

Fuel adjustment rules and the algorithm for determining the percentage of the fuel correction ratio for international land shipments

1. Fuel adjustment is the formula of automatic modification of the remuneration of a logistics operator for transport services performed in accordance with the price changes of diesel oil independent of the logistics operator.
2. Applied by Schenker sp. z o.o. the fuel adjustment formula is characterized by the following rules:
 - 2.1. The fuel adjustment reflects changes in fuel prices.
 - 2.2. The current fuel price level is determined based on wholesale diesel oil prices at PKN Orlen and European Bulletin, which allows for actual reference to changes in fuel prices on the European market, without taking into account the impact of gas station margins in individual parts of Europe on the dynamics of average fuel prices.
 - 2.3. Determination of the average price of fuel takes place on a biweekly basis.
 - 2.4. The fuel correction mechanism works both at increases and at fuel price reductions, which results in an increase or decrease of the price for the shipment service in relation to the price in previous periods.
 - 2.5. Changes to the current value of the indicator are not made at each change of the fuel price, but only after exceeding the specified sensitivity threshold.
 - 2.6. The fuel adjustment is shown on the invoices of Schenker sp. z o.o. as a separate item, which allows the client to closely observe its impact on logistics costs.
3. Fuel cost adjustment algorithm.
 - 3.1. The value of the fuel cost adjustment ratio is evaluated biweekly and is applicable for the next two weeks.
 - 3.2. The value of the fuel cost adjustment ratio for the next period is published on the website <https://www.dbschenker.com> on Friday in the week preceding the period to which it relates (e.g. the index for April 11-24, 2022 is published on April 8, 2022). If the above-mentioned date falls on a bank holiday, the value of the fuel cost adjustment ratio is presented on the first working day after a bank holiday.
 - 3.3. **Except for cases described in point 3.4 of this regulation**, the average diesel oil price in a given period is calculated as the average wholesale price of 1 m³ diesel oil in 2 sources: price at PKN Orlen (share 65%) taken from a period of 14 calendar days back from the date of announcement of the fuel adjustment for the next period, and weighted average price from European Bulletin (EUR27) – average from the last two available weekly reports (share 35%), counting from the date of announcement of the correction for the next period.

- 3.4. For shipments to/from the following countries: **Finland, Norway and Sweden** in the months: of **December, January and February**; to determine the value of the fuel correction ratio, the average wholesale price of winter diesel oil per 1 m³ are assumed 2 sources: Arctic diesel oil 2 Orlen (share 65%) from a period of 14 calendar days back from the date of announcement of the fuel adjustment for the next period and the average for countries: Finland, Norway and Sweden from European Bulletin – average from the last two available weekly reports (share 35%), counting from the date of announcement of the correction for the next period.
- 3.5. In the case of the European Bulletin, source data provided in EUR will be converted into PLN based on the NBP exchange rate from the date of the last available European Bulletin report used to calculate a given fuel correction index.
- 3.6. The average base price is 2.791 PLN/m³.
- 3.7. A change in the value of the fuel cost adjustment ratio is applied when the average fuel price differs from the base price by more than 6% (or its multiple).
- 3.8. Exceeding each threshold of 6% will result in changing the value of the fuel price ratio by 1.5% (or its multiple)

Diesel fuel oil prices in [PLN/m ³]		Correction Index %
from	to	
1 783	1 950	-7,50%
1 951	2 118	-6,00%
2 119	2 286	-4,50%
2 287	2 454	-3,00%
2 455	2 622	-1,50%
2 623	2 791	0,00%
Base price: 2.791 PLN		0,00%
2791	2959	0,00%
2960	3127	1,50%
3128	3295	3,00%
3296	3463	4,50%
3464	3631	6,00%
3632	3799	7,50%
3800	3967	9,00%
3968	4135	10,50%
4136	4303	12,00%
4304	4471	13,50%
4472	4639	15,00%
4640	4807	16,50%
4808	4975	18,00%
4976	5143	19,50%
5144	5311	21,00%
5312	5479	22,50%
5480	5647	24,00%
5648	5815	25,50%

5816	5983	27,00%
5984	6151	28,50%
6152	6319	30,00%
6320	6487	31,50%
6488	6655	33,00%
6656	6823	34,50%
6824	6991	36,00%
6992	7159	37,50%
7160	7327	39,00%
7328	7495	40,50%
7496	7663	42,00%
7664	7831	43,50%
7832	7999	45,00%
8000	8167	46,50%
8168	8335	48,00%
8336	8503	49,50%
8504	8671	51,00%
8672	8839	52,50%
8840	9007	54,00%

3.9. The amount of the fuel cost adjustment in land international business is calculated with the appropriate index and based on the shipment freight amount (without additional services).

~~3.10. The index used to carry out settlements is determined as a date of currency rate exchanged applied for base rate settlement.~~

4. The changes in the fuel correction ratio determined based on the above algorithm do not constitute a change to this standard document.
5. Schenker Sp. z o.o. from 2020.03.25 until further notice, for shipments to/from countries other than those listed in point 3.4, introduced special rules for determining the value of the fuel correction by introducing the minimum value of the correction in the amount applicable in March 2020, determined based on the average wholesale fuel price = 3 839 PLN / 1m3
 - 5.1. For shipments to/from the countries listed in point 3.4, and during the validity period specified in point 3.4, as of 2020.03.25, special rules are introduced to determine the value of the fuel correction by introducing the minimum value of the correction applicable as of December 2019, determined on the basis of the average wholesale fuel price winter = 4258 PLN / 1m3
6. Schenker sp. z o.o. is entitled to amend or revoke it in this standard document at any time, or to revoke it and issue a new one, bearing in mind changes in the scope or organization of services provided, changes in the costs of providing services or changes in applicable law.