

### Annex-6.3.3 Additional Services Tariff

#### 1 Traction Current Tariff

The energy consumed by the trains operated on the electrified lines is charged according to the unit price in the billing period on the amount of consumption.

The unit price is determined by dividing the sum of electricity consumption and system usage costs for the relevant period by the total active power consumed.

The unit price is determined separately for the line sections located in the boundaries of the transformers on the routes where the trains operate.

If RU installs a meter that measures electricity consumption on the tractive stock, the actual consumption amount measured by the meter is taken as a basis.

In case the meters are not installed/not working on the tractive stock, the electricity cost of the tractive stock is calculated based on the values given in the table below.

Locomotive/Set Type	Unit	kWh
E 43000 (Usage in passenger transport)	1.000 Gross ton-km	50,00
E 43000 (Usage in freight transport)	1.000 Gross ton-km	25,00
E 68000	1.000 Gross ton-km	38,00
HB 83000	1.000 Gross ton-km	22,00
E 14000	Train-km	13,77
E 22000 / 22100	Train-km	7,26
E 23000	Train-km	6,70
E 32000 (5 sets)	Train-km	10,65
E 64000 (10 sets)	Train-km	22,30
HT 65000 YHT (CAF)	Train-km	10,40
HT 80100 YHT (Siemens) (Speed=250 km/hour)	Train-km	11,02
HT 80000 YHT (Siemens) (Speed=300 km/hour)	Train-km	15,60

Gross ton-km: It expresses the run of one gross ton (the total weight of the train including the wagons and the locomotive) in one kilometer.

In the multiple use of train sets, the unit kWh value is calculated by multiplying the number of sets used.

The unit value in the multiple use of locomotives as two different fuel types (diesel - electric) is calculated on the weight per locomotive by dividing the gross tonne by the number of locomotives.

## 2 Energy Tariff Given to Trains

The energy supplied by TCDD to the stopped trains at the offices of TCDD and the consumption amount read on the meter is determined by the offices and charged according to the unit price to be determined by TCDD at the billing period.

In places where there is no energy meter, this fee is collected by the offices on the market value.

## 3 Exceptional Transportation Tariff

The conformity of dispatching exceptional transportations requested by RU on TCDD lines is subject to preliminary examination.

In the preliminary examination; It is determined whether the goods requested for exceptional transportation will be considered as part of the exceptional transportation according to the principles indicated in the Loading Instructions of Annex RIV II. Whether the transportations considered as exceptional transportation require special measures in terms of the infrastructure network and facilities of TCDD, as well as the application conditions for the infrastructure charging are determined.

As a result of the preliminary examination, the following fees are charged for exceptional transportations, which are agreed to be transported conditionally on TCDD lines;

- a) Planning fee of **1515 ₺** per train operation,
- b) In case of speed restriction; additional fee up to the access fee,
- c) In case of staff companionship; **(4,88 ₺ man x minute)** additional charge.

Additional operations to be carried out at a bridge, tunnel or other railway facility during transportation or services such as preparation of a gauge model are charged separately by considering the cost.

## 4 Dangerous Goods Transportation Tariff

For trains operated by RUs on TCDD lines, an additional fee of **2,77 ₺** per train km is charged in case of transporting dangerous goods.