Time of supplying of the wagons to the shipper: set time of supplying of the wagons in whole hours in the form MM.DD.HH <i>Example: supplying on 20.07.2022 service at 06:00 will be listed as 07.20.06</i> The handover time is determined by adding the number of minutes required for the handover of the wagon to the arrival time of the operator at the point of mutual handover – this is administratively 1 minute for each wagon being handed over and the result is rounded up to the nearest higher hour. | |
| 20 | D | Serial number of the line: pre-filled | |
| 21 | D | Wagon number: 12-digit wagon number container data, the following line is filled in below the line of the respective wagon with the text "VK:" and the container designation in the format AAAA BBBBB-C with the meaning – letter designation of the holder – container number – control number. <i>Example: "VK: SEAU 233295-0"</i> | <i>Any other necessary information on the condition of the wagon or containers shall be entered in column 31 Note</i> |
| 22 | D | The owner of the wagon: 0 – wagons provided by the ČD Cargo owner – the usual way of calculating the demurrage – in cases of stoppage of wagons at a station on the route or at the station of destination, the period of stoppage shall be subject to a charge for the standstill of the wagon – in cases of loading and unloading of complete load trains on a siding or in a station, a charge for wagon standstill is calculated for the time beyond the specified limit 3 – wagons provided by the contract holder – different tariff rate in the case of calculation of the wagon standstill charge – contractual possibility of different rates in case of short-term stoppage of the wagons | |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|---|-------|
| 1 | 2 | 3 | 4 |
| | | <p>4 – Wagons provided by the contract holder, special contract (wagon assistance for ČD Cargo) – <i>demurrage – a different rate is calculated (fee 50.21 TVZ)</i></p> <p>6 – Passenger coach – <i>the method of calculating charges is the same as for wagons not provided (code 9)</i></p> <p>8 – Wagons provided by the contract holder, special contract (wagon assistance for the shipper) – <i>the method of calculating charges is the same as for wagons not provided (code 9)</i></p> <p>9 – wagon not provided – <i>no demurrage is calculated</i> – <i>in cases of stoppage of wagons at the station on the route or at the station of destination in the course of performance of the contract of carriage, the charges are calculated according to the TVZ</i></p> | |
| 23 | D | <p>Type of wagon stopping time:</p> <p>0 – standard</p> <p>8 – wagon in the MM for cancellation – <i>(physical cancellation or renumbering) or for repair without cancellation – demurrage is not calculated</i></p> <p>9 – Delivery of a wagon not provided to the MM – <i>the removal of the wagon is not recorded in the NávL</i></p> <p>10 – Pre-scheduled for loading – <i>only for empty wagons provided without the Application for Loading</i> – <i>before calculating the fees, the start time of the wagon's stopping time is automatically set to 00:00 on the day the stopping time ends with the NávL – this applies only to wagons provided in the case of a so-called "fictitious removal" of an empty wagon after unloading, meaning that the wagon physically remains at the handling area for further loading.</i> – <i>new OL information is automatically created for the wagon, also with a pre-scheduled so-called "fictitious delivery," excluding the calculation of the towing charge for the wagon</i></p> <p>11 – Pre-scheduled for loading on the designated day. – <i>only for empty wagons provided on the basis of the Application for Loading</i> – <i>the start of the wagon's stopping time is set at 00:00 on the designated day, or by the first operator</i></p> <p>60 – Diversion – A wagon not belonging to a handling area that remains on the handling area until further service – <i>no demurrage or the towing fee for the wagon is calculated</i></p> <p>66 – Wagon is delivered for repair – <i>no demurrage is calculated</i> – <i>a fee for the HV shunting is calculated (in case of ČD Cargo HV performance)</i></p> | |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|---|---|
| 1 | 2 | 3 | 4 |
| 24 | D | <p>Condition of the wagon:</p> <p>0 – Empty wagon not further specified, empty rail vehicle</p> <p>1 – Loaded wagon not further specified, loaded rail vehicle</p> <p>2 – Guard wagon or loaded wagon (empty and loaded) – in the case of military transports, demurrage is calculated</p> <p>4 – Connecting wagon –the demurrage is calculated at a different rate for the entire duration of the wagon stopping time</p> <p>5 – Loaded with large containers –regardless of the condition of the contents of the containers, the wagon is always considered a handling wagon</p> | <p>If the line with the container data is filled in, the status of the container is indicated – 0 empty –1 loaded</p> |
| 25 | D | <p>Type of transport:</p> <p>1 – Standard</p> <p>7 – Wagon used for local transport –the local transport fee is calculated according to the TVZ or at another rate according to the contract (zero rate is also possible if specification for statistical purposes is required)</p> | |
| 26 | D | <p>Start of wagon stopping time: the specified start of the wagon stopping time in whole hours in the form MM.DD HH</p> <p>Example: Start of the stopping time on 21.07. 2022 set at 9:00 a.m. shall be entered as “07.21 09”.</p> <p>If column 23 is filled in with code No 10 (pre-scheduled delivery), column 26 shall not be filled in.</p> | <p>The rules for determining the start or end of the stopping time of a wagon are derived from the relevant provisions of the TVZ</p> |
| 27 | D | <p>Method of charging:</p> <p>0 – Normal way of calculating charges</p> <p>3 – Exceptional way of calculating charges –the calculation of charges is carried out according to the contract or according to the conditions set by the carrier ČD Cargo</p> <p>6 – Exceptional concession in the stopping time of a wagon –the calculation of the stopping time of a wagon is carried out according to the contract or according to the conditions set by the carrier ČD Cargo</p> | |
| 28 | D | <p>Additional information:</p> <p>3 – Stoppage of the wagon at the destination station for the stoppage period (the time between the start of the stopping time and the delivery of the wagon to the handling area), the wagon standstill fee is calculated for the wagon provided – for the stoppage period (the time between the start of the stopping time and the delivery of the wagon to the handling area), the charge according to the TVZ is calculated for a wagon not provided for reasons on the shipper's side – cannot be used simultaneously with KDV "before handling"</p> | |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|--|-------|
| 1 | 2 | 3 | 4 |
| | | 6 – Towing fee is not calculated for the wagon 7 – Shunting in not calculated for the wagon <i>If this code is used, the text "customs" is indicated in the note</i> 12 – Wagon for the lockout | |
| 29 | D | Shipper: four-digit number of the shipper or abbreviation of the shipper's name according to the ČD Cargo's code list | |
| 30 | D | DUV – another use of the wagon: 0 – no further use intended <i>Expresses the possible use of the wagons provided for loading. The item does not affect the calculation of the demurrage</i> | |
| 31 | D | Note – any remark on the respective wagon (" <i>customs</i> ", " <i>abreast</i> ", <i>notes on damage to the wagon, etc.</i>) | |

2.3 Footer

Submitted by: legible name, surname and signature of the responsible ČD Cargo employee.

Taken over by: legible name, surname and signature of the responsible employee of the shipper.

Number of wagons: the number of wagons per page / total number of wagons.

Example for a 2-page document with 43 wagons: on page 1: "32/43"; on the 2nd page: "11/43".

In the event that not all lines of the OL are filled in, the correctness of the data shall be confirmed by both Parties on the first available line below the record of the data on the last wagon to be handed over by making an entry:

Handed over by name and surname + signature Taken over by name and surname + signature

2.4 Wagon stoppage at the station of departure or on the route for reasons attributable to the shipper

In the event of the wagon stoppage at the departure station or on the route due to reasons on the side of the shipper, ČD Cargo will draw up a separate OL entitled "Intermediate".

For wagons stopped at the station of departure or on the route for a reason on the side of the shipper, the charge for the standstill of a wagon is calculated according to the TVZ or the charge for the wagon stoppage on the route is calculated according to the TVZ.

The copy of the OL so prepared shall be accompanied by a report of side-tracked wagons.

When the wagons are actually delivered to the MM, ČD Cargo will make another OL.

Differences in filling in the “Intermediate” columns in the OL when the wagon is stopped at the station of departure or on the route compared to the normal OL.

| OL column | Completed by | Content to fill in | Notes |
|-----------|--------------|---|-------|
| 1 | 2 | 3 | 4 |
| 8 | D | The course of service: - code 9 “ <i>Stoppage at station on the route</i> ” shall be entered | |
| 19 | D | Time of the wagon delivery: the time when the stoppage of the wagons at the station on the route was terminated, shall be given in whole hours in the format MM.DD HH | |
| 23 | D | Type of stopping time: enter code 99 “ <i>Wagon stopped at station on the route</i> ” | |
| 26 | D | Start of the stopping time: the time of the start of the stoppage in whole hours in the format MM.DD HH | |
| 31 | D | Comment: the text “INTERMEDIATE” shall be entered in the heading of column 31 Note of the OL | |

3. Filling in Return Receipt

Return receipt for wagons removed from the handling area (recommended model):

| | | | | | | | | | | | |
|---------------|----------|----------|------------|-----------|---------|----------------|--------------------------------------|---|---|---|-------|
| Typ informace | Staniice | Pokladna | Man. místo | Přepravce | Obsluha | Průběh obsluhy | Čas odjezdu obsluhy (RR.MM.DD HH:MI) | | | | Odkud |
| 1 | 2 | 3 | 4 | 5 | den | hod | 6 | 7 | 8 | 9 | 10 |
| 013-0 | | | | | | | | | | | |

NÁVRATOVÝ LIST

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z man.místa

ve stanici

číslo

strana

| | | | | | | | | | |
|---------------|-----------|-------|----|-------|----|-------|----|------|------|
| Hnací vozidla | | Výkon | | Počet | | Posun | | Ček. | Raz. |
| | | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ČDC | Přepravce | | | | | | | | |

| | | | | |
|----------------------------|----|--|--|--|
| Čas odsunu vozů (MM.DD.HH) | 19 | | | |
|----------------------------|----|--|--|--|

| P.č. | Označení vozu | Vlastník vozu | Druh pobytu | Stav vozu | Druh přepravy | Konec pobytu vozu (MM.DD.HH) | Způsob účtov. | Doplň. údaje | Přepravce | Poznámka |
|------|---------------|---------------|-------------|-----------|---------------|------------------------------|---------------|--------------|-----------|----------|
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 1 | | | | | | | | | | |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | | | | | | | | | | |
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| 13 | | | | | | | | | | |
| 14 | | | | | | | | | | |
| 15 | | | | | | | | | | |

Právní vztahy vyplývající z tohoto Návratového listu podléhají ustanovením Smluvních přepravních podmínek ČD Cargo, a.s. (SPP) a Tarifu ČD Cargo, a.s. (TVZ) platných ke dni provedení obsluhy (sloupec 6) tohoto Návratového listu.

Předal(a):

Převzal(a):

Počet vozů:

3.1 Entries in the unnumbered columns of the NávL

Number: Serial number of the NávL. The numbering of documents in the carrier ČD Cargo's application must correspond to the serial number in the NávL forms.

Page: Serial number of the NávL page/total number of pages

Example: for a one-page document: "1/1"; for a two-page document: "1/2" and "2/2"

For the handling area: Full or agreed abbreviated MM name

In the station: Station name of the MM according to ČD Cargo's Station List

3.2 Numbered columns of the NávL (columns 1 - 30)

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|---|--|
| 1 | 2 | 3 | 4 |
| 1 | - | Information type: pre-filled (0-013) | |
| 2 | P | Station: six-digit MM station number according to the ČD Cargo's Station List | |
| 3 | D | Cash counter: three-digit number of the ČD Cargo's cash counter (031) | |
| 4 | P | MM: six-digit MM number according to the ČD Cargo's Station List | |
| 5 | P | Shipper: four-digit number of the shipper or abbreviation of the shipper's name according to the ČD Cargo's code list | |
| 6 | P | Regular service – day: day of regular service specified by the serial number of the day of the week 1 to 7 or by the abbreviation Mon to Sun | <i>In case of extraordinary service, the columns 6 and 7 shall not be completed.</i> |
| 7 | P | Regular service – hour: the full hour of regular service in the form "00" to "23" <i>Example: The 00 hour service always refers to the new day, e.g. at midnight from Monday to Tuesday it is recorded as the zero hour service on Tuesday!</i> | |
| 8 | P | The course of service: 0 – Regular service 1 – Extraordinary service | |
| 9 | D | Departure time of the operator - in the format YYYY.MM.DD HH:MI i.e. year-month-day hour : minute <i>Example: departure on 18.11.2022 at 14:23 will be indicated as "2022-11-18 14:23".</i> | |
| 10 | D | From: serial number of the MM connection (point of delivery) | |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|--|-------|
| 1 | 2 | 3 | 4 |
| 11 | P | Output: Driving vehicles (HV) of ČD Cargo: Not applicable | |
| 12 | P | Output: Driving vehicles (HV) of the shipper: Not applicable | |
| 13 | P | Number: Not applicable | |
| 14 | P | Number: Not applicable | |
| 15 | P | Shunting: Not applicable | |
| 16 | P | Shunting: Not applicable | |
| 17 | P | Waiting: Not applicable | |
| 18 | P | Sorting: 1 - Group sorting – <i>based on the contract</i> | |
| 19 | D | Wagon removal time: the set time of wagon removal in whole hours in the format MM.DD.HH <i>Example: removal on 20.07 2022 service at 06:00 will be listed as 07.20.06</i> The handover time is determined by adding the number of minutes required for the handover of the wagon to the arrival time of the operator at the point of mutual handover – this is administratively 1 minute for each wagon being handed over and the result is rounded up to the nearest higher hour. | |
| 20 | P | Serial number of the line: pre-filled | |
| 21 | P | Wagon number: 12-digit wagon number – container data, <i>the following line is filled in below the line of the respective wagon with the text "VK:" and the container designation in the format AAAA BBBBB-C with the meaning – letter designation of the holder – container number – control number.</i> <i>Example: "VK: SEAU 233295-0"</i> When a wagon stopping time is interrupted, <i>the start of the interruption is entered in the following line in the format MM.DD.HH, for example "12-26-14"</i> In case of a wagon stoppage for a short period of time, <i>the start of the KDV shall be entered in the following line in the format MM.DD.HH, for example "12-27-00"</i> | |
| 22 | P | The owner of the wagon: 0 – wagons provided by the ČD Cargo owner – <i>the usual way of calculating the demurrage</i> – <i>in cases of stoppage of wagons at a station on the route or at the station of destination, the period of stoppage shall be subject to a charge for the standstill of the wagon</i> | |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|--|-------|
| 1 | 2 | 3 | 4 |
| | | <p>– in cases of loading and unloading of complete load trains on a siding or in a station, a charge for wagon standstill is calculated for the time beyond the specified limit</p> <p>3 – wagons provided by the contract holder</p> <p>– different tariff rate in the case of calculation of the wagon standstill charge</p> <p>– contractual possibility of different rates in case of short-term stoppage of the wagons</p> <p>4 – Wagons provided by the contract holder, special contract (wagon assistance for ČD Cargo)</p> <p>– demurrage – a different rate is calculated (fee 50.21 TVZ)</p> <p>6 – Passenger coach</p> <p>– the method of calculating charges is the same as for wagons not provided (code 9)</p> <p>8 – Wagons provided by the contract holder, special contract (wagon assistance for the shipper)</p> <p>– the method of calculating charges is the same as for wagons not provided (code 9)</p> <p>9 – wagon not provided</p> <p>– no demurrage is calculated</p> <p>– in cases of stoppage of wagons at the station on the route or at the station of destination in the course of performance of the contract of carriage, the charges are calculated according to the TVZ</p> | |
| 23 | P | <p>Type of wagon stopping time:</p> <p>0 – standard</p> <p>6 – Wagon produced at the MM - produced or renumbered wagon or a wagon from a repair shop without being delivered by the carrier ČD Cargo, the demurrage is not calculated</p> <p>7 – Removal of a wagon not provided from the MM - the delivery of the wagon is not recorded in the OL</p> <p>40 – Empty wagon returned due to the ZAN (without handling)</p> <p>– only for empty wagons provided by the carrier,</p> <p>– no demurrage is calculated</p> <p>41 – Empty wagon returned at the request of ČD Cargo (without handling)</p> <p>– only for empty wagons provided by the carrier,</p> <p>– no demurrage is calculated</p> <p>42 – Empty wagon returned due to its unsatisfactory technical condition (without handling)</p> <p>– only for empty wagons provided by the carrier,</p> <p>– no demurrage or towing fee is calculated</p> <p>43 - Empty wagon returned for a reason according to SPP / unclean wagon (without handling)</p> | |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|--|---|
| 1 | 2 | 3 | 4 |
| | | <p>– only for empty wagons provided by the carrier, – no demurrage or towing fee is calculated</p> <p>44 – Empty wagon returned due to cancellation of loading by the shipper (without handling)</p> <p>– only for empty wagons provided by the carrier, – for the entire stopping time, the wagon standstill fee is calculated (the amount for cancellation is entered and calculated separately through the amounts and fees)</p> <p>51 – Re-forwarding made for the consignment – unpaid stopping time (charged in the consignment note)</p> <p>– no charge for wagon standstill is calculated – specifications for statistical purposes</p> <p>52 – Re-forwarding made for the consignment - paid wagon standstill</p> <p>60 – Diversion – A wagon not belonging to a handling area that remains on the handling area until further service</p> <p>– no demurrage or the towing fee for the wagon is calculated</p> <p>66 – Wagon is delivered for repair</p> <p>– no demurrage is calculated – the HV shunting fee is calculated in the case of ČD Cargo HV performance</p> | |
| 24 | P | <p>Condition of the wagon:</p> <p>0 – Empty wagon not further specified, empty rail vehicle</p> <p>1 – Loaded wagon not further specified, loaded rail vehicle</p> <p>2 – Guard wagon or loaded wagon (empty and loaded)</p> <p>– in the case of military transports, demurrage is calculated</p> <p>4 – Connecting wagon</p> <p>–the demurrage is calculated at a different rate for the entire duration of the wagon stopping time</p> <p>5 – Loaded with large containers</p> <p>–regardless of the condition of the contents of the containers, the wagon is always considered a handling wagon</p> | <p>If the line with the container data is filled in, the status of the container is indicated – 0 empty –1 loaded</p> |
| 25 | P | <p>Type of transport:</p> <p>1 – Standard</p> <p>7 – Wagon used in local transport</p> <p>–the local transport fee is calculated according to the TVZ or at another rate according to the contract (zero rate is also possible if specification for statistical purposes is required)</p> | |
| 26 | P | <p>The end of the wagon stopping time: set time of the end of the wagon stopping time in whole hours in the format MM.DD HH</p> | <p>The rules for determining the</p> |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|--|---|
| 1 | 2 | 3 | 4 |
| | | <p><i>Example: End of the stopping time on 21.07. 2022 set at 9:00 a.m. shall be entered as "07.21 09".</i></p> <p><i>If column 23 is filled in with code No 10 (pre-scheduled delivery), column 26 shall not be filled in.</i></p> <p><i>When the wagon stopping time is interrupted, the end of the interruption is entered in the following line in the format MM.DD.HH, for example "12-27-00"</i></p> <p><i>In case of the wagon stoppage for a short period of time, the end of the KDV shall be entered in the following line in the format MM.DD.HH, for example "12-27-00"</i></p> | <p><i>end of the stopping time of the wagon are derived from the relevant provisions of the TVZ</i></p> |
| 27 | P | <p>Method of charging:</p> <p>0 – Normal way of calculating charges</p> <p>3 – Exceptional way of calculating charges</p> <p><i>–the calculation of charges is carried out according to the contract or according to the conditions set by the carrier ČD Cargo</i></p> <p>6 – Exceptional concession in the stopping time of a wagon</p> <p><i>- the calculation of the stopping time of a wagon is carried out according to the contract or according to the conditions set by the carrier ČD Cargo</i></p> | |
| 28 | P | <p>Additional information:</p> <p>1 – The wagon remains at the handling area for further handling</p> <p>4 – The wagon in a complete train load when composed in a station</p> <p><i>for the wagons provided by the holder ČD Cargo, for the stopping time for the composition of the complete train load in the station exceeding 24 hours, the charge for the period of standstill is always calculated according to the TVZ.</i></p> <p>6 – Towing fee is not calculated for the wagon</p> <p>7 – Shunting in not calculated for the wagon</p> <p>12 – Wagon for the lockout</p> | |
| 29 | D | <p>Shipper: four-digit number of the shipper or abbreviation of the shipper's name according to the ČD Cargo's code list</p> | |
| 30 | D, P | <p>Note – any remark on the relevant wagon ("<i>customs</i>", "<i>abreast</i>", "<i>quiet wagon</i>", "<i>notes on damage to the wagon, loading defect, etc.</i>")</p> <p><i>In the NávL, when filling in a "commercial" pre-scheduled delivery of the wagon for loading on a specified day (using codes 11 and 46 in column 23 Type of wagon stopping time), the specified start of the stopping time of the pre-scheduled delivery of the wagon is entered here.</i></p> <p>When the wagon stopping time is interrupted, the text "Interruption" is entered and supplemented with the code:</p> | |

| OL column | Completed by | Content to be filled in/codes and their use | Notes |
|-----------|--------------|---|-------|
| 1 | 2 | 3 | 4 |
| | | <p><i>0-No reason for interruption of the stopping time</i></p> <p><i>3-Legal rejection of the consignment by the shipper</i></p> <p><i>4-Detection of damage to the consignment</i></p> <p><i>5-Removal of technical defects preventing load handling</i></p> <p><i>9-Other legitimate reasons (natural disasters, cleaning of the wagon provided before loading ...)</i></p> <p>In the case of short-term stoppage, the text "KDV" shall be entered and supplemented by a code:</p> <p><i>0-No KDV</i></p> <p><i>1-KDV before load handling</i></p> <p><i>2-Inserted KDV</i></p> <p><i>3-KDV after load handling</i></p> <p><i>4-whole stoppage KDV</i></p> | |

3.3 Footer of the NávL

Handed over by: legible name, surname and signature of the responsible employee of the shipper.

Taken over by: legible name, surname and signature of the responsible ČD Cargo employee. When using the SOT-NL application, the handwritten signature can be replaced by a machine record of the name, surname, telephone number and e-mail address as logged by the user via the Logserver (ČD IS)

Number of wagons: the number of wagons per page / total number of wagons.

Example for a 2-page document with 43 wagons: on page 1: "32/43"; on the 2nd page: "11/43".

In the event that not all lines of the NávL are filled in, the correctness of the data shall be confirmed by both Parties on the first available line below the record of the data on the last wagon to be handed over by making an entry:

Handed over by name and surname + signature Taken over by name and surname + signature

Stamp of the shipper - stamp of the handing over party or addition of the following information [name of the company and its legal form as registered in the Commercial Register (a legal entity not registered in the Commercial Register shall indicate its name), registered office, postal address and registration number].