



## THE BOARD OF DIRECTORS

Number: 4910/2

Podgorica, 24. 06. 2014

Pursuant to Article 71, paragraph 5 of the Law on safety, organization and efficiency of rail transport ("Official Gazette of Montenegro", No. 01/14), Article 3 and 17 of the Rules on transport of special consignments and Article 34, 64 and 68 of the Statute of Railway Infrastructure of Montenegro JSC. - Podgorica (consolidated text of the March 2013), on the proposal of the Chief Executive Officer for a decision making on determining the method of calculating transportation services for special consignments (No. 4603 dated 11.06.2014), the Board of Directors of the eleventh convene, on the third session held on the 24<sup>th</sup> of June 2014, came to

### RESOLUTION

#### on the method of calculating transportation services for special consignments

1. This Resolution defines the method of calculating transportation services for special consignments .
2. Calculation of transport services for special consignments in the part of services provided by Railway infrastructure of Montenegro JSC. – Podgorica is made by the following formulae:

$U = Qvkm * Pmg * Cvkm * K * F * Fnp$ , where:

<b>U</b>	Fee for allocated rail path
<b>Qvkm (mg)</b>	Number of train kilometers realized in international main railway line
<b>Qvkm (mp)</b>	Number of train kilometers realized in international branch line of main railway line
<b>Qvkm (l)</b>	Number of train kilometers realized in local railway line
<b>P (mg)</b>	Weighting coefficient for the international regional railway line
<b>P (mp)</b>	Weighting coefficient for the international branch line or feeding line
<b>P (l)</b>	Weighting coefficient for local railway line
<b>Cvkm</b>	Price for train kilometers
<b>K</b>	Coefficient of track wearing
<b>F</b>	Factor that expresses the demands of carriers in terms of the timetable
<b>Fnp</b>	Factor of special consignment

3. Factor of influence of special consignment to price of train path used for transport of special consignment, when the factor of influence for regular consignment is 1(one), in accordance with valid timetable, is calculated as it follows:

Consent of the other RUs	1,1
Allowable maximum speed train $V_{max} = 60\text{km/h}$	1,2
Starting and stopping of train should not be done abruptly, and train staff must be informed about it by means of "General order"	1,2
Staff that accompany the consignment should be alert to personal safety when crossing electrified railway lines and the statement given in Annex I of the Regulation 20 with signature confirmation shall be delivered to them	1,2
To drive 20 km / h along track with platforms, platforms without passengers, goods and materials	1,2
When controlling measures, responsible worker for maintaining the railway line (railroad supervisor, substructure officer) is present.	1,3
Transportation in regular freight trains	1,3
Rolling stock operating on its own wheels if they do not have a sign RIV or RIC, as well as	1,3



vehicles that are not included in the rolling stock of ŽICG (new cars, locomotives-hauled and self-propelled and private cars)	
Cargo which freight units are tied in bundles (which may be deflected), for example: a round concrete iron and similar goods that exceeds the length of more than 36 m;	1,3
Shipments which length passes over the axle of bogie more than 6.5 m. In this case, guard vehicles are added in accordance with paragraph 7.3. Annex II RIV's (Volume 1)	1,3
Forbidden transport near cargo ramps, near the eaves and under the loading control profiles	1,5
In stations, must not be occupied adjoining tracks at least 15 m from fouling point	1,5
Obligatory earthing of special consignment along electrified railway lines is done as per provisions of Regulation 20 (Annex II)	1,5
Passage is allowed only over main track, in all stations.	1,5
Driving over a switch to turn at a speed of $V_{max}=20\text{km/h}$ .	1,5
Transportation of shipments must be followed by worker of rolling stock profession in its section, he immediately checks the condition of the consignment and, if necessary, determines himself slow drive in sharp curves, or over switches at turning	1,5
Shipment which dimensions are within the boundaries of the cargo profile of line, but do not meet the required space between the load (vehicle) and load profile of line, as determined by provisions of Volume 1 Annex II to the Regulation RIV (Annex III to this Regulation)	1,5
Vehicle with more than 8 axles, when loaded, even if they have a sign RIV;	1,5
Items that cannot be transported to the destination stations without reloading, if individually weigh more than 25 tons, or are loaded on wagons with low-floor	1,5
Consignments that on electrified lines cannot meet the required security clearances between the most overshoot parts of its mass and parts of catenary under voltage	1,5
Load of rails, iron, steel or similar things that are not bound (which are not deflected) in length over 36 m loaded in two or more vehicles without trunnion (Regulations on vehicle load, Volume 1, Appendix II of the Rules RIV)	1,5
Shipments loaded in two or more vehicles with trunnions that are not tied by the couplings to screw or by means of inlaid vehicles, for example: - by stiff coupling, - by Inlaid vehicles which are associated with the loaded wagon on both sides by means of stiff coupling - load itself of suitable shape so attached on trunnions that can transmit towing forces and repulsive forces	1,5

4. For other special consignments, special contract shall be concluded between ŽICG and operator, in accordance with criteria of Rules 20 on transport of special consignments.
5. This Decision shall enter into force on the date of its adoption and shall be announced on the notice board at the Company's headquarter.
6. On the day of entering into force of this Resolution, the Resolution on establishing the price list of services for special consignments (number 2742/10 dated 22.03.2010) shall not be in effect.
7. This Resolution shall apply from 15.07.2014 and the Chief Executive Officer of the Company shall look after its implementation.

**DELIVERED TO:**

**THE PRESIDENT OF THE BOARD OF DIRECTORS**

- Members of the Board of Directors,
- Chief Executive Officer,
- Director of Sector for management and regulation of traffic
- Assistant to CEO for management and regulation of traffic
- Railway Directorate,
- Archive

**Žarko Šturanović**