



The Freight Tariff

DB Cargo Polska S.A.

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Zabrze, 2025r. v. 15

Hereby Freight Tariff has been translated into English for information purposes only
In the event of any discrepancies in the translation the **Polish language version shall prevail**

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▪ **§ 1 Scope and basis of services provided**

1. DB Cargo Polska S.A. (hereinafter also referred to as 'DBC PL' or 'the Carrier') provides goods transport services.
2. DB Cargo Polska S.A. provides additional services that accompany transport services.
3. The scope and conditions of the provided transport services and additional services are determined by: DB Cargo Polska S.A. Freight Transport Regulations [*PL: Regulamin Przewozów Towarowych DB Cargo Polska S.A.*], hereby Freight Tariff, transport contracts concluded with DB Cargo Polska S.A., and national and international transport regulations applicable in rail transport.

▪ **§ 2 Scope of the DB Cargo Polska S.A. Tariff application**

1. The DB Cargo Polska S.A. Freight Tariff, hereinafter also referred to as the 'Tariff', specifies:
 - a. rules for determining fees for the performance of shipments transport (Freight);
 - b. rules for determining additional fee rates for additional services performed by the Carrier;
 - c. the amount of rates for transport on available standard gauge lines within the territory of Poland;
 - d. the amount of additional fee rates;
 - e. rules for regulating payments for the service provided.The additional fee rates included in hereby Tariff also apply to services on the 1520 mm track within the territory of Poland.
2. The Tariff does not apply to the transport of extraordinary, sensitive and dangerous shipments.
3. Fees for the performance of shipments transport services and additional services are calculated separately for each of the services provided.
4. At the Customer's request, DBC PL may present an individual transport offer, taking into account the Customer's specific requirements regarding the technical, organizational and economic conditions of the service provided.
5. The provisions of the DBC PL Freight Transport Regulations and hereby Tariff apply to transport performed on the basis of transport contracts concluded with DBC PL, or transport orders issued by the Customer based on accepted DBC PL transport offers or hereby Tariff, as well as to additional services performed on the basis of contracts concluded with DBC PL, unless the content of these contracts or accepted transport offers submitted by DBC PL contains different regulations.
6. The definitions contained in the Freight Transport Regulations of DB Cargo Polska S.A. apply to hereby Tariff.

▪ **§ 3 Tariff distance**

The transport distance used for rates calculation (tariff distance) is determined on the basis of the planned route of the train according to the PKP PLK "Kalkulacja" program, which is available at:

<https://skrz.plk-sa.pl/kalkulacja/>

▪ **§ 4 Mass of the shipment**

The mass of the shipment, hereinafter referred to as the "contractual mass", is the mass resulting from the transport contract or transport order, determined on the basis of the technical parameters of the wagons required for transport and the parameters of the transported goods. To calculate the freight, the actual mass of the shipment shall be used, resulting from the mass measurement at the Sender's. This mass is entered in the consignment note with an accuracy of 1 kilogram.

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- **§ 5 Principles for setting rates for the transport of bulk, intermodal and automotive goods, as well as additional fees**
1. There are the following forms of the freight calculation, depending on the type of shipments ordered:
 - a. in the case of transport of bulk goods, including: coal, construction aggregates, iron ore etc., with a mass not less than 1,000 tons, the freight will be calculated at the rate per 1 ton of the transported mass of the shipment. A detailed list of rates is included in Table 1A;
 - b. in the case of transporting bulk goods, including those mentioned above in the subp. a., with a mass less than 1000 tons, the freight will be calculated as for the transport of 1,000 tons, at the rate indicated in Table 1A for a shipment with a mass of 1000 tons;
 - c. in the case of wagon shipments, the wagon rate applies, individually calculated every time;
 - d. in other cases, such as: international shipments, transport of rolling stock rolling on its own wheels, dangerous goods, the rate is determined every time on the basis of individual calculations;
 - e. for automotive transport (transport of cars and empty wagons used for the transport of cars) and intermodal transport (transport of intermodal transport units and empty wagons used for these transports) in block train shipments in wagons provided by the Customer, the freight is calculated according to the rates for the train from Table 1B;
 - f. for automotive transport (transport of cars and empty wagons used for the transport of cars) and intermodal transport (transport of intermodal transport units and empty wagons used for these transport) in block train shipments in wagons delivered by the DBC PL, the rate is determined every time on the basis of individual calculations.
 2. In special cases, **there is possibility to make an individual calculation** taking into consideration specific technical and transport conditions of transport, as a result of which the obtained individual freight rates may differ from those presented in hereby Tariff. For services not included in hereby Tariff, an individual calculation is used to estimate the rate.
 3. Special conditions for calculating the freight for the transport of bulk goods:
 - a. in the case when DBC PL has provided wagons for loading in accordance with the order and in technically efficient condition, and the actual mass of the shipment is lower than the contractual mass of the shipment, but remains within the same tonnage range of Table 1A, the rates are calculated according to the rate from the range appropriate for the contractual mass of the shipment;
 - b. in the case when the actual mass of the shipment is higher than the contractual mass of the shipment, the freight is calculated according to the rate from the range appropriate to the contractual mass of the shipment;
 - c. in the case when the actual weight of the shipment is lower than the contractual mass and falls into the lower tonnage range given in Table 1A, the freight for the entire shipment is calculated at the rate appropriate for the actual mass;
 - d. in the event of cancelation of the ordered transport service or change of the date of the ordered transport service, for reasons not attributable to DBC PL, the Carrier has the right to charge the Customer:
 - fee for the lost timetable related to the need to cancel the timetable with the railway infrastructure manager in the event of partial or total resignation of the Customer from the ordered transport service based on a transport order, change of the date of the ordered transport service or the transport concept confirmed by the Customer for reasons not contributable to DBC PL;
 - train cancellation fee related to the incurred DBC PL's costs of unused resources in the event of partial or complete resignation of the Customer from the ordered transport service based

on the transport order, change of the date of the ordered transport service or transport concept confirmed by the Customer for reasons not contributable to DBC PL.

4. Rates for transport of bulk goods (see: Table 1A), unless otherwise agreed, include:
 - a. transport of empty wagons for loading to the delivery-receiving point at the departure station;
 - b. transport of loaded wagons from the delivery-receiving point at the departure station to the delivery-receiving point at the delivery station;
 - c. transport of empty wagons after unloading, basic monitoring and notification of the shipment, including information on the planned departure time of the train, number of wagons, net mass, estimated (scheduled) arrival time as well as any obstacles to transport, including theft of goods.

5. Rates for transport of bulk goods (see: Table 1A), unless otherwise agreed, do not include, in particular:
 - a. shunting works;
 - b. siding and terminal services;
 - c. costs of using the infrastructure at the departure or delivery station;
 - d. wagons stay for loading operations;
 - e. passing the railway infrastructure not managed by PKP PLK;
 - f. fee for the lost timetable related to the need to cancel the timetable with the railway infrastructure manager in the event of partial or total resignation of the Customer from the ordered transport service based on a transport order, change of the date of the ordered transport service or the transport concept confirmed by the Customer for reasons not contributable to DBC PL;
 - g. train cancellation fee related to the incurred DBC PL's costs of unused resources in the event of partial or complete resignation of the Customer from the ordered transport service based on the transport order, change of the date of the ordered transport service or transport concept confirmed by the Customer for reasons not contributable to DBC PL;
 - h. monitoring and notification of the shipment in an extended scope, including tracking the train and transmitting information about its current location and estimated arrival time at the delivery station, border or other station as expected by the Customer, and notification of the shipment to more than one entity involved in the transport process;
 - i. security costs;
 - j. any additional fees, in particular administrative and other similar fees;
 - k. costs of access to railway lines managed by PKP PLK S.A., on which no annual timetable is prepared (lines requiring individual calculation with PKP PLK);
 - l. customs duties costs;
 - m. any border and customs costs charged by customs authorities and inspection services.

6. Rates for the transport of 1 tonne of bulk goods on available standard gauge railway lines in the territory of Poland, in a single block train shipment with a minimum weight of: 1000, 1500 and 2000 tons, using 4-axle coal wagons of normal construction (Ea series), being at the disposal of DBC PL, with a loading of 50t / wagon and the use of diesel traction, are specified in Table 1A:

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Table 1A – List of rates for the transport of bulk goods

Distance [km]		Rate (PLN/t)		
from	to	1000-1499t	1500-1599t	Above 1999t
1	30	54,79	43,07	37,81
31	40	59,03	47,33	39,96
41	50	63,13	51,44	44,30
51	60	66,66	53,63	46,26
61	70	70,93	57,75	50,42
71	80	75,02	60,04	52,74
81	90	78,92	63,98	56,72
91	100	83,17	66,27	59,04
101	120	91,35	74,50	65,36
121	140	99,53	80,73	71,69
141	160	105,72	86,99	75,99
161	180	113,75	91,22	82,34
181	200	119,95	97,29	86,46
201	220	126,16	103,56	92,81
221	240	132,55	110,00	97,52
241	260	140,58	114,06	101,84
261	280	147,00	120,34	106,33
281	300	152,75	126,48	112,05
301	350	155,37	128,29	116,47
351	400	170,08	140,14	127,06
401	450	183,88	153,36	137,14
451	500	197,64	164,72	147,58
501	550	208,97	175,59	159,15
551	600	222,22	186,62	169,16
601	650	234,77	197,02	178,74
651	700	247,59	207,80	188,38
701	750	258,03	219,79	199,50
751	800	270,38	230,17	209,00

7. The above rates also apply to bulk goods other than those mentioned in the subp. a. of paragraph 1, with similar physical properties and parameters, transported in Ea series wagons and enabling the use of the load capacity of these wagons.
8. Rates for transport with parameters other than those specified above are determined individually, taking into account in particular:
 - a. type of goods;
 - b. mass of the shipment;
 - c. total transport volume;

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- d. transport frequency;
- e. conditions of departure and delivery stations;
- f. special requirements for the organisation of transport;
- g. special requirements for the quality of transport;
- h. type of wagons;
- i. special requirements for rolling stock;
- j. other parameters agreed with the Customer.

9. The rates for the intermodal and automotive transport in block train shipments in wagons provided by the Customer on available standard gauge railway lines in the territory of Poland are specified in Table 1B:

Table 1B – List of rates for intermodal and automotive transport

Basic rate PLN / train / direction																	
Distance [km]		Gross mass of the train															
from	to	<= 500t	501-600t	601-700t	701-800t	801-900t	901-1000t	1000-1100t	1101-1200t	1201-1300t	1301-1400t	1401-1500t	1501-1600t	1601-1700t	1701-1800t	1801-1900t	1901-2000t
1	30	21 313	21 525	21 736	21 946	22 157	22 369	22 580	22 790	23 002	23 213	23 423	23 634	23 847	24 058	24 268	24 479
31	40	22 157	22 580	22 790	23 002	23 423	23 634	23 847	24 268	24 479	24 901	25 112	25 324	25 745	25 956	26 168	26 589
41	50	23 213	23 634	23 847	24 268	24 691	24 901	25 324	25 745	25 956	26 378	26 800	27 222	27 433	27 855	28 278	28 700
51	60	24 268	24 691	25 112	25 534	25 956	26 378	26 800	27 222	27 645	28 067	28 700	28 911	29 544	29 965	30 388	30 810
61	70	25 324	25 956	26 378	26 800	27 433	27 855	28 278	28 911	29 333	29 755	30 388	30 810	31 442	31 865	32 286	32 920
71	80	26 378	27 011	27 433	28 067	28 700	29 122	29 755	30 388	30 810	31 442	32 075	32 499	33 132	33 764	34 397	35 030
81	90	27 433	28 067	28 489	29 122	29 965	30 388	31 232	31 865	32 286	33 132	33 764	34 397	35 030	35 663	36 297	36 930
91	100	28 278	29 122	29 755	30 388	31 021	31 654	32 499	33 343	33 976	34 608	35 453	36 085	36 930	37 563	38 196	39 040
101	120	30 598	31 442	32 286	33 132	33 976	34 608	35 663	36 507	37 352	38 196	39 040	39 884	40 940	41 784	42 628	43 472
121	140	32 710	33 764	34 608	35 663	36 719	37 563	38 618	39 673	40 517	41 572	42 628	43 682	44 737	45 793	46 637	47 692
141	160	34 820	36 085	36 930	38 196	39 250	40 306	41 572	42 838	43 682	44 949	46 215	47 270	48 536	49 803	50 857	51 913
161	180	36 930	38 196	39 250	40 727	41 995	43 049	44 526	45 793	47 059	48 325	49 803	50 857	52 334	53 600	54 867	56 133
181	200	39 040	40 306	41 572	43 049	44 526	45 793	47 270	48 958	50 224	51 701	53 178	54 445	56 133	57 610	58 877	60 353
201	220	40 940	42 628	43 893	45 583	47 059	48 536	50 224	51 913	53 178	55 078	56 555	58 031	59 721	61 409	62 887	64 574
221	240	43 049	44 737	46 215	47 902	49 592	51 280	52 967	54 867	56 344	58 244	60 142	61 619	63 520	65 418	66 896	68 794
241	260	44 949	46 848	48 536	50 224	52 124	53 811	55 922	57 821	59 509	61 409	63 520	65 207	67 107	69 217	70 904	72 804
261	280	46 848	48 958	50 647	52 757	54 656	56 555	58 665	60 776	62 463	64 785	66 896	68 584	70 904	73 015	74 703	76 814
281	300	48 747	50 857	52 757	55 078	57 187	59 088	61 409	63 730	65 629	67 951	70 271	72 172	74 492	76 814	78 713	81 034
301	350	53 811	56 344	58 665	60 986	63 730	65 839	68 584	71 115	73 437	76 181	78 713	81 034	83 778	86 521	88 632	91 374
351	400	58 877	61 830	64 152	67 107	70 061	72 593	75 548	78 713	81 245	84 200	87 365	89 897	93 063	96 017	98 761	101 716
401	450	63 941	67 107	69 850	73 015	76 392	79 135	82 722	86 098	88 842	92 429	95 806	98 761	102 348	105 725	108 678	112 055
451	500	68 794	72 172	75 336	78 923	82 722	85 888	89 686	93 485	96 650	100 448	104 247	107 413	111 422	115 221	118 385	122 184
501	550	73 649	77 446	81 034	84 833	88 842	92 429	96 650	100 659	104 247	108 467	112 688	116 275	120 496	124 717	128 305	132 525
551	600	78 290	82 511	86 310	90 741	94 962	98 761	103 403	108 046	111 845	116 486	120 918	124 927	129 570	134 212	138 011	142 654
601	650	83 144	87 575	91 796	96 439	101 081	105 302	110 368	115 221	119 230	124 294	129 359	133 579	138 644	143 497	147 719	152 783
651	700	87 787	92 640	97 073	102 137	107 202	111 633	117 119	122 395	126 827	132 102	137 590	142 021	147 507	152 783	157 425	162 702
701	750	92 429	97 705	102 348	107 834	113 320	117 963	123 662	129 570	134 212	139 909	145 819	150 462	156 371	162 069	166 922	172 619
751	800	97 073	102 559	107 623	113 320	119 230	124 294	130 414	136 534	141 599	147 719	153 838	159 114	165 233	171 354	176 629	182 748

10. Rates for intermodal and automotive transport are calculated on the basis of Table 1B. The appropriate tariff rate shall be selected based on the gross weight of the train and the tariff distance determined on the basis of the planned train route according to the PKP PLK 'Kalkulacja' program, which is available at <https://skrz.plk-sa.pl/kalkulacja/>. The freight rate is valid for one direction. In the case of a train with a gross tonnage of less than 500 tons, the rate is calculated as for 500 tons. In the case of transport which parameters exceed the limits specified in the a/m Table, the price must be calculated on an individual basis.
11. Rates for intermodal and automotive transport, unless otherwise agreed, include:
- one-way passage of train from the departure station to the delivery station;
 - monitoring and notification of the shipment in the basic scope, including information on the planned time of train departure, number of wagons, gross mass, estimated (scheduled) arrival time, as well as on obstacles to transport, including theft of goods;
 - transports carried out on the PKP PLK network.
12. Rates for intermodal and automotive transport, unless otherwise agreed, do not include in particular:
- shunting works;
 - siding services;
 - costs of access to terminals;
 - additional fees at terminals (storage, reloading);
 - costs of access to service infrastructure facilities;
 - wagons costs;
 - container costs;
 - Cargo insurance costs;
 - fee for the lost timetable related to the need to cancel the timetable with the railway infrastructure manager in the event of partial or total resignation of the Customer from the ordered transport service based on a transport order, change of the date of the ordered transport service or the transport concept confirmed by the Customer for reasons not contributable to DBC PL;
 - train cancellation fee related to the incurred DBC PL's costs of unused resources in the event of partial or complete resignation of the Customer from the ordered transport service based on the transport order, change of the date of the ordered transport service or transport concept confirmed by the Customer for reasons not contributable to DBC PL;
 - costs of the access to railway lines managed by PKP PLK S.A., on which no annual timetable is prepared (lines requiring individual calculation with PKP PLK);
 - costs of access to the infrastructure of managers other than PKP PLK S.A.;
 - monitoring and notification of the shipment in the extended scope, including tracking the train and transmitting information about its current location and estimated arrival time at the delivery station, border or other station as expected by the Customer, and notification of the shipment to more than one entity involved in the transport process;
 - delivery of empty wagons for loading;
 - return of empty wagons after unloading;
 - shipment protection costs;
 - customs duties costs;
 - any border and customs costs charged by customs authorities and inspection services;
 - loose locomotive arrival in order to pick up the shipment from the departure station;
 - costs related to the organising transport with an extraordinary shipment;
 - any additional fees.
13. All rates and fees indicated in hereby Tariff are net amounts to which the value added tax (VAT) shall be added in accordance with applicable regulations.

Table 2 – Rates of additional fees

No.	Type of service	Rate PLN [net]	Unit	Comments
1	Fee for shunting works of a locomotive	PLN 495	Quarter of locomotive work	In case the shunting is performed with a shunting locomotive available at the station or alternatively with a locomotive from the train. Working time is counted from the moment of departure from the stop station until the return to this station. The price does not include the costs of access to railway infrastructure for service implementation and the cost of locomotive arrival. If these costs occur, an additional fee of 2.0% of these costs will be charged
2*	Fee for the stay of wagons other than the Customer's at the disposal of the Sender/Loader or the Recipient [Ea and Fal wagons]	- up to 24h inclusive wag/h PLN 15 ; - over 24 to 48h inclusive wag/h PLN 35 ; - over 48h wag/h PLN 60	Wagon / hour	
	Fee for the stay of wagons other than the Customer's at the disposal of the Sender/Loader or the Recipient [intermodal platform wagons]	- up to 24h inclusive wag/h PLN 15 ; - over 24 to 48h inclusive wag/h PLN 40 ; - over 48h wag/h PLN 65	Wagon / hour	
	Fee for the stay of wagons other than Customer's at the disposal of the Sender/Loader or the Recipient [other wagons]	- up to 24h inclusive wag/h PLN 30 ; - over 24 to 48h inclusive wag/h PLN 50 ; - over 48h/h PLN 80	Wagon / hour	
	Fee for wagons stay on the Infrastructure Manager's tracks (including sidings, terminals, etc.) in the event of an obstacle to transport	Acc. individual calculation	PLN	
3	Providing and collection of wagons to and from the loading point to the delivery-receiving tracks at the departure or delivery station	Acc. individual calculation	PLN / train	The service is an integral part of the transport service

4**	Fee for overloading a wagon beyond the load limit	PLN 3500	For every ton beyond the load limit	If the wagon is overloaded beyond the permissible load limit, <u>in the addition</u> to the fee indicated here, the Customer shall be additionally charged with all costs incurred by DBC PL for activities performed to correct the load or its reloading to another means of transport, as a fee for occupying or providing access to the track and all additional costs related thereto. If these costs occur, an additional fee of 2.0% of these costs will be charged
5	Fee for uneven loading causing overload of the axle, bogie or wagon wheel	PLN 3500 the first detection in a given calendar year, each subsequent detection PLN 7000	Per wagon	If the wagon is loaded unevenly, <u>in the addition</u> to the fee indicated here, the Customer shall be additionally charged with all costs incurred by DBC PL for activities performed to correct the load or its reloading to another means of transport, as a fee for occupying or providing access to the track and all additional costs related thereto. If these costs occur, an additional fee of 2.0% of these costs will be charged
6	Fee for loading a wagon without the Carrier's consent	PLN 3500	Per wagon	
7	Correction of wagon's loading or reloading goods in the event of incorrect loading threatening the safety of transport	Acc. individual calculation	Per ton	Fee is charged regardless of the item 6. The performance of the service depends on the technical possibilities of its implementation
8	Fee for wagon's cleaning	From PLN 1500	Per wagon	The rate is not lower than PLN 1500 depending on the complexity of the service (cleaning, washing)
9**	Fee for a lost timetable related to the need to cancel the timetable with the railway infrastructure manager in the event of partial or total resignation of the Customer from the ordered transport service, change of the date of the transport service or change of the transport concept for reasons not attributable to the Carrier	Acc. individual calculation	Per train	
10	Fees for train calculation, related to DBC PL incurrence of costs of not using resources in the event of partial or total resignation of the Customer from the ordered transport service, change of the date of the transport service or change of the transport concept for reasons not attributable to the Carrier	Acc. individual calculation	Per train	

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11	Fee if the shipment does not correspond to the declarations included in the consignment note or the provisions regarding the transport of goods under special conditions or the transport of goods covered by the monitoring system have not been complied with	Acc. individual calculation, including taking into account possible penalties or other financial sanctions imposed by authorized bodies	Shipment	
12	Weighting on a railway scale	Acc. individual calculation		
13	Fee for demurrage / detention a shipment [train] for inspection resulting from the provisions regarding the transport of goods covered by the monitoring system	PLN 1500	For every parking hour started	
14	Transport of wagons not covered on foreign railway infrastructure from the border to the first border station	Acc. individual calculation		
15***	Fee for the locomotive readiness and service (in particular charged in the event of transport delays due to the Customer's fault)	=> PLN 400	For every parking hour started	In the event of additional costs incurred as a result of delays due to the Customer's fault, the Carrier may additionally charge the Customer with this cost

* Fees are calculated for each commenced hour from the time of wagon provision to the Sender's or Recipient's delivery-receiving point.

** Charging the fee in no way relieves the Sender, Recipient or entity performing loading operations from any liability for non-performance or improper performance of related obligations arising from legal provisions.

*** The fee is charged for a delay in collection or return of the train set, regardless of the reason attributable to the Customer. Reasons may include, among others: delay in handing over the train, delay in handing over documents, delay in announcing the train, delay due to incorrect loading or overloading the wagon, etc.

Charging fees in the event that damage has been caused to DBC PL does not exclude DBC PL's right to seek additional compensation on general terms.

In special cases, it is **possible to make an individual calculation** taking into account specific technical and transport conditions of transport, as a result of which the obtained individual transport rates may differ from those presented in hereby Tariff. For services not included in hereby Tariff, an individual calculation is used to estimate the rate.

Table 3 – Rates for additional services at the Terespol – Brest border crossing

No.	Type of service	Rate PLN [net]	Unit	Comments
1	Sending a telegram	PLN 320	Pcs	
2	Re-expedition time exceeded	PLN 40	Consignment note	Per every started hour
3	Container reloading with storage up to 14 days	PLN 1600	Container	
4	Making corrections to consignment notes	PLN 100	Consignment note	

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5	Sealing - any missing seal on the container	PLN 350	Seal	The fee does not include the cost of delivering a wagon to the place designated for the activity
6	Applying stickers	PLN 440	Sticker	The fee does not include the cost of delivering a wagon to the place designated for the activity
7	Completing the missing container markings	PLN 850	Container	The fee does not include the cost of delivering a wagon to the place designated for the activity
8	Closing the container door	PLN 650	Container	The fee does not include the cost of delivering a wagon to the place designated for the activity
9	Additional locomotive shunting work related to the performance of additional operations	PLN 495	Quarter of locomotive work	If shunting is performed with a shunting locomotive available at the station or alternatively with a locomotive from the train. Working time is counted from the moment of departure from the parking station until the return to this station. The price does not include the costs of providing access to the railway infrastructure for the provision of the service and the cost of locomotive arrival. If these costs occur, an additional fee of 2.0% of these costs will be charged
10	Wagon stop	PLN 40	Wagon / hour	

Table 4 * – Rates for additional services at Braniewo – Mamonowo border crossing

No.	Type of service	Rate PLN [net]	Unit	Comments
1	Re-expedition to CIM consignment notes to SMGS and vice versa	PLN 340	Consignment note	
2	Preparation of PDS, DS, WDS declarations	PLN 120	Declaration	
3	Train arrivals in order to check the trains on the ground	PLN 620	Train	
4	Preparation of wagon and delivery lists	PLN 150	List	
5	Bottle seal	PLN 130	Seal	
6	Applications and fees charged by Border Institutions	PLN 450	Application	
7	Assistance with customs inspections	PLN 400	Container / wagon	
8	Changes in the consignment notes	PLN 220	Consignment note	
9	Printing of documents	PLN 120	Document	

10	Additional locomotive shunting work related to performing additional operations	PLN 495	Quarter of locomotive work	If shunting is performed with a shunting locomotive available at the station or alternatively with a locomotive from the train. Working time is counted from the moment of departure from the parking station until the return to this station. The price does not include the costs of providing access to the railway infrastructure for the provision of the service and the cost of locomotive arrival. If these costs occur, an additional fee of 2.0% of these costs will be charged
11	Applying stickers	PLN 440	Sticker	The fee does not include the cost of delivering a wagon to the place designated for the activity
12	Completing the missing container markings	PLN 850	Container	The fee does not include the cost of delivering a wagon to the place designated for the activity
13	Closing the container door	PLN 650	Container	The fee does not include the cost of delivering a wagon to the place designated for the activity

*The above services may be performed by subcontractors.

Table 5 – Fees for additional services at the border crossing of Medyka and Dorohusk

No.	Type of service	Rate PLN [net]	Unit	Comments
1	Additional locomotive shunting work related to performing additional operations	PLN 495	Quarter of locomotive work	If shunting is performed with a shunting locomotive available at the station or alternatively with a locomotive from the train. Working time is counted from the moment of departure from the parking station until the return to this station. The price does not include the costs of providing access to the railway infrastructure for the provision of the service and the cost of locomotive arrival. If these costs occur, an additional fee of 2.0% of these costs will be charged
2	Application for the transfer of wagons in relation Dorohusk - Chelm Wschodni	PLN 300	Application	
3	Preparation of Declaration for Temporary Storage for temporary storage of goods in the warehouse	PLN 330	Declaration	
4	Preparation of an application for official border control, delivery and collection of documents for and after the control	PLN 375	Application	

5	Implementing changes to the consignment note	PLN 220	Consignment note	
6	Sending a telegram	PLN 320	Telegram	
7	Applying stickers	PLN 440	Sticker	The fee does not include the cost of delivering a wagon to the place designated for the activity
8	Completing the missing container markings	PLN 850	Container	The fee does not include the cost of delivering a wagon to the place designated for the activity
9	Closing the container door	PLN 650	Container	The fee does not include the cost of delivering a wagon to the place designated for the activity

§ 6 Supplementary rules

1. The Customer is responsible for any damage to the wagons resulting from his fault or the fault of his subcontractor or another entity acting at his request or on his behalf (in particular the Sender, Recipient or Reloader). The claim against the Customer covers the full amount of repair costs incurred by DBC PL or resulting from the calculation and the total costs of removing wagons from use, including lost profits.
2. DBC PL has the right to charge the Customer any additional fees/ costs that are not expressly specified as included in the DBC PL offer or hereby Tariff, arising due to the Customer's fault, including those for foreign carriers (in particular: for train cancellation, lost timetable, the wagons stay, additional shunting works not covered by the offer, costs of delays, etc.), as well as any additional fees/ costs arising or accrued for reasons beyond the control of DBC PL.

▪ § 7 Settlement rules

1. The settlement forms and payment terms shall be specified in the transport contracts or in accepted transport offers submitted by DBC PL, if transport is carried out on the basis of transport orders issued on the basis of these transport offers.
2. In the case of ordering transport or other additional service carried out on the basis of hereby Tariff and the Freight Transport Regulations of DB Cargo Polska S.A. the form of settlement is prepayment calculated by DBC PL and made by the Customer to the account indicated by DBC PL. Only and exclusively in the case of additional services, with the consent of DBC PL, a deferred payment date is possible - up to 14 days from the date of invoice issuance.
3. For the performance of services, an invoice shall be issued every time in accordance with applicable law. The invoice shall be issued after the service has been completed on the basis of data registered in the Carrier's production system or on the basis of a bilaterally signed protocol. The data to be included in the invoice is described in detail in Appendix No. 1.

Hereby Freight Tariff has been translated into English for information purposes only
In the event of any discrepancies in the translation the **Polish language version shall prevail**

▪ **§ 8 Validity period of the Freight Tariff**

1. The hereby Freight Tariff enters into force on January 1, 2025 and is applicable for an indefinite period.
2. DB Cargo Polska S.A. reserves the right to make changes to hereby Tariff at any time.
3. Changes to the Tariff shall be introduced by publishing them on the website www.pl.dbcargo.com and they enter into force from the date of their publication.
4. The Tariff loses its binding force 14 days after from its repeal by publishing a statement of its repeal by publishing a statement of its repeal on the website www.pl.dbcargo.com
5. The Carrier shall notify the Customer about changes to the Tariff or its repeal that take place during the term of the transport contracts.

Appendices

Appendix No. 1 – Description of invoices issued by DB Cargo Polska S.A.
Template in a separate file.

▪ **Appendix No. 1 – Description of invoices issued by DB Cargo Polska S.A.**

The invoice issued by DB Cargo Polska SA consists of 2 parts:

The first part is the main page of the invoice with the following data:

- a. address details of the company for which the invoice was issued are in the upper part on the left, while on the right there is information that allows you to contact our company for clarification or to submit a complaint. The telephone number and e-mail address to which the application can be sent have been provided;
- b. the date of the invoice on the right;
- c. invoice number on the left;
- d. further on, there is the sum of receivables resulting from the aggregation of data from the attachment which is an integral part of the invoice, which shall be described in the second part of the instruction. The described sum includes the following elements:
 - ordinal number;
 - the VAT rate with which the given service was taxed;
 - net value in the specified currency;
 - value of VAT;
 - gross value in the specified currency;
 - comments – the tax code specifying the amount of taxation of a given service is entered, which is described in the item on the invoice: ‘explanation of comments’. In the case of an invoice issued in a foreign currency, the data discussed below includes the conversion of all values into the PLN;
 - amount of receivables to be paid;
 - invoice payment date;
 - data to be entered on the transfer form when making the payment;
 - bank account number to which payment shall be made.

Example of the first page of the invoice:

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DB Cargo Polska S.A. • Wolności 337 • 41-800 • Zabrze

W przypadku pytań prosimy
o kontakt:
Dział Fakturowania
+48 32 78 89 788
reklamacje@deutschebahn.com

Nazwa i adres klienta

Nr odbiorcy
71002760
Numer klienta/nr Umowy/nr kompensaty
727106205
Nr NIP
PL5261003187

Data dostawy / wykonania usługi
23.11.2023

Data faktury: 23.11.2023

Numer faktury AZ00030707

Nr	VAT	Wartość NETTO w PLN	Podatek VAT	Wartość BRUTTO w PLN	Uwagi
01	23%	129.850,00	29.865,50	159.715,50	1
		129.850,00	29.865,50	159.715,50	

Kwota należności ogółem: 159.715,50

Termin płatności: 27.12.2023

Tytułem przelewu: AZ00030707 - 71002760

BANK: mBank SA Oddział w Rybniku
Nr Konta Bankowego: 36 11401179 0000 5958 6100 1001 (Rachunek dla wpłat w PLN)

Wyjaśnienie uwag:

1 Zobowiązanie podatkowe w Polsce

USŁUGA TRANSPORTOWA

Szczegółowe informacje znajdują się w załączniku stanowiącym integralną część niniejszej faktury.

Detailed information on the services provided can be found in the attachment to the invoice, which is an integral part of it.

The second part is an attachment to the invoice:

The attachment may take two forms depending on the type of service:

1. In the case of transport services performed by DB Cargo Polska SA, the attachment contains the following information:
 - a. customer name and number assigned by the system;
 - b. contract/ offer number - constituting the basis for issuing an invoice;
 - c. name of the transport relation and their numbers determining the international code designation of commercial railway stations;
 - d. date of service performance - determines the time of execution from the moment of sending the shipment to the moment of handing it over to the receiver;
 - e. Carrier's number/ consignment note number;
 - f. train number;
 - g. wagon number;

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- h. type of goods - presented in the form of an NHM code;
 - i. frank code - which means the conditions and type of agreed transport:
 - 10 - means that the sender pays from the sending station to the destination station;
 - 90 - means that the receiver pays from the sending station to the destination station;
 - 12 - means that the sender pays from the sending station to the first border;
 - 13 - means that the sender pays from the sending station to the border station;
 - 15 - means that the sender pays from the sending station to the first border;
 - 16 - means that the receiver pays from the sending station to the first border;
 - j. quantity of tonnes - expressed in a kilogram unit;
 - k. net tonnage - on the basis of which the value to be debited is calculated;
 - l. net value - specifying the calculation currency in accordance with the contract/ offer;
 - m. VAT code (explained on the first page of the invoice);
 - n. agreement / Contract No. - this is the contract number assigned and registered by the DB Cargo Polska S.A. system;
 - o. price - a unit price expressed in currencies in accordance with the concluded contract for the service provided.
2. For all other services performed by DB Cargo Polska SA the attachment contains the following elements:
- a. Customer name and number assigned by the system;
 - b. ordinal number;
 - c. description of the supply or service including:
 - the period of the service performance;
 - contract number assigned by the system;
 - type of service;
 - quantity;
 - unit price;
 - the legal basis for issuing the invoice;
 - other remarks in accordance with contractual requirements;
 - net value - specifying the calculation currency in accordance with the contract/ offer;
 - VAT code (explained on the first page of the invoice).

An example of an attachment to an invoice for a transport service:



Załącznik do Numer faktury AZ00030707 z 23.11.2023
 Numer klienta: 727108205

Strona 1 z 2

Rodzaj usługi Numer pociągu Wagon Typ wagonu/Jednostka	Kod frank Kraj Rodzaj Towaru	Km tot. Km	Tonaż netto [kg] Tonaż rozliczony [kg]	Wartość netto PLN	VAT	Umowa Cena Podsumowanie usługi (Kod usługi)
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Poz.: 1

Numer umowy: SMI/2023/0233/3
 od: stacja nadania
 do: stacja przeznaczenia

Zamówienie nr: 80202311223956542

51 - 055269 Data wykonania usługi: 22.11.2023 - 23.11.2023
 51 - 005413 Nr: 3100 / 70120

	090	589		129.850,00		
			1.855.000	129.850,00	1	255260
			1.855.000			70,0000 PLN/Tony
3156-5964-233-6	25171000		57.000			
Eaos			0			
3180-5330-153-3	25171000		58.000			
Eaos			0			
3180-5330-233-3	25171000		58.000			
Eaos			0			
3180-5330-308-3	25171000		58.000			
Eaos			0			
3180-5330-393-5	25171000		58.000			
Eaos			0			
3180-5330-618-5	25171000		58.000			
Eaos			0			
3180-5330-878-5	25171000		58.000			
Eaos			0			
3180-5358-077-1	25171000		58.000			
Eaos			0			
3180-5359-350-1	25171000		59.000			
Eaos			0			
3180-5359-408-7	25171000		58.000			
Eaos			0			
3180-5359-419-4	25171000		57.000			
Eaos			0			
3180-5359-524-1	25171000		58.000			
Eaos			0			
3180-5359-988-8	25171000		58.000			
Eaos			0			
3180-5949-661-8	25171000		57.000			
Eaos			0			
3180-5949-882-0	25171000		58.000			
Eaos			0			
3351-5301-237-2	25171000		58.000			
Eaos			0			
3351-5330-497-7	25171000		58.000			
Eaos			0			
3351-5330-720-2	25171000		60.000			
Eaos			0			
3351-5331-057-8	25171000		58.000			
Eaos			0			

An example of an attachment to an invoice for non-transport service:



Załącznik do Numer faktury EZ00040071 z 24.11.2023
 Numer klienta: 170382733

Strona 1 z 1

Poz.	Opis Dostawy lub Usługi Ilość x Cena jednostkowa netto	Wartość netto PLN	VAT
1	Okres wykonania usługi: 21.11.2023 - 21.11.2023 CPI no. 244	480,00	1
1.1	21.11.2023 Czyszczenie autocystem 1 szt x 480,00 PLN Zgodnie z zleceniem stałym z dnia 09.07.2015r. Czyszczenie autocystemy nr OST39P9 (silekol)	480,00	1