

# The Freight Tariff **DB Cargo Polska S.A.**

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DB Cargo Polska S.A.

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ver. 16

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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.

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**§ 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.

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**§ 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://skrj.plk-sa.pl/kalkulacja/>

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**§ 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 freight rates and 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 non-performance 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;
    - A lost timetable fee related to the non-use of the allocated train path, if the cancellation of the allocated train path was not made for reasons not attributable 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:

**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;
  - 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:
  - a. one-way passage of train from the departure station to the delivery station;
  - b. 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;
  - c. transports carried out on the PKP PLK network.
  
12. Rates for intermodal and automotive transport, unless otherwise agreed, do not include in particular:
  - a. shunting works;
  - b. siding services;
  - c. costs of access to terminals;
  - d. additional fees at terminals (storage, reloading);
  - e. costs of access to service infrastructure facilities;
  - f. wagons costs;
  - g. container costs;
  - h. Cargo insurance costs;
  - i. 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;
  - j. 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.
  - k. 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);
  - l. costs of access to the infrastructure of managers other than PKP PLK S.A.;
  - m. 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;
  - n. delivery of empty wagons for loading;
  - o. return of empty wagons after unloading;
  - p. shipment protection costs;
  - q. customs duties costs;
  - r. any border and customs costs charged by customs authorities and inspection services;
  - s. loose locomotive arrival in order to pick up the shipment from the departure station;
  - t. costs related to the organising transport with an extraordinary shipment;
  - u. 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   | <b>PLN 495</b>  | 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. <b>If these costs occur, an additional fee of 2.0% of these costs will be charged</b> |
| 2*  | Fee for the stay of wagons other than the Customer's at the disposal of the Sender/Loader or the Recipient <b>[Ea and Fal wagons]</b>          | - up to 24h inclusive wag/h <b>PLN 15</b> ;<br>- over 24 to 48h inclusive wag/h <b>PLN 35</b> ;<br>- over 48h wag/h <b>PLN 60</b> | Wagon / hour               |   |
|     | Fee for the stay of wagons other than the Customer's at the disposal of the Sender/Loader or the Recipient <b>[intermodal platform wagons]</b> | - up to 24h inclusive wag/h <b>PLN 15</b> ;<br>- over 24 to 48h inclusive wag/h <b>PLN 40</b> ;<br>- over 48h wag/h <b>PLN 65</b> | Wagon / hour               |   |
|     | Fee for the stay of wagons other than Customer's at the disposal of the Sender/Loader or the Recipient <b>[other wagons]</b>                   | - up to 24h inclusive wag/h <b>PLN 30</b> ;<br>- over 24 to 48h inclusive wag/h <b>PLN 50</b> ;<br>- over 48h/h <b>PLN 80</b>     | 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  | <b>PLN 3500</b>   | 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. <b>If these costs occur, an additional fee of 2.0% of these costs will be charged</b> |
| 5    | Fee for uneven loading causing overload of the axle, bogie or wagon wheel  | <b>PLN 3500</b> the first detection in a given calendar year, each subsequent detection <b>PLN 7000</b> | 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. <b>If these costs occur, an additional fee of 2.0% of these costs will be charged</b>                              |
| 6*** | Fee for an improperly loaded wagon (irregularities other than items 4 and 5) or lack of securing   | <b>PLN 3500</b>   | Per wagon                           | A charge is levied if there is a delay in a train's departure as a direct result of an incorrectly loaded freight wagon or a lack of securing   |
| 7    | Fee for loading a wagon without the Carrier's consent  | <b>PLN 3500</b>   | Per wagon                           |   |
| 8    | 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  |
| 9    | Fee for wagon's cleaning   | <b>From PLN 1500</b>  | Per wagon                           | The rate is not lower than PLN 1500 depending on the complexity of the service (cleaning, washing)  |
| 10** | 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                           |   |

|        |  |   |                                |  |
|--------|--|---|--------------------------------|--|
| 11     | 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                      |  |
| 12     | 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                       |  |
| 13     | Weighting on a railway scale   | Acc. individual calculation   |                                |  |
| 14     | Fee for demurrage / detention a shipment [train] for inspection resulting from the provisions regarding the transport of goods covered by the monitoring system  | <b>PLN 1500</b>   | For every parking hour started |  |
| 15     | Transport of wagons not covered on foreign railway infrastructure from the border to the first border station  | Acc. individual calculation   |                                |  |
| 16**** | Fee for the locomotive readiness and service (in particular charged in the event of transport delays due to the Customer's fault)  | = > <b>PLN 400</b>  | 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.

\*\*\* Lack of securing is considered to occur, in particular, when a load or a load unit has not been secured in accordance with applicable requirements, including but not limited to:

- failure to use the required fasteners (e.g. straps, ropes, chains)
- Insufficient load securing
- absence, damage, breakage or nonconformity of seals on containers
- absence of required customs seals or their damage/nonconformity in cases where the wagon, container or cargo is subject to the obligation of securing under customs control

\*\*\*\* 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           |   |
| 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. <b>If these costs occur, an additional fee of 2.0% of these costs will be charged</b> |
| 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                   | <b>PLN 340</b> | Consignment note           |   |
| 2   | Preparation of PDS, DS, WDS declarations  | <b>PLN 120</b> | Declaration                |   |
| 3   | Train arrivals in order to check the trains on the ground                       | <b>PLN 620</b> | Train                      |   |
| 4   | Preparation of wagon and delivery lists   | <b>PLN 150</b> | List                       |   |
| 5   | Bottle seal   | <b>PLN 130</b> | Seal                       |   |
| 6   | Applications and fees charged by Border Institutions                            | <b>PLN 450</b> | Application                |   |
| 7   | Assistance with customs inspections   | <b>PLN 400</b> | Container / wagon          |   |
| 8   | Changes in the consignment notes  | <b>PLN 220</b> | Consignment note           |   |
| 9   | Printing of documents   | <b>PLN 120</b> | Document                   |   |
| 10  | Additional locomotive shunting work related to performing additional operations | <b>PLN 495</b> | 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. <b>If these costs occur, an additional fee of 2.0% of these costs will be charged</b> |
| 11  | Applying stickers   | <b>PLN 440</b> | 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                                       | <b>PLN 850</b> | Container                  | The fee does not include the cost of delivering a wagon to the place designated for the activity  |
| 13  | Closing the container door  | <b>PLN 650</b> | 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   | <b>PLN 495</b> | 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. <b>If these costs occur, an additional fee of 2.0% of these costs will be charged</b> |
| 2   | Application for the transfer of wagons in relation Dorohusk - Chełm Wschodni  | <b>PLN 300</b> | Application                |   |
| 3   | Preparation of Declaration for Temporary Storage for temporary storage of goods in the warehouse                          | <b>PLN 330</b> | Declaration                |   |
| 4   | Preparation of an application for official border control, delivery and collection of documents for and after the control | <b>PLN 375</b> | Application                |   |
| 5   | Implementing changes to the consignment note  | <b>PLN 220</b> | Consignment note           |   |
| 6   | Sending a telegram  | <b>PLN 320</b> | Telegram                   |   |
| 7   | Applying stickers   | <b>PLN 440</b> | 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   | <b>PLN 850</b> | Container                  | The fee does not include the cost of delivering a wagon to the place designated for the activity  |
| 9   | Closing the container door  | <b>PLN 650</b> | Container                  | The fee does not include the cost of delivering a wagon to the place designated for the activity  |

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## § 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.

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## § 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.

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## § 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](http://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](http://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.

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### 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:



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<br>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;
  - 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;
  - 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<br>Numer pociągu<br>Wagon<br>Typ wagonu/Jednostka | Kod frank<br>Kraj<br>Rodzaj Towaru | Km tot.<br>Km | Tonaż netto [kg]<br>Tonaż rozliczony [kg] | Wartość netto<br>PLN | VAT | Umowa<br>Cena<br>Podsumowanie usługi (Kod usługi) |
|---|------------------------------------|---------------|---|----------------------|-----|---|
|---|------------------------------------|---------------|---|----------------------|-----|---|

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    |            |   |                  |
| Eas             |          |     | 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    |            |   |                  |
| Eas             |          |     | 0         |            |   |                  |
| 3180-5949-882-0 | 25171000 |     | 58.000    |            |   |                  |
| Eas             |          |     | 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

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