



# Network Access Product Catalogue 2017

Annex 2 to the Infrastructure Usage Contract

Valid from 11 December 2016

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# GKB Network Access Product Catalogue 2017

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General information	
	<p>GKB offers the products and services defined in the Network Access Product Catalogue 2017 to entities entitled to track capacity (hereinafter referred to as railway undertakings or RUs) in connection with the performance of their rail services in accordance with the standard terms and conditions of the infrastructure usage contract (<i>AGB</i>). Services which are not listed in the Network Access Product Catalogue 2017 will be charged separately.</p>
<b>Train path orders</b>	
A)	<p>The minimum requirements (details) for the allocation of track capacity are defined by the train path order forms and the standards order form of the <b>Network Statement</b> (NWS). Any missing details are to be provided by the RU if requested by SCHIG no later than within three working days. Failure to comply with this request in a timely manner will mean that the train path order has not been submitted within the deadline. The Network Statement is available online at <a href="http://www.gkb.at">www.gkb.at</a>.</p>
	<p>Complete applications submitted to SCHIG in a timely manner shall form the basis for network scheduling work (timetabling). In the event that the RU partly or completely revises its train path order after this has been initially submitted, then the same shall bear the risk that it is no longer possible to comply with its request. Any additional expenses incurred by GKB as a result shall be reimbursed by the RU.</p>
B)	<p>Further details relating to the allocation of track capacity as well as the <b>train path order dates and deadlines</b> for the following timetable periods can be found in the Network Statement. The Network Statement is available online at <a href="http://www.gkb.at">www.gkb.at</a>.</p>

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## 1 Train path

Pos.	Product component and description	
<b>1.1</b>	<b>Minimum access package</b>	
1.1.1.	Route construction	
1.1.1.1.		Processing requests submitted by entities entitled to track capacity for the allocation of track capacity, necessary dispute resolution by SCHIG mbH, the preparation of an offer and the evaluation of its plausibility by GKB
1.1.1.2.		Preparation of timetables and scheduling arrangements
1.1.1.3.		Transfer of schedule data records in as far as available based on the existing IT systems of GKB.
1.1.2.	Train path operations	
1.1.2.1.		The use of the rail infrastructure necessary in connection with the agreed train path, including the necessary tracks, points and spurs during the track operating hours defined in the Network Statement. The Network Statement is available online at <a href="http://www.gkb.at">www.gkb.at</a> .
1.1.2.2.		Train management, including signalling and the associated transmission of information and the use of the telecommunications equipment intended for operational management.
1.1.2.3.		Monitoring the contractually agreed traffic-related services (information as defined by Point 13.2 of the AGB, random technical safety inspections);
1.1.2.4.		Administrative support in the case of operational disruptions, including the allocation of any alternative train paths.

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Pos.	Product	Product component and description	
1.2	<b>Qualitative and line-related surcharges and discounts under the standard package</b> <i>Rail operations</i>		
1.2.1.	Congestion charges: These are charged for the following sections of track for operations during the following hours.	Sections of track:	Not applicable
		Times:	Not applicable
1.2.2.	<b>Performance-related charging components: (Incentive system)</b>	<p>In the case of passenger and freight trains (with the exception of shunting freight trains), the chargeable rates defined in the standard package increase or decrease on the basis of minute-based arrival delays ('delays') at the train stations responsible for scheduling in as far as these delays at each train station exceed a threshold of <b>five</b> minutes, or a threshold of <b>one hundred and fifty</b> minutes per station in the case of shunting freight trains. The minutes of delay over and above the threshold per train station at which delays are recorded are allocated to the relevant responsible party (RU or GKB) and are multiplied by the factor defined in the price list. The measurement of delays at the stations where these are recorded as well as the entry of the causes of the delays occurring in the course of train operations and the resulting (partial) allocation to the responsible party are all managed by the operational systems of GKB.</p>	

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Pos.	Product	Product component and description	
<b>1.3</b>	<b>Traffic-related usage charges under the standard package <i>Rail operations</i></b>		
1.3.1.	Market segmentation:	When allocating the tracks, the train paths orders are allocated to a specific market segment by GKB as follows depending on the form of transportation: The allocation is based on network access by means of the assignment of the train category.	
	<i>Type of transportation</i>	<i>Market segment</i>	<i>Description</i>
1.3.1.1.	<b>freight traffic:</b>	Direct services (in German: <i>Direktverkehr / DV</i> )	Complete trains (as defined by UIC Leaflet 419) with or without waybill(s) travelling on a point-to-point basis between the dispatching and destination stations (also from/to connecting routes) consisting of loaded or empty wagons.
1.3.1.3.		Wagonload traffic (in German: <i>Wagenladungsverkehr / WLW</i> )	Trains for the transportation of individual wagons with different destination stations including wagon transfers in accordance with the wagon transfer plan ( <i>Wagenübergangsplan</i> ) at a minimum of at least one station, as well as local freight trains.
1.3.1.4.		Marshalling / Shunting (in German: <i>Fahrverschub / VG</i> )	Trains which are accompanied by marshalling personnel, for the collection and delivery of individual wagons to and from their respective stations of origin or destination and to / from marshalling yards.
1.3.1.5.	<b>Passenger rail traffic</b>		Passenger trains including empty legs (military trains are under no circumstances included in the passenger rail traffic segment)
1.3.1.6.	<b>Service trains</b>		Trains involving empty locomotive legs and for testing
<b>1.4</b>	<b>Additional package for train paths outside of track operation hours</b>		
	The Infrastructure Usage Contract contains those operational sites and track (sections) which are only open to rail traffic during specific time periods.		
	In the event that the RU wishes to operate trains at other times, then this is essentially possible subject to timely requests.		
	In the event that the extension of the operating hours of GKB leads to the necessary personnel expenses exceeding the charges defined for this route in the standard package, then the RU shall <b>additionally be invoiced the differential amount</b> . In the event that several RUs make use of the extended operating hours, then the additional costs shall be allocated to the RU(s) on a pro rata basis.		

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Pos.	Type of charges	Price																		
ad 1.1	<b>Billable rates for the standard package (train path configuration and train operations)</b>																			
	The calculation is based on a train with a specific <b>gross weight in tonnes</b> ( <i>Gesamtbruttotonnengewicht = GBt</i> ) and the number of <b>train kilometres</b> ( <i>Zugkm</i> ), increased or reduced by the <b>factor for the relevant market segment</b> ( <i>Zugkm<sub>Marktsegment</sub></i> ) plus any <b>congestion charges</b> .  This is based on the following calculation formula for rail infrastructure usage ( <i>IBE<sub>Zugfahrt</sub></i> ):																			
	<b>Calculation formula for rail infrastructure usage (<i>IBE<sub>Zugfahrt</sub></i>):</b>																			
	$IBE_{Zugfahrt} = (GBtkm * a) + (Zugkm_{Strecke} * b) + (Zugkm \text{ im Engpass} * c) + (\text{Verspätungsminuten im Fahrplannerfassungsbahnhof} * d) + (Zugkm_{Marktsegment} * eMS)$																			
	<b>Billable rates for rail infrastructure usage:</b>																			
ad 1.1	<b>Usage charge for the standard package (rail operations)</b>																			
	<b>a) Charge equivalent to the direct costs incurred</b>																			
	<table border="1"> <thead> <tr> <th>Unit</th> <th>Factor</th> <th>Price in Euro (excl. 20 % VAT)</th> </tr> </thead> <tbody> <tr> <td>Total gross tonne kilometres</td> <td>a</td> <td>0,001293</td> </tr> </tbody> </table>	Unit	Factor	Price in Euro (excl. 20 % VAT)	Total gross tonne kilometres	a	0,001293													
Unit	Factor	Price in Euro (excl. 20 % VAT)																		
Total gross tonne kilometres	a	0,001293																		
	<b>b) Route-related usage charges - basic price per train kilometre<sup>1)</sup></b>																			
	<table border="1"> <thead> <tr> <th>Unit</th> <th>Line category</th> <th>Factor</th> <th>Price in Euro (excl. 20 % VAT)</th> </tr> </thead> <tbody> <tr> <td>Train kilometre</td> <td>Graz - Köflach, Lieboch - Wies-Eibiswald</td> <td>b</td> <td>1,1294</td> </tr> </tbody> </table> <p>Train kilometre charges do not apply in order to promote single-train local traffic (train classes: VG, SVG, BED, SBED, NG, SNG)</p>	Unit	Line category	Factor	Price in Euro (excl. 20 % VAT)	Train kilometre	Graz - Köflach, Lieboch - Wies-Eibiswald	b	1,1294											
Unit	Line category	Factor	Price in Euro (excl. 20 % VAT)																	
Train kilometre	Graz - Köflach, Lieboch - Wies-Eibiswald	b	1,1294																	
ad 1.2	<b>Qualitative and line-related surcharges and discounts on the base price per train kilometre under the standard package</b>																			
	<b>Rail operations</b>																			
ad 1.2.1	<b>Surcharges for time and location-based congestion (congestion charges)</b>																			
	<table border="1"> <thead> <tr> <th>Unit</th> <th>Factor</th> <th>Price in Euro (excl. 20 % VAT)</th> </tr> </thead> <tbody> <tr> <td>Train kilometre(s)</td> <td>c</td> <td>1,2280</td> </tr> </tbody> </table>	Unit	Factor	Price in Euro (excl. 20 % VAT)	Train kilometre(s)	c	1,2280													
Unit	Factor	Price in Euro (excl. 20 % VAT)																		
Train kilometre(s)	c	1,2280																		
ad 1.2.3	<b>Performance-based charging components</b>																			
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Minutes delay at the train station responsible for sched	d	3,6687																		
ad 1.3	<b>Traffic-related usage charges under the standard package <i>Rail operations</i></b>																			
ad 1.3.1	<b>Market segmentation</b>																			
	<table border="1"> <thead> <tr> <th>Market segment</th> <th>Factor</th> <th>Price in Euro (excl. 20 % VAT)</th> </tr> </thead> <tbody> <tr> <td>GV-DV Direct freight services (German:</td> <td>eA</td> <td>-0,3858</td> </tr> <tr> <td>GV-WLV Wagonload traffic (German: <i>Güterverkehr</i> -</td> <td>eC</td> <td>-0,6999</td> </tr> <tr> <td>GV-VG Freight marshalling* (German:</td> <td>eD</td> <td>-0,6999</td> </tr> <tr> <td>RV Passenger rail traffic</td> <td>eE</td> <td>-0,1289</td> </tr> <tr> <td>DZ Service trains</td> <td>eF</td> <td>-0,4167</td> </tr> </tbody> </table> <p>* In order to promote single wagon load traffic, the market segments GV-WLV and GV-VG 2017 are exempt</p>	Market segment	Factor	Price in Euro (excl. 20 % VAT)	GV-DV Direct freight services (German:	eA	-0,3858	GV-WLV Wagonload traffic (German: <i>Güterverkehr</i> -	eC	-0,6999	GV-VG Freight marshalling* (German:	eD	-0,6999	RV Passenger rail traffic	eE	-0,1289	DZ Service trains	eF	-0,4167	
Market segment	Factor	Price in Euro (excl. 20 % VAT)																		
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GV-VG Freight marshalling* (German:	eD	-0,6999																		
RV Passenger rail traffic	eE	-0,1289																		
DZ Service trains	eF	-0,4167																		
ad 1.4	<b>Rates for train runs outside of track operation hours</b>																			
	The rates are <b>calculated by the Infrastructure Operations department (<i>Infrastruktur Betrieb</i>) in accordance with the price table for other services (<i>Sonstige Leistungen</i>)</b> and are published as part of the route-based offer.																			
	1) The length of track used by a particular train is determined on the basis of the operational management systems of GKB and is rounded up to the next kilometre for invoicing purposes.																			

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## 2 Services for stops by passenger trains at stations

Pos.	Product	Product component and description
2.1	<b>Standard package</b>	
2.1.1.		Access to and the use of platforms, including the other associated and publicly accessible railway infrastructure for the carriage of passengers, as well as any loading and unloading activities associated with these trains.
2.1.2.		Passenger information within the scope permitted by technical means by means of loudspeaker systems and visual display systems relating to train arrivals and departures as well as trains passing through stations, including information about the route and other unscheduled incidents or events.

### Calculation formula:

$$IBE_{\text{Stationshalt}} = \text{number of stops per station category} * h_{\text{Stationskategorie}}$$

The charges are based on the scheduled stops of passenger trains broken down into station categories (refer here to the tables of station categories (German: *Tabellen "Stationskategorie"*)).

### Chargeable rates for stops at stations:

ad 2.1 Per stop at a platform			
	Station category	Factor	Price in Euro (excl. 20 % VAT)
	Category 1	$h_1$	1,3609
	Category 2	$h_2$	0,9538
	Category 3	$h_3$	0,7637
	Category 4	$h_4$	0,5971

### Station stop - additional package

Subject to facilities and availability and to a separate agreement, GKB also offers additional services at stations such as, for example, the installation of schedule notices, train configuration notices and the like, waste disposal in the case of passenger trains, ticket sales and the like (refer to the price table for other services [*Preistabelle sonstige Leistungen*] for the applicable rates).



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## 2.3 Station categories

Cat.	Station	Cat.	Station	Cat.	Station	Cat.	Station
Category 1		Category 2		Category 3		Category 4	
1	Wettmannstätt	2	Deutschlandsberg	3	Bärnbach	4	Alling-Tobisegg
		2	Graz Köflacherbf.	3	Köflach	4	Dietmannsdorf
		2	Krottendorf-Ligist	3	Groß St. Florian	4	Frauental-Bad Gams
		2	Lieboch	3	Lannach	4	Gaisfeld
		2	Premstätten-Tobelb.	3	Preding-Wieselsdorf	4	Graz Webling
		2	Söding-Mooskircher	3	St. Martini.S.- Bergla	4	Graz Wetzelsdorf
		2	Voitsberg	3	Wies-Eibiswald	4	Gussendorf
						4	Hollenegg
						4	Köppling
						4	Krems in Stmk.
						4	Lieboch-Schadendorf
						4	Oisnitz-St. Josef
						4	Pöfing-Brunn
						4	Schwanberg
						4	St. Peter im Sulmtal
						4	Straßgang
						4	Wies-Markt

- Station category 1      Infrastructure intersection to the ÖBB network/analogue  
ÖBB Network Access Product Catalogue 2017
- Station category 2      Platform height 55 cm, covered platform, waiting room, train destination display  
Platform access barrier-free
- Station category 3      Platform height 38 cm, covered platform or covered waiting area or waiting room  
with WC and train destination display
- Station category 4      Platform height 38 cm or 55 cm, covered waiting area, train destination display

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3. Marshalling services		
Pos.	Product	Product component and description
Marshalling services are provided in accordance with the NWS on the basis of the resources available.		
<b>3.1</b>	<b>Standard package for marshalling services at marshalling yards<sup>1)</sup></b>	
3.1.1.	Marshalling and shunting activities, including the operation of the necessary interlockings and safety systems at marshalling yards, are provided during the marshalling times of those stations with marshalling yards <sup>2)</sup>	
3.1.1.1.	Marshalling of locomotives in the arrivals and departure areas of marshalling yards	
		a) Coupling wagons to locomotives B) Securing the train in accordance with regulation DV V3 - Article 16 (during the marshalling times at the marshalling yard Article 16 (2) applies) - incoming trains C) Handover of train documentation as agreed
3.1.1.2.	Train decoupling, coupling and preparation of trains pursuant to DV V3 Section III and DB 610	
		Activities associated with the de-coupling and coupling of trains in accordance with agreed train configuration plans and wagon transfer plans. The capturing of train data, the performance of braking performance calculations and the issuing of train documentation.
3.1.1.3.	Provision of wagons	
		Activities associated with the provision of wagons at the agreed location at a marshalling yard.
3.1.1.4.	Train configuration groups	
		Activities associated with the formation of freight trains involving more than one train configuration group, whereby these services will only be charged in the case of multiple train configuration groups.
3.1.1.5.	Train preparation	
		Management of wagons in the INFRA-TIS system for outbound trains; initial capturing of wagons in the INFRA-TIS system
3.1.1.6.	Technical support	
		Wagon-related technical support for freight and passenger trains provided by the technical wagon service of GKB
3.1.1.7.	Braking tests (without wagon-related technical investigations)	
		The performance of emergency braking tests in accordance with DV V 3 using a location-based brake testing system or, where not available, using the locomotive of the RU.
<b>3.2</b>	<b>Services defined under 3.1 outside of operating hours of marshalling yards</b>	
		These services must be ordered separately and are offered depending on the availability of personnel resources (refer to the price table for other services).
1) Graz Köflacherbahnhof qualifies as a marshalling yard as defined by Point 3.1.		
2) Point 3.1 also covers remuneration for the provision of marshalling services from the collection of the wagons to the initial configuration and preparation of the train. For services provided in accordance with Point 3.1.1 other than during marshalling yard times, please refer to the price table for other services. The marshalling times at the marshalling yard and the relevant contact persons/departments for marshalling activities are set out in the Network Statement as an annex entitled marshalling times ( <i>Verschuböffnungszeiten</i> ). The Network Statement is available online at <a href="http://www.gkb.at">www.gkb.at</a> .		

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Pos.	Product	Product component and description	
<b>Calculation formula for 3.1:</b>			
	$IBE_{\text{Verschub in VKBf}} = (\text{number of train-related interventions} * i) + (\text{number of wagons dropped by freight trains passing through or terminating at the marshalling yard} * j) + (\text{number of carriages dropped by passenger trains passing through or terminating at the marshalling yard} * k) + (\text{number of freight wagons provided} * l) + (\text{number of passenger carriages provided} * m) + (\text{wagons managed in order to establish train configurations with at least two wagon groups} * n0) + (\text{wagons inspected by technical personnel} * nW) + (\text{number of wagons managed or captured in INFRA-TIS system} * nI) + (\text{braking tests per train} * o)$		
<b>Billable charges for 3.1<sup>1)</sup></b>			
<b>ad 3.1<sup>1)</sup></b>	<b>Marshalling at marshalling yards</b>		
	<b>Accounting unit</b>	<b>Factor</b>	<b>Price in Euro (excl. 20 % VAT)</b>
ad 3.1.1.1	Train management (without initial technical inspections)	i	18,3433
ad 3.1.1.2 a)	Train decoupling, coupling and preparation of freight trains at marshalling yards (rate for each wagon dropped or collected by freight trains passing through or terminating at the marshalling yard <sup>3)</sup> )	j	2,9348
b)	Train decoupling, coupling and preparation of passenger trains at marshalling yards (rate for each carriage dropped or collected by freight trains passing through or terminating at the marshalling yard <sup>3)</sup> )	k	2,9348
ad 3.1.1.3 a)	Freight wagons provided	l	4,8915
b)	Passenger carriages provided	m	4,8915
ad 3.1.1.4	Marshalling of wagons / carriages to form rolling stock groups (trains consisting	n0	2,9348
ad 3.1.1.5	Wagons / carriages captured or managed using INFRA-TIS system	nI	3,0163
ad 3.1.1.6	Technical inspections of wagons / carriages	nW	3,0163
ad 3.1.1.7	Braking tests (without initial technical inspection)	o	18,3433
	<p>1) In the case of the services listed under Points 3.1.1.2 to 3.1.1.3, the locomotives and the locomotive personnel provided by the IN-BD department, as well as the marshalling personnel foreseen, are already included in the billable rates. Any additional requirements (deviating from the existing duty roster or speedier wagon handovers, etc.) in terms of marshalling locomotives and/or marshalling personnel are to be agreed and invoiced separately on the basis of the rates set out in Section 3.3. (Marshalling services other than at marshalling yards) or Section 6 (Price table for other services).</p> <p>2) The services defined under Point 3.1.1.1. are regarded as separate services, i.e. a standard charge of EUR 18.3433 (plus 20% VAT) will be invoiced for every intervention involving the train (separately for incoming and outgoing trains).</p> <p>3) With regard to Points 3.1.1.2 and 3.1.1.3, every RU that sends the wagons to the marshalling yard will be required to make payment. In the event that certain wagons of outbound trains are handed over at a marshalling yard by the providing RU to one or several other RUs for further transportation, the RU providing the wagons is responsible for their handover requirements and for the configuration plans of the outbound trains. The costs of the relevant product/service will be levied only upon arrival of the rolling stock. The services defined under Point 3.1.1.3, are dependent on it being possible to provide these immediately after the provision or immediately before the collection of the relevant freight wagons at the marshalling yard. In the case of wagon groups, it must be possible to provide services for the entire wagon group. All marshalling services possibly involving a stationary period, time in sidings or repeatedly making available the rolling stock will be invoiced in accordance with the rates set out in Section 3.3. (Marshalling services other than at marshalling yards) or Section 6 (Price table for other services).</p>		

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## 3.3 Marshalling services other than at marshalling yards

Pos.	Product	Product component and description
3.3	<b>Marshalling services other than at marshalling yards<sup>1)</sup></b>	
		Dependent on the available personnel resources and subject to separate agreement, marshalling services (i.e. marshalling activities and/or the preparation of trains as described under point 3.1) will be provided to RUs other than at marshalling yards. The marshalling services will be provided from the places of work set out in the table Marshalling locations ( <i>Verschub Standorte-3.4</i> ).
		Generally, a minimum deployment period of 5.7 hours is estimated. Shorter deployment periods may be invoiced if appropriate synergies in terms of the deployment of personnel can be generated in connection with other requests.

### Calculation formula for 3.3:

$$IBE_{\text{Verschub außerhalb VKBr}} = (\text{scheduled man hours for marshalling services and the preparation of trains other than at the marshalling yard} * p) + (\text{ad-hoc man hours for marshalling services and the preparation of trains other than at the marshalling yard} * q) + (\text{scheduled man hours for marshalling services and the preparation of trains on third-party infrastructure} * r)$$

### Billable charges for 3.4<sup>2)</sup>

ad 3.3	Marshalling services other than at marshalling yards <sup>1)</sup>		
	Accounting unit	Factor	Price in Euro (excl. 20 % VAT)
ad 3.3.1	<b>Scheduled</b> marshalling and train preparation services as defined by Point 3.1 other than at marshalling yards but within the GKB network based on the agreed man hour rate <sup>3) 4)</sup>	p	15,12
ad 3.3.2	<b>Ad-hoc</b> marshalling and train preparation services as defined by Point 3.1 other than at marshalling yards but within the GKB network based on the agreed man hour rate <sup>5) 4)</sup>	q	51,42
ad 3.3.3	Marshalling and train preparation services as defined by Point 3.1 other than at marshalling yards at facilities which are not part of the GKB network (e.g. feeder lines after the handover point) based on the agreed hourly rate ( <i>Industrierverschub</i> ).	r	51,42

1) Graz Köflacherbahnhof qualifies as a marshalling yard as defined by Point 3.1.

2) The chargeable rates are **exclusive** of the **locomotive** to be provided by the RU. In the event that associated services are provided other than those defined under Point 3.3 (e.g. weighing, labelling, sealing, signs on rolling stock, commercial handovers of rolling stock or sweeping out empty rolling stock), then these will be invoiced at the rates applicable to the working time ordered, provided that this does not exceed 15 % of the work provided. If these other activities exceed this scope, then the rates set out in the price table for other services (*Preistabelle sonst.Leistungen*) shall be invoiced.

3) The man hours necessary do not need to be ordered directly by the RU and will be determined on the basis of the work involved for the provision of the services ordered by the RU, rounded up to the next full tenth of an hour, and between the RU and the Infrastruktur-Betrieb department of GKB.

4) Scheduled orders: Orders associated with the annual timetable as well as orders or change requests with a lead time of at least one calendar month prior to the provision of the relevant services. Change requests relating to orders can be issued on the first Monday of a calendar month or the first working day if the first Monday is a public holiday.

5) Ad-hoc requests: Orders or change requests relating to orders which have a shorter lead time than those of schedule

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## 4 Stationary rolling stock

Pos.	Product	Product component and description
4.1	<b>Stationary rolling stock</b>	
	<p>Charges shall apply to rolling stock (carriages, traction units and locomotives) which are stationary on defined sidings whereby the stationary periods of rolling stock which are scheduled for loading or unloading or as a result of operational disruptions or agreed turnaround times for passenger trains will not be invoiced. The stationing of rolling stock on other tracks is subject to special consent from the Infrastruktur-Betrieb department and will be charged at the same rates. This does not apply in the case of owned, rented or ordered rolling stock for track construction and maintenance purposes. Alternatively, the option exists of renting stationary sections of track on defined sidings (in metres) for longer periods. The minimum duration for renting sidings in metres is one calendar month.</p> <p><u>Calculation formula:</u>  <math>IBE_{\text{Abstellung Tage Fahrzeug}} = \text{Number of stationary rolling stock days} * t1</math>  <math>IBE_{\text{Abstellung Meter Fahrzeug}} = \text{Total of rented sidings in meters} * t2</math></p>	

### Pricing:

ad 4.1	Stationary vehicles		
	Accounting unit	Factor	Price in Euro (excl. 20 % VAT)
	Stationary rolling stock days (i.e. per calendar or part thereof)	t1	2,78
	Rented meters of sidings per calendar month	t2	3,10

4.2.	Sidings	Station / loading point
	Graz Köflacherbahnhof	739a, 741a, 745a, 747a, 749a 751a, 753a
	Strassgang	4
	Premstätten-Tobelbad	2,7
	Lieboch	4,4a
	Söding-Mooskirchen	2b
	Krottendorf-Ligist	2
	Krems/Stmk	2 a
	Voitsberg	4,5
	Bärnbach	3,2,4,6
	Köflach	9,4b,2b
	Lannach	2.2a
	Preding-Wieselsdorf	4,4a,4b
	Groß St. Florian	4
	Frauental-Bad Gams	Not applicable
	Deutschlandsberg	103a, 103b, 105a, 107a, 109a
	Schwanberg	2a,2b
	Bergla	4a
	Pöfing Brunn	2 a
	Wies-Eibiswald	Not applicable

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## 5. Track weighbridge services

Pos.	Product	Product component and description	
<b>5.1</b>	<b>Weighing facilities</b>		
5.2.1.	Track weighbridges	The use of track weighbridges to determine the weight of rolling stock at the request of the RU including the preparation of a weighing report.	
	<u>Calculation formula:</u>	<b>IBE</b> <sub>Gleisbrückenwaage</sub> = Number of weighing procedures * w	
A track weighbridge exists at the Graz Köflacherbahnhof station.			
The provision of personnel to operate the abovementioned facilities is subject to availability and can be arranged separately (refer to the price table for other services ( <i>Preistabelle sonst. Leistungen</i> )).			
<b>Pricing:</b>			
<b>ad 5.2</b>	<b>Weighing rolling stock</b>		
	<b>Accounting unit</b>	<b>Factor</b>	<b>Price in Euro (excl. 20% VAT)</b>
ad 5.2.1	Track weighbridge procedure	<b>w</b>	<b>40,16</b>

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## 6 Price table for other services

Pos.	Product component and description	Price
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### 6. Other services

In order to facilitate the provision of the RU's railway services, GKB also offers, on request, subject to special agreement and to the availability of the appropriate human resources, other services such as the operation of non-standard trains and the supervision of hazardous loads in transit.

#### Pricing:

ad 6	Other services		
	Accounting unit	Factor	Price in Euro (excl. 20% VAT)
6.1	Operational management, per hour	Z <sub>BfLtg</sub>	57,95
6.2	Dispatcher, per hour	Z <sub>Fdl</sub>	57,95
6.3	Marshalling, per hour	Z <sub>Ve</sub>	51,42
6.4	Operational wagon management, per hour	Z <sub>BWD</sub>	57,95
6.5	Teleprinter	Z <sub>FS</sub>	57,95
6.6	Station assistance, per hour	Z <sub>BfHd</sub>	57,95

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7 Services facilities (Art. 58 b)		
Pos.	Product component and description	Price
<b>7.</b>	<b>Services</b>	
	The traction services department ( <i>GKB-Traktion</i> ) grants entirely non-discriminatory access for any requesting railway undertaking to its service facilities and the following services provided at these facilities, including track access.	
	<b>Contacts:</b>	
<b>7.1.</b>	<b>Diesel fuel for rail vehicles:</b>	
	Diesel filling facility: Graz-Köflacherbahnhof / Traction and GI 741 departments Opening hours: Monday to Friday, 09:30 - 14:30 Requests to fuel rolling stock are to be advised to the head of the locomotive management department of GKB ( <i>Lokeinsatzleitung</i> ) and state the required quantity of diesel at least 24 hours in advance. We currently only offer non-organic, mineral-based diesel (EN 590).	
<b>7.2.</b>	<b>Parking locomotives</b>	
	Subject to availability, locomotives can be parked on the tracks at Graz Köflacherbahnhof. Locomotives are to be locked and prepared for marshalling. The keys are to be given to the head of the relevant department ( <i>Lokeinsatzleitung</i> ). Parked locomotives may not be taken back into service without advising and clarifying this in advance.	
<b>7.3.</b>	<b>Supplies of locomotive sand</b>	
	Location of locomotive sand facility: Graz-Köflacherbahnhof / Traction Department Opening hours: Monday to Friday, 09:30 - 14:30 Requests to procure locomotive sand are to be advised to the head of the locomotive management department of GKB ( <i>Lokeinsatzleitung</i> ) and state the required quantity at least 24 hours in advance.	
	<b>Other services</b>	
	<b>Accounting units</b>	<b>Price in Euro (excl. 20% VAT)</b>
7.1.	Sale price: average monthly purchase price for Graz plus a materials overhead cost surcharge and the set fee defined under Point 7.2.	
7.2.	Set fee per 18m LoB and calendar day or part thereof	
	Set fee for inbound and outbound journey	<b>95,00</b>
	Open-air parking, Mon - Fri, excluding public holidays	<b>75,00</b>
	Open-air parking, Sat, Sun and public holidays	<b>110,00</b>
	Parking in a shed with an inspection pit, Mon - Fri, excluding public holidays	<b>100,00</b>
	Parking in a shed with an inspection pit, Sat, Sun and public holidays	<b>150,00</b>
7.3.	Set fee for filling locomotive sand	<b>50,00</b>



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## 8 Pre-heating service facilities

Pos.	Product component and description	Price
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### 8. External power supplies

GKB grants entirely non-discriminatory access, subject to the availability of resources, for any requesting railway undertaking to its service facilities and the following services provided at these facilities:

**Contacts:**

#### 8.1. Use of power supply facilities

GKB has installed power supply facilities (400V, 3-phase, mains current) for the provision of electrical power on the premises of the following stations: Graz Köflacherbahnhof, Köflach and Wies-Eibiswald. Depending on the availability of resources and assuming compatibility in terms of the current and connections, it is possible to arrange the provision of electrical power for the abovementioned purposes on the basis of the power supply prices of the local electricity provider subject to the conclusion of a corresponding agreement with GKB.

#### Pricing:

Other services			
	Accounting unit	Factor	Price in Euro (excl. 20% VAT)
8.1.	Sales price: average monthly procurement price plus materials overhead cost surcharge.		.....
8.1.	Network usage fee per calendar day or part thereof in addition to the parking fee as defined by Point 7.2.		50,00