



Regulations of access to service infrastructure facilities managed by PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy

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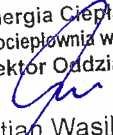
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Approved by:

Operator of service infrastructure facilities
PGE EC S.A.
Branch Director Elektrociepłownia w Bydgoszczy

Bydgoszcz, Enters into force on 10.08.2021

PGE Energia Ciepła S.A.
Oddział Elektrociepłownia w Bydgoszczy
Dyrektor Oddziału


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LIST OF CHANGES AND ADDITIONS

3

CHAPTER I GENERAL PROVISIONS

§1

Introduction

1. Regulations were developed by the service facilities operator - PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy based on the Act of 28 March 2003 on railway transport (Dz. U. z 2017 r. poz. 2117), Regulation of the Minister of Infrastructure and Construction of 7 April 2017 on making the railway infrastructure available (Dz. U. 2017, item 755), Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services.
2. Annexes to the Regulations form an integral part thereof.
3. The regulations have been approved by the Branch Director of PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy.
4. Consultations with **Railway undertaking** are possible via e-mail.
5. Supplements and amendments to the Regulations after consultations with **Railway undertaking** will be announced and posted on the website PGE EC SA Oddział Elektrociepłownia w Bydgoszczy.
6. No comments within 14 calendar days to the proposed change in the Regulations means its acceptance.
7. Fees for using the railway infrastructure are determined based on the provisions in accordance with art. 36e, point 2 of the Act on railway transport of 28 March 2003 (Journal of Laws of 2017, item 2117), which are included in the price list of access fees to the service infrastructure facilities contained in these Regulations.
8. A copy of the Regulations can be download from the website <https://pgeenergiaciepla.pl/spolki-i-oddzialy/elektrocieplownie/PGE-Energia-Ciepla-S.A.-Oddzial-Elektrociepownia-w-Bydgoszczy>
9. Comments, recommendations, queries regarding the Regulations can be submitted to the following address: ul. Energetyczna 1, 85-950 Bydgoszcz, Polska.

§2

Definitions

Railway siding – a railway line determined by the administrator of the infrastructure, directly or indirectly connected with the railway line, which is used to perform loading and maintenance activities or to park rail vehicles or transfer and enter the rail vehicles in the railway traffic.

Safety certificate - a document confirming possession by the **Railway undertaking** of an accepted safety management system and the ability to meet safety requirements.

Incident - any event other than an accident or a serious accident, related to the movement of trains and affecting its safety.

Railway infrastructure - elements specified in Annex 1 to the Act on railway transport.

Railway line – a railroad determined by the administrator of the infrastructure adapted to operate train traffic.

Service infrastructure facilities - a building facility with the land on which it is located, and installations and equipment, intended in whole or in part to provide one or more services referred to in paragraph 2 and 3 of Annex No. 2 to the Act.

Railway area - the area of land defined by registered plots, on which there is a railway road, buildings, structures and equipment intended for management, operation and maintenance of the railway line and the transport of persons and products.

Section of the railway line - part of the railway line between the junction stations or between the starting or ending point of the railway line and the nearest junction station.

Servicing infrastructure facility Operator – an entity the operates in the field of administering the servicing infrastructure facility or rendering at least one of the services listed in paragraphs 2 and 3 of Annex 2 to the Act on railway transport to **Railway**

undertakings. For the purpose of these Regulations: **SIF Operator** or **Operator** – the user of the siding, i.e. „PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy”.

Train – a rail vehicle or a unit of rail vehicles, which complies with the requirements specified for the train and to which the status of the train has been granted by the Administrator of the infrastructure.

Rail vehicle – a vehicle adapted to move using its wheels on the rail tracks with or without traction.

Serious accident – any accident caused by a collision, derailing or another event which has an obvious impact on regulations of the railway safety or on safety management:

- 1) There is at least one fatality or at least 5 severely wounded persons, or
- 2) It causes significant damage to a rail vehicle, rail infrastructure or environment, which can be immediately assessed by a committee examining the accident to reach the value of at least 2 million euro.

Employees of the Railway undertaking – employees or co-operants of the **Railway undertaking**, who take part in performance of the subject of the contract to render services in relation to access to SIF.

Employees of the Operator – employees of PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy as well as other individuals who take part in performance of the subject of the contract to render services in relation to access to SIF on behalf of the above-mentioned entity.

Railway Operator - an entrepreneur authorized under a license to perform railway transport or to provide traction service or an entity performing transport on the infrastructure of narrow-gauge railway.

Regulations for access to the service infrastructure facilities (SIF Regulations) - a study describing the rights and obligations of the applicant and a licensed **Railway undertaking** who uses or would like to use the infrastructure provided by the Administrator and describes the rules for making the railway line available.

Rail network - an arrangement of interconnected railways managed by the infrastructure manager,

Extraordinary situation - a sudden event, arising regardless of the will of the Parties, preventing the performance of the Agreement in whole or in part, which could not have been foreseen or prevented.

Safety certificate (railway siding) - a document confirming the ability to safely operate rail traffic and perform rail transport, issued to entities exempt from the obligation to obtain a safety certificate and safety authorization.

Trade secret - the secret of the company within the meaning of the Act of 16 April 1993. Unfair Competition (Dz. U. of 2003. Item. 1503, as amended.).

Train route - capacity reserved for the passage of a train.

Contract (Access Agreement, Access Agreement) - the Service Infrastructure Facilities and **Railway undertaking** facility concluded in writing by the Operator, Agreement on access to the railway infrastructure, including consistent statements of will of the Contracting Parties. This contract contains, in particular, the rights and obligations of the Operator and railway undertaking. The operator of the service infrastructure object undertakes to provide a designated type of service, at a specific place and time, by the **Railway undertaking** after completing the service on a defined basis to pay the service fee.

The Act on railway transport or the Act – The Act of 28 March 2003 on railway transport (consolidated text: Dz. U. of 2017, item 2117).

Accident – an unintentional emergency event or a series of such events in which a rail vehicle has been involved, and which resulted in negative consequences to human health, property or environment; the following represent the accidents in particular:

- 1) Collisions;
- 2) Derailing;
- 3) Events on the crossings;
- 4) Events which involved people and were caused by a moving rail vehicle;
- 5) Fire of a rail vehicle.

Incident – any event other than the accident or the serious accident, in relation to rail traffic and impacting its safety.

§3

General information about service infrastructure facilities

1. The operator of service infrastructure facilities enabling the Railway Undertaking to access and use the service infrastructure facility within the meaning of these Regulations is:

Operator

2. PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy
3. ul. Energetyczna 1
4. 85-950 Bydgoszcz
5. Data on activity PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy
District Court in DLA M. ST. WARSZAWY W WARSZAWIE, XII WYDZIAŁ
GOSPODARCZY
National Court Register Number: – 0000013479
Tax Identification Number: – 642-000-06-42
Regon Number – 273204260
Share capital – 2 501 281 240 PLN.
Contacts PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy
+48 (52) 372 81 00
fax: +48 (52) 372 87 00
E-mail: sekretariat.pgeec@gkpge.pl
6. Railway siding "Elektrociepłownia Bydgoszcz I"
- 3.1. Railway siding „Elektrociepłownia Bydgoszcz I” is adapted and intended for:
 - a) accepting wagons, mainly loaded with carbon fiber,
 - b) performing maneuvering work related to the substitution of wagons for points of loading and unloading on the siding,
 - c) performing maneuvering work related to the formation of railway depots and maneuvering groups returned to the delivery and receiving tracks,
 - d) empty and loaded rolling stock in the direction of departure tracks at Bydgoszcz Główna station.
- 3.2. Normal-gauge railway siding PGE Energia Ciepła S.A. Oddział Elektrociepłownia w Bydgoszczy "Elektrociepłownia Bydgoszcz I" is a siding branching off directly from track No. 739 by junction No. 848, belonging to a siding operated by "Pojazdy Szynowe PESA Bydgoszcz S.A." Siding operated by "Pojazdy Szynowe PESA Bydgoszcz S.A." branches off the track at Bydgoszcz Główna station at junction No. 3 at km 371,080 of railway line No. 131 Chorzów Batory - Tczew. - intermediate branch then by junction No. 802 to track 702; track No. 702 to turnout No. 835 (via turnouts No. 811, No. 830, No. 834); track 734 to turnout 848.
- 3.3. The actual beginning of siding PGE Energia Ciepła S.A. Oddział Elektrociepłownia w Bydgoszczy is an entry gate located on track No. 740
- 3.4. Commercial service station: 'Bydgoszcz Główna';
- 3.5. The administrative affiliation of the serving station: Section of transport and operation section, having their headquarters in Bydgoszcz,
- 3.6. Maneuver station serving: 'Bydgoszcz Główna Towarowa';
- 3.7. Forwarding of wagon consignments and empty wagons by railway undertakings for the EC-I railway undertaking (siding operator) takes place on the siding tracks 800, 802, 803, 804 on the basis of the delivery lists agreed with the **Railway undertaking**; the forwarding track for the **Railway undertaking** and the receiving side for the ECI - No. 800, 801, 802, receiving track for the **Railway undertaking** and the exit for the " ECI- No. 803, 804,
- 3.8. In the activities delivery and receiving of the siding and the **Railway undertaking**

- (siding operator), designated employees are involved, specified in the agreements (arrangements) regulating the operation of the siding.
- 3.9. Transmission of wagons consists in comparing the data placed in the delivery list with the actual state, checking the condition of wagons, consignments and seals.
- 3.10. The delivery and receiving point is marked in the field with the board with the inscription "Punkt zdawczo - odbiorczy" located on the right side of the track just after the turn of the turnout No. 800.
- 3.11. At the ECI railway siding, maneuvers are made with the system of shunting with the maneuver locomotive. It is forbidden to perform maneuvers with a jet system on all siding tracks and on the tracks of the transfer point. This is dictated by performed loading work, unguarded passes in the level of rails, limited composition of maneuvering teams, manual adjustment of switches. In exceptional situations, it is allowed to roll the wagons with human strength.
- 3.12. When maneuvering on tracks with a slope of more than 2.5 ‰, wagons attached to the locomotive on the downstream side should be connected to the main brake line.
- 3.13. For the transfer track No. 800 and 801, when pushing wagons, a licensed railway undertaking may substitute 5 freight wagons (taking over turnout No. 801 with rolling stock).
- 3.14. When pushing the wagons, in agreement with the siding setter, about using the tracks 800, 801 and 804 to pass the wagons, which will allow for the siding of 11-12 freight wagons and the ability to perform maneuvers own locomotive.
- 3.15. The siding user may substitute for the transfer track No. 803 for the **Railway undertaking**, only 4 freight wagons, and using the tracks 800 and 801 another 5 wagons.
- 3.16. In the case of the accumulation of a larger number of wagons, more than the permissible possibility of the siding - transfer tracks, unaddressed wagons are set aside on the siding track set by the train dispatcher at the station serving Bydgoszcz Główna.
- 3.17. The traction vehicle can roll the rolling stock within the limits of the tractive force of the vehicle. The siding is operated by train trains and each substitution or taking of wagons takes place on the attached (train) air brake (system).
- 3.18. The actual braked mass is the sum of the braked masses of all railway vehicles with active brakes. The braking mass of the rail vehicle is indicated on the adjustment plate for the appropriate position of the handle.
- 3.19. Maximum Permissible axle rolling stock rail over the entire side-ECI is 21 tons / axis.
4. Railway siding „Elektrociepłownia Bydgoszcz II”
- 4.1. Railway siding PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy ECII branches off from access track No. 103, turnout No. 101 in km 11.980; Access route no. 103 branches off at the PKP PLK SA station. Bydgoszcz Emilianowo from track No. 37, turnout No. 39 in km 10,297 of line No. 201 Nowa Wieś Wielka - Gdynia Port.,
- 4.2. Railway siding adapted and intended for:
- accepting wagons, mainly loaded with carbon fiber,
 - performing maneuvering work related to the substitution of wagons to the wagon tippler and to the remaining loading and unloading points on the siding,
 - performing maneuvering work related to the formation of railway depots and maneuvering groups returned to the delivery and receiving tracks,
 - vain and loaded rolling stock in the direction of departure tracks at Bydgoszcz Emilianowo station.
- 4.3. Railway siding PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy ECII is one switch circle.
- 4.4. Turnouts centered with mechanical drives No. 102, 103, 105, 106, 107 and 108 are set by the "EC" traffic dispatch from the "EC" station.

- 4.5. Signals on semaphores Am i Bm and on maneuvering discs Tm I03, Tm 104, Tm I05, Tm I07, Tm 108 i Tm 109 are signaled by the "EC" traffic dispatch from the "EC" station.
- 4.6. Hand turnout No. 104, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 124, 125, 126, 127, 128 and 130 are set by the maneuver team.
- 4.7. Forwarding of wagon consignments and empty wagons by **Railway undertakings** for the EC-II **Railway undertakings** (siding operator) takes place on the output tracks of siding No. 202 and 203 on the basis of delivery lists agreed with the **Railway undertaking**.
- 4.8. In the transfer activities of the siding and the **Railway undertaking** (siding operator), designated employees are involved, specified in the agreements (arrangements) regulating the operation of the siding.

§4

Principles of cooperation

1. The requirements for railway undertakings and operators of service infrastructure facilities are defined in the provisions of the Act of 28 March 2003 on railway transport (Journal of Laws of 2017, item 2117), implementing acts issued on the basis of this Act, the facility's statute and other commonly applicable law, shaping commercial relations of business entities.
2. The principles of cooperation of **Railway undertakings** and Operators of railway infrastructure facilities as well as obligations and rights of Operators of railway infrastructure facilities and **Railway undertakings** are contained in the Regulation of the Minister of Infrastructure and Construction of 7 April 2017 on access to railway infrastructure (Journal of Laws of 2017, item 755) and this SIF Regulations.
3. The way and conditions of access to the service infrastructure facilities and use (if applicable) by licensed Railway undertakings, detailed rules of cooperation of Railway undertakings and Operator of railway infrastructure facilities and liabilities and rights of the Operator of railway infrastructure facilities and **Railway undertakings** are specified in the Agreement on accessibility of the railway infrastructure facility between the Operator Service infrastructure object - PGE EC S.A., Oddział Elektrociepłownia w Bydgoszczy and the **Railway undertaking**.

CHAPTER II

SERVICE INFRASTRUCTURE FACILITIES

§1

Service infrastructure

1. According to Annex No. 2 to the Act of 28 March 2003 on railway transport (Journal of Laws of 2017, item 2117) "Services provided to **Railway undertakings** by infrastructure managers and operators of service facilities" on the premises of PGE railway sidings Bydgoszcz operates service infrastructure facilities that provide the following range of services:
 - 1) freight terminals (no. 2, point 2),
 - 2) storage siding (no. 2, point 4),
 - 3) maintenance facilities, with the exception of heavy maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities (no. 2, point 5),
 - 4) other technical facilities, including cleaning and washing facilities (no. 2, point 6),

§2

Services provided in the facility

1. As part of the work of railway sidings, there are service infrastructure facilities that are a part of the siding available:

1.1. Storage siding – „Elektrociepłownia Bydgoszcz I” – track no. 801, 802, 803, 804
„Elektrociepłownia Bydgoszcz II” – track no. 203, 204, 208, 209, 210.

1.2. Freight terminals

Service	Elektrociepłownia Bydgoszcz I – ECI	
Freight terminals	1) Cargo place, side ramp on the track 804	Cargo point
	Elektrociepłownia Bydgoszcz II – ECII	
	1) Side ramps on the track 206	Cargo point

1.3. Maintenance facilities, with the exception of heavy maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities

In the area of infrastructure services - railway siding "Elektrociepłownia Bydgoszcz II " a locomotive works, which is equipped with an inspection channel of 15 m length.

No.	Location	Length (in meters)	Width (in meters)	Channel
1	2	3	4	5
1	On track no. 214	40	6	One channel with a length of 15m

1.4. other technical facilities, including cleaning and washing facilities

Dynamic and static weight

1. Elektrociepłownia Bydgoszcz II has a wagon scale built into track No. 202.
2. Weighing wagon consignments from arrival and dispatch and vain rolling stock on the wagon weight is made by a designated TWZ employee.
3. Weighing rolling stock can be made
 - a) during its stoppage (static weighing)
 - b) being in motion (dynamic weighing).
4. The result of weighing is computer printouts that are completed and stored by the Technician for settlements of rail and fuel transport.
5. The composition of the train (maneuvering composition) entering track No. 202, should be stopped before the scales and after preparing the employee servicing the scale and with his permission, continue the further ride on track No. 208 or from track No. 208 on track 202.

**CHAPTER III
PROCEDURE OF ACCESS TO THE FACILITY**

§1 Handling of the application and circulation of documents

1. In order to use the Service Infrastructure Facilities - PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy, **Railway undertaking** submits the application

specifying its scope referred to in paragraph 4, i.e. for access to the facility from which the services he wants to use.

- 1) The application form referred to in para. 1 constitutes Annex 1 to this SIF Regulation.
 - 2) PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy is obliged to consider applications within no more than 14 days from the date of receipt of the application.
 - 3) The application should contain the following data:
 - a) name of the Operator of the service infrastructure facility - PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy, to which the application is submitted,
 - b) name, registered office, address, telephone number, e-mail address of Railway undertaking;
 - c) data enabling unambiguous identification, i.e. : NIP, Regon, KRS;
 - d) planned ranges of ordered services;
 - e) desirable periods of implementation of the indicated services;
 - f) technical parameters of railway vehicles for which services are to be applied, including: type, vehicle series, or type of special rolling stock,
 - g) other information which the **Railway undertaking** deems relevant to the order
 - 4) **Railway undertakings** submit applications for the provision of services as part of access to the Service Infrastructure Object to the Operator in electronic form, according to Annex 1 to these SIF Regulations.
 - 5) The Operator shall take all possible actions to take into account all applications submitted by **Railway undertakings**, but he shall not be obliged to incur any expenditure necessary to achieve this goal.
2. To the above **Railway undertaking** is obliged to attach the following documents:
- 1) certified "a true copy by the authority " copy of a valid railway transport license referred to in Art. 43 par. 2 of the Act;
 - 2) certified copy of a valid security certificate referred to in art. 18 para. 1 point 2 of the Act;
 - 3) a statement that will inform about changes, suspensions or withdrawal of the license and / or security certificate;
 - 4) a statement that the rolling stock intended for the service fulfills the conditions set out in the Regulation of the Minister of Infrastructure of 12 October 2005 on general technical conditions for the operation of railway vehicles (Journal of Laws of 2016, item 226);
 - 5) a statement that **Railway undertaking** employees performing activities directly related to the safety and conduct of railway traffic and drivers of railway vehicles meet the conditions set out in the Act on railway transport and the relevant executive acts issued on the basis of the above Act.
 - 6) Documents referred to in paragraph 5 must be submitted in Polish or in a certified translation of the originals into Polish.
3. Handling of the application:
- 1). All the applications to use the Service Infrastructure Facilities submitted **by Railway undertakings** are considered.
 - 2). In case of the occurrence of overlapping applications to use the Service Infrastructure Facilities the employees of PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy take action to use the full capacity of Service Infrastructure Facilities, for example by proposing an alternative date or change of facility availability hours, if possible.
 - 3). The time of the railway vehicle arrival to the station decides on priority to use the Service Infrastructure Facility stated in the Annexes No. 3-5. to the SIF Regulations. PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy adheres to the principle of non-discriminatory access to Service Infrastructure Facilities.

4). If the direct contact between the traffic dispatcher and the **Railway undertaking's** employee does not solve the problem of using Service Infrastructure Facility, then the railway coordinator of PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy, in cooperation with the **Railway undertaking's** employee submitting the application, finds, if possible, a realistic alternative, e.g. using another Service Infrastructure Facility

4. PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy may refuse to grant the railway undertaking access to the facility if it proves that:

- 1) this **Railway undertaking** may perform the planned railway transport on economically comparable conditions, using another available facility, except when **Railway undertaking** informs the Operator of the service infrastructure facility that the operator of the designated facility refused him access to it, or
- 2) positive consideration of the application would require the operator to incur expenditures, or
- 3) due to the lack of sufficient capacity, positive consideration of the application would prevent this operator from realizing justified own needs or performance of obligations resulting from contracts previously concluded with other **Railway undertakings**.
7. In order to conclude the Agreement, **Railway undertaking** shall report to the Operator with a written request and send it to the following address: e-mail: <https://pgeenergiasciepla.pl/kontakt> lub sekretariat.pgeec@gkpge.pl or submits the application in person at the Company's secretariat.
8. A condition for the conclusion of an agreement for access to the railway infrastructure is submission by **Railway undertaking** to the Operator - PGE EC S.A. Oddział Zespół Elektrociepłowni Bydgoszcz application for the implementation of specific services on the area of the service infrastructure facility. This application must be approved by PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy.
9. The Agreement regulates in detail the mutual obligations between **Railway undertaking**, and the Operator in the scope of parties' rights and obligations, formal and legal issues as well as commercial matters.

§2

Technical conditions of service for the needs of using the service infrastructure

1. Entry of wagons to the railway siding.
 - 1.1. In order to use the offered services of the facility, one should submit an application - annex no. 1 within 14 days before the planned service. Within 7 days from the receipt of the application, the substantive person from PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy will provide a substantive answer to the submitted application.
 - 1.2. The application, which is available at <https://pgeenergiasciepla.pl/spolki-i-oddzialy/elektrociepownie/PGE-Energia-Ciepla-S.A.-Oddzial-Elektrociepownia-w-Bydgoszczy>, should be sent to the company by post or e-mail sekretariat.pgeec@gkpge.pl.
 - 1.3. One time at the railway siding:

„Elektrociepłownia Bydgoszcz I” for the load-bearing route No. 800 and 801, while pushing wagons, a licensed **Railway undertaking** can substitute 5 freight wagons (with the take-off of the turnkey No. 801). It is allowed to drive the **Railway undertaking's** traction vehicles beyond the board with the inscription "Kres lokomotywy przewoźnika (The end of the **railway undertaking's** locomotive)" when using it with tracks and devices constituting the service infrastructure facility.

„Elektrociepłownia Bydgoszcz II”, the **Railway undertakings** can substitute for transfer track No. 202 and 203 54 for four-axle wagons with length up to 15m each. It

is allowed to drive **Railway undertaking's** traction vehicles beyond the board with the inscription " Kres lokomotywy przewoźnika (The end of the **railway undertaking's** locomotive)" when using it with tracks and devices constituting the service infrastructure facility.

- 1.4. The cast locomotive **Railway undertaking** must carry the required permits and appear on the "List of trained employees for servicing the railway siding Elektrociepłownia Bydgoszcz I / Elektrociepłownia Bydgoszcz II, which is a component part - Annex No. 4.
2. The **Railway undertaking's** maneuvering compositions must be towed.
3. Number of service and their duration.
 - 3.1. The facility service can be carried out throughout the entire day.
 - 3.2. The manner of service is regulated by reciprocal provisions between PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy and railway undertakings.
4. Inhibition mass of maneuvering sets
 - 4.1. „Elektrociepłownia Bydgoszcz I”

The traction vehicle can roll the rolling stock within the limits of the tractive force of the vehicle. The siding is operated by train trains and each substitution or taking of wagons takes place on the attached composite brake. The actual braked mass is the sum of the braked masses of all railway vehicles with active brakes. The braking mass of the rail vehicle is indicated on the adjustment plate for the appropriate position of the handle.
5. Permissible axle load on the rail.
 - 5.1. The maximum permissible axle load on rails on sidings is 20tons / axis.

§3

Fees for access to the service infrastructure facility and settlement of services

1. Regulations regarding fees for access to the service infrastructure object are included in the price list of PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy Team included in Annex 2 to the Rules of the OIU access to the facilities of the service infrastructure of PGE EC S.A. Branch Elektrociepłownia w Bydgoszczy.
2. Legal basis for determining the method of determining fees for services provided by the Operator to **Railway undertaking** as part of the provision of Facilities - PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy is an art. 36e of the Act of 28 March 2003 on rail transport (Journal of Laws 2017, item 2117, as amended).
3. The basic fee is charged for basic services provided within the facilities of service infrastructure by PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy for the benefit of railway undertaking.
4. The additional fee is charged for the additional services provided, which are adapted to the **Railway undertaking's** individual needs based on the concluded Agreement for providing the service infrastructure of PGE EC S.A. Branch Elektrociepłownia w Bydgoszczy.
5. The reservation fee is charged for the service ordered and assigned in accordance with the submitted application on the premises of the service infrastructure - PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy, which, through the fault of railway undertaking, has not been implemented by it. The reservation fee is charged in the amount of:
 - 5.1 0% of the designated basic fee in case of cancellation of the service within a period longer than 7 calendar days before the planned date of its implementation;
 - 5.2 10% of the designated basic fee in case of cancellation of the service in less than 7 days and longer than 3 calendar days before the planned date of its implementation;
 - 5.3 20% of the designated basic fee in case of cancellation of the service in less than 3 calendar days before the planned date of its implementation.

§4

Compensation, settlements for failure to meet obligations by the parties

1. Failure to meet the obligations arising from the Agreement shall result in liability for damage caused to the other party.
2. Responsibility for damage referred to in paragraph 1, not applicable:
 - 1) costs incurred as a result of settlements of other contracts concluded by the party, if these agreements were concluded without prior agreement with the other party to the Agreement with respect to possible claims (including in particular due to contractual penalties and damages incurred by the party);
 - 2) lost profits.
3. If, due to non-performance or improper performance of the Agreement, damage has been suffered by a third party, the party who compensated the third party for the damage sustained may claim a repayable claim in whole or in part from the other party.
4. The responsibility of the parties for failure to perform obligations under the Agreement is turned off in case of emergency situations.
5. In the event of failure to meet the technical parameters of vehicles, **Railway undertaking** full responsibility for any losses incurred in the railway infrastructure and is obliged to return the incurred expenses resulting from their removal.
6. Matters of possible damages or damages in the railway infrastructure are determined protocol by a committee consisting of representatives of both interested parties, in which the representative of the Operator is the chairman.

CHAPTER IV

THE RULES FOR RAILWAY TRAFFIC BETWEEN THE RAILWAY SIDING AND THE TRACKS OF THE RAILWAY INFRASTRUCTURE MANAGER WITH WHOM THE RAILWAY SIDING IS CONNECTED, FOR USING THE SERVICE INFRASTRUCTURE OF THE RAILWAY SIDING

Detailed rules for railway traffic between the railway siding and tracks of the rail infrastructure manager with whom the railway siding is connected, for using the service infrastructure of PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy is set out in Annex 3 to these SIF Regulations.

CHAPTER V

PROCEEDINGS IN CASE OF AN ACCIDENT WITH PEOPLE OR AN ACCIDENT WITH ROLLING STOCK

1. In the case of an event in the service infrastructure facility, **Railway undertaking** and Operator of the service infrastructure facility undertake to proceed in accordance with the provisions of the Regulation of the Minister of Infrastructure and Construction of 16 March 2016 on serious accidents, accidents and incidents in rail transport (Journal of Laws 2016 r., item 369) and other internal regulations.
2. **Railway undertaking** and Operator of the service infrastructure object undertake to:
 - 2.1. cooperation in order to minimize the negative effects of occurrences,
 - 2.2. cooperation in removing the effects of events to restore railway traffic,
 - 2.3. help victims,
 - 2.4. cooperation in determining the causes of railway accidents.
3. Determining the causes of the event and responsibility for their consequences is carried out by the railway commission appointed by the Operator of the service infrastructure facility with the **Railway undertaking's** participation.
4. The railway commission shall be appointed to carry out a railway accident investigation in accordance with the provisions of the Instruction on serious accidents, accidents and rail events, the findings of the railway commission being in the form of

**Regulations of access to service infrastructure facilities managed by
PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy**

- a final agreement protocol agreed by the representatives of the parties to the Agreement and containing in particular:
- 4.1. determining the circumstances, causes and final classification of the event,
 - 4.2. specification and size of damages and losses due to the consequences of an event,
 - 4.3. analysis and conclusions regarding liability for damages of the parties to the Agreement or other entities.
5. The protocol of final arrangements shall be signed by the chairman and members of the railway commission.
 6. Within the scope determined in the post-accident proceedings and the signed final settlement report, **Railway undertaking** and Operator of the service infrastructure facility are obliged to repair the damage, including reimbursement of costs incurred in removing the effects of the incident and providing assistance and covering the compensation costs proportionally to the degree of contributing to the event.
 7. **Railway undertaking** and Operator of the service infrastructure facility shall apply the rules of conduct, set out above, in the event of rail events resulting from:
 - 7.1. improper fire protection and environmental protection,
 - 7.2. natural disaster,
 - 7.3. other similar events.

**CHAPTER VI
List of addresses and telephone numbers**

No.	Name of the entity	Address	Contact	Telephone number
1.	PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy (EC I)	EC I ul. Żeglarska 4, 85-519 Bydgoszcz	Telephone exchange number	(0-52) 372 81 00
2.	Telephone numbers of employees and positions related to rail transport		‘Kierownik Działu Ruchu Gospodarki Nawęglania’	(0-52) 372 83 90
3.			‘Mistrz Zmianowy Nawęglania’	(0-52) 372 84 61
4.			‘Asystent Dyżurnego Inżyniera Ruchu w EC-I	(0-52) 372 82 20
5.	PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy II”	EC II ul. Energetyczna 1, 85-950 Bydgoszcz	Telephone exchange number	(0-52) 372 81 00
6.	Telephone numbers of employees and positions related to rail transport		‘Kierownik Działu Ruchu Gospodarki Nawęglania’	(0-52) 372 83 90
7.			‘Mistrz Zmianowy Nawęglania’	(0-52) 372 84 61
8.			‘Dyżurny Inżynier Ruchu EC- II’	(0-52) 372 85 33
9.			‘Dyżurny Ruchu EC-II’ (signal box)	(0-52) 372 88 34
10.			‘Roundhouse’	(0-52) 372 88 47

CHAPTER VII FINAL PROVISIONS

§1

The obligation to make changes and additions in the content of the Regulations.

Changes and additions are devised and approved – **PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy**

§2

Obligation to accept the content of the Regulations for information and use.

The OIU Regulations are required to accept and apply:

- 1) Employees of the operator PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy performing statutory duties in the siding;
- 2) Employees of other licensed **Railway undertakings** and entities performing activities related to the maintenance of railway infrastructure on the siding.

§3

Annexes

1. Annex no. 1 – Application for access to Operator Service Infrastructure Facilities PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy;
2. Annex no. 2 – Price list for access fees to Service Infrastructure Facilities PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy;
3. Annex no. 3 – Detailed rules for railway traffic between the railway siding and the railway infrastructure manager's tracks, with which the railway siding is connected, for using the service infrastructure;
4. Annex no. 4 – Training of Railway undertaking's employees.

Annex no. 1 - Application for access to Operator Service Infrastructure Facilities PGE EC
S.A. Oddział Elektrociepłownia w Bydgoszczy

		APPLICATION FOR ACCESS TO OPERATOR SERVICE INFRASTRUCTURE FACILITIES PGE ENERGIA CIEPŁA S.A. Oddział Elektrociepłownia w Bydgoszczy		DATE		
NAME OF THE OPERATOR WHERE THE APPLICATION IS APPLIED						
APPLICANT						
NAME						
ADDRESS						
TEL./FAX:						
E-MAIL:						
Tax Identification Number						
Regon Number						
National Court Register Number						
SERVICE DESCRIPTION:						
OBJECTIVE						
PLACE						
TERM						
Signature of the applicant's representative		Signature and date:			(company stamp)	
Information PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy						
Application accepted				Application rejected		
				Justification for rejecting the application		
Date:..... Time (h):..... Employee's signature:				Date:..... Time (h):..... Employee's signature:		

..... Company stamp and signature Company stamp and signature
RESIGNATION	
Date of resignation	The date of confirmation of the resignation
Date:..... Time (h):..... Signature of the applicant's employee:	Date:..... Time (h):..... Signature of the Operator employee:



**PRICE LIST FOR ACCESS FEES TO SERVICE
INFRASTRUCTURE FACILITIES PGE ENERGIA CIEPŁA S.A.
Oddział Elektrociepłownia w Bydgoszczy I**

A. Basic rates			
No.	Fee for access to Service Infrastructure Facility	PLN	Service fee
1.	Fee for access to storage siding (for one wagon / traction vehicle)	52,06	Price determined according to a separate calculation
2.	Fee for access to the cargo place, side ramp (for one wagon)	52,06	Price determined according to a separate calculation
B. A factor increasing basic rates			
No.	Specification	Factor	Service fee
1.	Fee for access to service points of the Service Infrastructure Facility (rate for one wagon)	1,60	Price determined according to a separate calculation

Caution:

For wagon groups, the price of access to service points The service infrastructure facility may be determined according to a separate calculation, ensuring non-discriminatory and equal treatment of railway carriers applying for access to the facility and in accordance with art. 36e of the Railway Transport Act of 28 March 2003 (Journal of Laws 2017, item 2117, as amended).

Approved:
Operator of Service Infrastructure Facility
PGE EC S.A.
Dyrektor Oddziału Elektrociepłowni w Bydgoszczy

PGE Energia Ciepła S.A.
Oddział Elektrociepłownia w Bydgoszczy
Dyrektor Oddziału

Sebastian Wasilewski



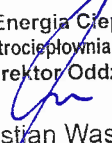
**PRICE LIST FOR ACCESS FEES TO SERVICE
INFRASTRUCTURE FACILITIES PGE ENERGIA CIEPŁA S.A.
Oddział Elektrociepłownia w Bydgoszczy II**

A. Basic rates			
No.	Fee for access to Service Infrastructure Facility	PLN	Service fee
1.	Fee for access to storage siding (for one wagon / traction vehicle)	120,91	Price determined according to a separate calculation
2.	Fee for access to the round house (for one traction vehicle)	120,91	Price determined according to a separate calculation
3.	Fee for access to the static-dynamic weight (for one wagon)	120,91	Price determined according to a separate calculation
4.	Fee for access to the cargo place, side ramp (for one wagon)	120,91	Price determined according to a separate calculation
B. A factor increasing basic rates			
No.	Specification	Factor	Service fee
1.	Fee for access to service points of the Service Infrastructure Facility (rate for one wagon)	1,60	Price determined according to a separate calculation

Caution:

For wagon groups, the price of access to service points The service infrastructure facility may be determined according to a separate calculation, ensuring non-discriminatory and equal treatment of railway carriers applying for access to the facility and in accordance with art. 36e of the Railway Transport Act of 28 March 2003 (Journal of Laws 2017, item 2117, as amended).

Approved:
Operator of Service Infrastructure Facility
PGE GIEK S.A.
Dyrektor Oddziału Elektrociepłowni w Bydgoszczy

PGE Energia Ciepła S.A.
Oddział Elektrociepłownia w Bydgoszczy
Dyrektor Oddziału

Sebastian Wasilewski

Annex no. 3 - Detailed rules for railway traffic between the railway siding and the railway infrastructure manager's tracks, with which the railway siding is connected, for using the service infrastructure

ELEKTROCIĘPŁOWNIA BYDGOSZCZ I

1. Wagons for the recipient BYDGOSZCZ ELEKTROCIĘPŁOWNIA I licensed railway undertaking substitutes for the terminating track No. 800 and 801 with its own locomotives (in agreement with the fixer it is allowed to use a different track). The movement of maneuvering squads on the siding is carried out according to the rules specified in internal regulations pt. "Instructions on railway traffic and signaling ZEC-R". Substitution of wagons on the "EC I" siding by the siding operated by Pojazdy Szynowe PESA in Bydgoszcz and taking them after the performed loading operations takes place on the principles of maneuvering. Wagons that are replaced or picked up can be pushed or pulled.
2. Due to the track layout of the siding and the location of turnouts, the representative of the siding collecting the wagons ensures that the railway undertaking leaves the wagons in such a place that the loading operations and the possibility of driving with own locomotive will not be hindered.
3. Wagons taken from the "EC I" siding, intended for transportation to the PKP PLK SA network, a siding's representative, prepares on the receiving rails No. 800, 801 and 803, where it passes to the representative of the railway undertaking. The railway undertaking takes its own locomotives from the Bydgoszcz Główna Towarowa station, from where after the train is assembled they are sent to the destination station.
4. The route for the licensed railway undertaking is arranged by the employee of the railway undertaking, and at the Bydgoszcz Główna station, employees of technical posts "BGA" and "BGA1", "BGB" and "BGB11" after discussing the maneuvering plan. The command for all kinds of maneuvering movements on the "EC I" siding is issued by means of manual maneuver signals (Rm), and at the station Bydgoszcz Główna - they are issued with the help of Ms 2 "Maneuvering allowed" given by maneuvering discs or semaphores. Wagons substituted on the "EC I" siding are carried out by the "PESA BYDGOSZCZ S.A." area, connecting lanes No. 734, 739 and 740 from the "PESA BYDGOSZCZ S.A." forwarder station, where there is a centralized 3a / b adjustable travel. Speed on the tracks "PESA BYDGOSZCZ S.A." - up to 20 km / h.
5. The siding can be operated at daytime and at night.

ELEKTROCIĘPŁOWNIA BYDGOSZCZ II

1. The siding user groups wagons mainly in full train sets - after coal unloading and in a separate group - the remaining wagons.
2. Sent wagons should be coupled and connected with brake couplings. Screw and brake couplings not used to connect wagons should be suspended in the right way. The screw couplings should be twisted so that the bumper shields touch each other. Loose wagon parts should be placed in their place, the door closed and secured against self-opening.
3. For the proper preparation of wagons taken by the railway undertaking, the siding adjuster is responsible, putting aside and passing the wagons on the receiving track for the railway undertakings.

**The rules for driving maneuvering groups between the Elektrociepłownia
Bydgoszcz II and the Bydgoszcz Emilianowo station with tracks 105 and 103**

1. Proceedings at the entrance of the locomotive to the tracks of PKP PLK S.A.
 - a) All drives of transfer maneuvers groups, including full-speed empty train depots after unloading coal and loose locomotives between the EC II siding and Bydgoszcz Emilianowo station (on the routes of the interconnection point) take place on access routes no. 105 and 103 on the principle of train driving using telephone announcements trains, as on a single-track line, between the duty dispatcher EC II on the siding and control room "BE" at the Bydgoszcz Emilianowo station.
 - b) on railway traffic control devices, auxiliary closures should be used during sidetracking or maneuvering of the above mentioned maneuvers.
 - c) the maximum speed of lane No. 105 and 103, similarly to the siding, is 15km / h.
 - d) special care should be taken when approaching the entrance gate to the site of the EC II siding.
 - e) shunting maneuvers between the Elektrociepłownia Bydgoszcz II and the Bydgoszcz Emilianowo station and vice versa should be braked by a compound brake, and the last two wagons should have an active brake.
 - f) before commencement of readiness commuting, the driver taking the group, with the participation of the driver of the shunting locomotive, should carry out a detailed test of the brakes, he should also check and set the correct position of the grip of the brake adjusters. Given:
 - ◆ maximum permissible speed - 15km / h,
 - ◆ braking distance - 400m,
 - ◆ reliable slope - 7.3 ‰,
 - ◆ braking of the transfer maneuver group with a composite brake,
 - g) depending on the length of the delivery maneuver group, a detailed test of the brakes should be carried out at least with the following number of wagons of the combined delivery group:
 - ❖ with a length of up to 10 wagons - with the last two wagons,
 - ❖ with a length of up to 20 wagons - with the last two wagons,
 - ❖ with a length of up to 30 wagons - with 4 wagons, including the last two,
 - ❖ with a length of up to 40 wagons - with 6 wagons, including the last two,
 - ❖ with a length of up to 50 wagons - with 8 wagons, including the last two,
 - h) checking the state of the brakes should be done with the loaded wagons, and with the groups of 30 and more coaches, care should be taken that the wagons with efficient and active brakes are evenly distributed throughout the group.
 - i) carrying out the brake test the adjuster is written off on the back of the delivery list (according to the pattern agreed with the railway undertaking), entering the numbers of the last two wagons and the number of wagons with active and checked in terms of braking performance, which is signed by the tester (shunter and locomotive driver).
 - j) maneuvering depots should be drawn in both directions and signaled by signals, Pc5 - "end of the train/ koniec pociągu".
 - k) departures from the siding of the Elektrociepłownia Bydgoszcz II from the siding towards Bydgoszcz Emilianowo station to track No. 105, at the request of the setter, prepare the traffic officer "EC II" from track No. 202 or from track No. 203 - according to the table of dependencies.
 - l) for the correct setting of hand switches No. 112, 113, 114, 115, 116, 117, 118, 119,

120, 127, 128 and further corresponds to the setter, taking the group of the transfer, which should be done before reporting the exit maneuver group inform the "ECII" duty dispatcher in the trip declaration, designating a maneuver to guard the hand turnouts during the group's departure, while driving on these junctions, when the control group does not fit on track No. 202 or 203.

- m) permission to exit from track No. 202 are signals "Shunting maneuver allowed/ jazda manewrowa dozwolona" on Tm109 and "Bm" and from track No. 203 - signals "maneuvering maneuver allowed/ jazda manewrowa dozwolona" on Tm108 and "Bm".
 - n) entrances of the maneuvering groups to Bydgoszcz Emilianowo station take place on the signal „maneuvering maneuver allowed/ jazda manewrowa dozwolona" on the Tm-I and Tm-10 targets.
2. Maneuvering movements at the Bydgoszcz Emilianowo station
- a) Maneuvering movements at the Bydgoszcz Emilianowo station, connected with the detour of the locomotive and departures from the Bydgoszcz Emilianowo station, are held in agreement with the dispatcher's traffic or control traffic as part of discussing the maneuvering plan and after receiving the "jazda manewrowa dozwolona/ maneuvering maneuver allowed" signal or appropriate signal maneuvering.
 - b) each ride on the station tracks of Bydgoszcz Emilianowo station should be treated as a ride on a track occupied, if the maneuvering team has not been notified by the traffic controller or the signaling station that the ride will be on the free track.
 - c) each maneuvering drive on track No. 105 beyond the border of the EC II siding (entrance gate) should be agreed with the dispatcher of the Bydgoszcz Emilianowo station traffic.
 - d) while driving a siding user's locomotive along the station tracks and performing maneuvers on these tracks, the maneuvering groups and locomotive driver are obliged to strictly follow the indications of signalers, orders and instructions given by means of indicators located in the station and instructions of PKP PLK SA employees, verbally, using communication devices or with manual and audible signals.
 - e) before leaving the tracks of the station, after obtaining the consent of the station traffic dispatcher Bydgoszcz Emilianowo, the manager of the siding user's maneuvers discusses with the signaling work plan.
 - f) detailed information on the Bydgoszcz Emilianowo station and the rules for conducting traffic on the station are included in the Technical Regulations of the Bydgoszcz Emilianowo Station.
3. Maneuvering groups delivered from the Bydgoszcz Emilianowo station to the EC II siding on track No. 103/105 are taken to the EC II siding on the tracks No. 200/202 to the W4 indicator set in 5m before the switch section No. 116 or to the tracks No. 200/204 - to the W-4 indicator set in 5m before the start of turn-off No. 112.
- a) route for entry is arranged by the "ECII" traffic officer - according to the table of dependencies, giving the signal, driving allowed "on the signal Am.
 - b) further driving on the EC-siding from route No. 202 beyond the indicator W-4 on track No. 208 and from track No. 204 beyond the indicator W-4 on track No. 210 is carried out on the signal given by the setter, after placing the switches adjusted manually by the team maneuvering maneuver bringing the transfer maneuver group.
4. Traffic officer of Bydgoszcz Emilianowo before the expected operation of the NITRO-CHEM siding to notify the ECII Department Duty Officer about the intended operation of

the NITRO-CHEM siding.

Entering the train on a signal allowing the semaphore

Post „EC”

No.	Specification of task		Performing the task	
	Waveform or group of runs		$A_{200/202}^m$	$A_{200/204}^m$
1	Checking track occupancy	Who checks	<i>Dyżurny ruchu „ECII”</i>	
2		The way to check *)	<i>Visually from the open window</i>	
3		Limits of checking	<i>From the semaphore A^m to W4 indicator</i>	
4	Interruption of maneuvers for the duration of the course	Track / track number on which maneuvers should be interrupted	<i>203, 204, 206, 208, 214, 215</i>	<i>202, 203, 206, 208, 209, 210, 211, 214, 215</i>
5		The maneuvers must be interrupted for how many minutes before the intended course	<i>10</i>	<i>10</i>
6		Who gives the command	<i>Dyżurny ruchu „ECII”</i>	
7		Who reports the execution of the command	<i>Ustawiacz</i>	
8		How does it check the execution of the command and what duties it should be	<i>Dyżurny ruchu „ECII” Visually</i>	
9	Preparation of the route and reporting its readiness	Who sets the path of the course	<i>Dyżurny ruchu „ECII”</i>	
10		The way of making sure that the route of the train is ready	<i>Gear ratio rod mileage</i>	
			$A^{m/202}$	$A^{m/204}$
11	The place where the end of the train passes	Signal	<i>Axis post “ECII”</i>	
12		Mileage	<i>108</i>	<i>106</i>
13	Observation of the train entry	Who is watching	<i>Dyżurny ruchu „ECII”</i>	
14		From what place	<i>Open window of the post “ECII”</i>	
15	Semaphore service	Who supports the semaphore	<i>Dyżurny ruchu „ECII”</i>	

Caution:

*) In bad visibility, the traffic controller checks the status of the track on the ground. The withdrawal of the signal lever A^m can take place after the train passes the signaling location, and the solution of the route after passing the running place. With poor visibility, the state of track occupancy is checked by the traffic officer on the ground.

Train entry on a written order or by telephone permit

Post „ECII”

No.	Specification of task		Performing the task	
	Waveform or group of runs		$A_{200/202}^m$	$A_{200/204}^m$
1	Checking track occupancy	Who checks	Dyżurny ruchu „ECII”	
2		The way to check *)	Visually	
3		Limits of checking	From the semaphore A^m to W4 indicator	
4	Interruption of maneuvers for the duration Kto of the course	Track / track number on which maneuvers should be interrupted	203, 204, 206, 208,214, 215	202, 203, 206, 208, 209, 210, 211, 214, 215
5		The maneuvers must be interrupted for how many minutes before the intended	10	10
6		Who gives the command	Dyżurny ruchu „ECII”	
7		Who reports the execution of the command	Ustawiacz	
8		How does it check the execution of the command and what duties it should be	Dyżurny ruchu „ECII” Visually	
9	Preparation of the route and reporting its readiness	Who sets the path of the course	Dyżurny ruchu „ECII”	
10		Who oversees the set path of the course	Dyżurny ruchu „ECII”	
11		The way of making sure that the route of the train is ready	Gear ratio rod mileage and sub-cladding	
			$a^{m/202}$	$a^{m/204}$
12		Way of securing the route of the train	Gear ratio rod mileage	
			$a^{m/202}$	$a^{m/204}$
13	Who writes the R 305		Dyżurny ruchu „ECII”	
14	The run-in end of the train		crossroads no.	
			108	106
15	Who is watching the train entry		Dyżurny ruchu „EC”	
16	Who is reporting the train entry and how		Dyżurny ruchu „ECII” Personally - Visually	
17	Who solves the path of the train		Dyżurny ruchu „ECII”	
18	When the route can be resolved		After passing crossroads no.	
			108	106

Caution:

*) With poor visibility, the state of track occupancy is checked by the traffic officer on the ground.

Departure of the train on the signal allowing for the semaphore

Post "ECII"

No.	Specification of task		Performing the task	
	Waveform or group of runs		<i>B^m/Tm 109 z toru 202/208</i>	<i>B^m/Tm 108 z toru 203/209</i>
1	Make sure that the trail (gap) is free	Who makes sure that the trail (gap) is free?	<i>Dyżurny ruchu „ECII”</i>	
2		How to make sure that the trail (gap) is free?	<i>Checking records in „Dziennik Ruchu R-146”</i>	
3	Preparation of the route and reporting its readiness	Posts participating in the course	<i>post „ECII”</i>	<i>Post 9 „ECII”</i>
4		Who sets the path of the course?	<i>Dyżurny ruchu „ECII” *)</i>	
5		Who strengthens the course of the course?	<i>Dyżurny ruchu „ECII”</i>	
6		Way of making sure that the route is ready	<i>Gear ratio rod mileage and signal: „Tm 109” i „b” „Tm108” i „b”</i>	
7	Train departs in minutes *	No application	~	~
8			~	~
9			~	~
10	Train departure	Who supports the semaphore?	<i>Dyżurny ruchu „ECII”</i>	
11		The manner of ensuring the dispatcher's traffic on providing a permissive signal on the semaphore	<i>Observation of repeaters of signals on the light board</i>	
12		Who gives a driving order or a departure order?	~	
13		Who is watching the train departure?	<i>Dyżurny ruchu „ECII”</i>	
14		Who supports the linear blockade?	~	
15	Route path solution	When is the semaphore set to the "STOP" signal?	<i>After the train has passed the semaphore „B^m”</i>	
16		The way to make sure that the traffic controller is set to "STOP" signal on the semaphore	<i>Observation of repeaters of signals on the light board</i>	
17		When do you solve the train's path?	<i>After setting the "Stop" signal on the semaphore „B^m” and signal Ms 1 on : Tm 109 Tm 108</i>	
18		Who supports station blocking?	~	

Caution:

The departure order should be given before permission to leave the train, locomotive or an auxiliary vehicle from the plant station.

Departure of the train for a substitute signal "Sz" or a written order

Post „ECII”

No.	Specification of task		Performing the task	
	Waveform or group of runs		B ^m /Tm 109 z toru 202/208	B ^m /Tm 108 z toru 203/209
1	Make sure that the trail (gap) is free	Who makes sure that the trail (gap) is free?	Dyżurny ruchu „ECII”	
2		How to make sure that the trail (gap) is free?	Checking records in „Dziennik Ruchu R-146”	
3	Preparation of the route and reporting its readiness	Who sets the path of the course?	Post „ECII”	
4		Kto nastawia drogę przebiegu ?	Dyżurny ruchu „ECII”	
5		Who checks the route of the course?	Dyżurny ruchu „ECII”	
6		Way of checking the path of the course	Visually or Gear ratio rod mileage and signal: „Tm 109” i „b” „Tm108” i „b”	
7		Way of securing the route	Gear ratio rod mileage and signal: „Tm 109” i „b” „Tm108” i „b”	
8		Who reports readiness for the course?	~	
9	Train departs in minutes	No application	~	~
10			~	~
11			~	~
12	Who writesR305 or displays "Sz"?		Dyżurny ruchu „ECII”	
13	Who gives a driving order or a departure order?		~	
14	Who is watching the train departure?		Dyżurny ruchu „ECII” with open window	
15	No application			
16				
17				
18				

1. The correct setting of turnouts of manual turnouts no. 114a / b +, 116+, 117+, 118+, 119+, 120+, 127+ and 128+ corresponds to the setter that sets up the handover group, which should do this before reporting the group for departure and inform the dispatcher "ECII" giving the location of switches.
2. For the proper setting of turnouts of manual turnouts No. 112+, 114a / b +, 114c / d +, 116+, 124+, 125 +, 127 +, 127+, corresponds to the setter taking the group out of the

maneuvering maneuver, which should do this before submitting the group to leave and inform the dispatcher "ECII" giving the location of switches.

3. Crossovers listed in point 1 and 2 must be guarded in situ by a setter who reports the readiness of the transfer group (siding train) to leave or by designated maneuvering.

TRAINING

undertaking' s employees:

.....

**from the scope of local conditions and knowledge
of the parts of Regulations Railway Siding in the scope regarding the
rules of using the Service Infrastructure Facilities managed by PGE
ENERGIA CIEPŁA S.A. Branch Elektrociepłownia w Bydgoszczy**

Theoretical training program

1. The parts of Regulations Railway Siding in the scope regarding the rules of using the Service Infrastructure Facilities managed by PGE EC S.A. Oddział Elektrociepłownia w Bydgoszczy
2. The scope of local conditions and knowledge

List of railway undertaking' s employees
who have successfully completed the training according to the above program:

No.	Name and first name of the employee	Position	Date training	Employee signature
1.				
2.				
3.				
4.				
5.				
6.				

The training was conducted by:

Confirmation by the railway undertaking' s representative:

1. Training.
2. Obtaining part of EC-1, EC-2 Regulations Railway Siding and schematic plans with the number
A4 pages.