

**RUNWAY STATEMENT**  
**owned by the Association of Municipalities of the Desná Valley**

**Appendix No. 2 – PRICES ON THE DESNÁ RAILWAY**  
**VALID FROM 1/1/2024**

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**1. Introductory Provisions**

All prices listed in this annex STATEMENT ON THE ROAD owned by the Association of Municipalities of the Desná Valley are quoted without VAT.

**2. The price for allocating railway capacity**

The price for the allocation of railway capacity is determined as follows:

- a) for a proper request for railway capacity in the annual timetable, CZK 19 allocated route/day;
- b) for a late request for railway capacity in the annual timetable, CZK 32 allocated route/day;
- c) for a request for railway capacity until regular changes to the timetable, CZK 38 allocated route/day;
- d) for an ad hoc request for railway capacity CZK 38 allocated route/day;
- e) for a request for railway capacity in the remaining railway capacity, CZK 150 allocated route/day;
- f) for a request for ad hoc allocation of railway capacity for technical and safety tests of railway vehicles, CZK 600 allocated route/day;

The minimum fee for capacity allocation for each carrier for applications a) - c) is CZK 625 for each allocation.

### **3. Prices for the Use of Railway for the Purpose of Train Movement**

Unit prices are used uniformly for all carriers to calculate the resulting price for using the transport route.

#### **A. Regulated prices for the use of a freight train railway**

Runway operation (Traffic management)

**S1R CZK 44.61 / vlkm**

Ensuring the operability of the railway (Infrastructure of the transport route)

**S2R CZK 45.16 / 1,000 hrtkm**

#### **B. Regulated prices for the use of a railway railway for a passenger train**

Runway operation (Traffic management)

**S1R CZK 25.00 / wolf**

Ensuring the operability of the railway (Infrastructure of the transport route)

**S2R CZK 37.75 / 1,000 hrtkm**

#### **C. The regulated price for using the transport route of railway 1 train is calculated according to the formula**

$$C_m = C_1 + C_2$$

$$C_1 = S1R \times LR$$

$$C_2 = \frac{Q \times (S2R \times LR)}{1000}$$

1000

where:

- $C_m$  = price for using a transport route with one train for the agreed transport route
- $C_1$  = price for the use of a transport route by one train for the agreed transport route related to the operation of the railway (traffic management)
- $C_2$  = price for using the transport route by one train for the agreed transport route related to ensuring the operability of the railway (transport route infrastructure)
- $S1R$  = price per 1 vlkm as a share of the price for operating the railway (traffic management) per one train kilometer of the regional railway
- $S2R$  = price per 1,000 hrtkm for the relevant train type given as a share of the price for ensuring railway operability (transport route infrastructure) per thousand gross tonne kilometers
- on regional railways
- $LR$  = train travel distance on the regional line in kilometers rounded up to the whole km
- $Q$  = gross train weight in tonnes, found

- for a freight train as the sum of the weights of railway rolling stock included in the train (driving vehicles, railcars, other rolling stock on their own wheels, including the weight of unsprung spur traction vehicles) and the weight of transported goods, persons and live animals in tonnes, rounded up to whole tonnes
- for a passenger train as the sum of the mass of railway rolling stock (driving vehicles, railcars, other rolling stock on their own wheels, including the weight of unsprung spur traction vehicles) and the mass of transported goods and passengers (number of seats x 0.08) in tonnes rounded to a whole ton up

#### 4. Price for services related to handling extraordinary shipments

The price for services connected with the handling of extraordinary consignments is fixed at CZK 5,000.00 per case on railway lines operated by SART.

#### 5. Price for services connected with issuing the timetable

The prices for the services associated with issuing the timetable are listed for individual products in the following table.

Product	Price
publication of the carrier's train schedule in the required traffic office beyond the operator's obligations, given by Decree No. 173/1995 Coll.	CZK 250/transport company
The price for the processing and publication of additional data of the carrier, regarding information about the IDS in which the carrier is involved, including the publication of any connecting bus connections and tariff conditions	CZK 5,000/railway

#### 6. Calculation of the penalty for unused allocated capacity on the railway line.

The penalty for unused allocated capacity is calculated according to the length of the unused allocated route

$$S = L \times D \text{ [CZK]}$$

where: **S** is the resulting penalty amount for unused or renounced capacity

**L** the length of the train route

**N penalty** rate for unused or relinquished allocated capacity – CZK 1.0/1vlkm

## **7. Calculation of the amount of the liability penalty for delay**

$$S_z = R_m \times N_z \text{ [CZK]}$$

where: **Sz** the resulting amount of the delay liability penalty

**Rz** the positive difference between the sum of additional delays incurred during the train journey from the responsibility of one party and the sum of additional delays incurred during the train journey from the responsibility of the other party, whereby the parties are SART – stavby a reconstruction as and the carrier

**No** penalty rate for each minute of delay over 15 minutes – CZK 1.0

## **8. Calculation of the amount of the penalty for exceeding the period of shutdown of railway vehicles**

After exceeding the period of shutdown of railway vehicles according to Article 6.1. Introduction, declaration of the railway, a penalty will be applied in the amount calculated according to the formula below.

$$S_o = L_v \times D \times N_o \text{ [CZK]}$$

where: **So** is the resulting amount of the penalty for exceeding the permitted downtime

**Lv** length of the train in meters

**D** number of days started exceeding the allowed shutdown time

**N penalty** rate for exceeding the permitted shutdown time – CZK 1.5/(m\*number of days started)