



ŁÓDZKA KOLEJ AGLOMERACYJNA

**REGULATIONS
OF ACCESS TO A SERVICING INFRASTRUCTURE
FACILITY
– Railway Siding: ‘Technical Depot of „ŁKA” sp. z o.o. – Łódź
Widzew’
(‘SIF’ Regulations)**

Unified text

as of 13.12. 2020, including change No. 1, 2, 3, 4 and 5

LIST OF AMENDMENTS AND ADDENDA

No. of amendment	Amendment implemented pursuant to the Company's normative act:			Amendment concerns the chapter, paragraph or page	Amendment enters into force on	Date and signature of the employee introducing the amendment	Comments
	Type of the norm. act	No. of the norm. act	Date of issue of the norm. act				
1	2	3	4	5	6	7	8
1	<i>Ordinance of the Management Board of "ŁKA" sp.z o.o.</i>	54/2019	28.06.2019	<i>Annex 5 to the Regulation</i>	01.01.2019	-	-
2	<i>Ordinance of the Management Board of "ŁKA" sp.z o.o.</i>	79/2019	23.10.2019	<i>1,7-11,13-16, 19-24, 34,36,37, 41,43,47, 49,51,55</i>	23.10.2019	<i>Unified text</i>	<i>Changes marked in italics and upper index: [2]</i>
3	<i>Ordinance of the Management Board of "ŁKA" sp.z o.o.</i>	33/2020	16.04.2020	<i>The changes apply to the entire document as marked by the index „3”</i>	16.04.2020 (Annex 5 18.04.202)	<i>Unified text</i>	<i>Changes marked in italics and upper index: [3]</i>
4	<i>Ordinance of the Management Board of "ŁKA" sp.z o.o.</i>	60/2020	31.08.2020	<i>Part II paragraph 2 and 4, Annex 5</i>	31.08.2020 (Annex 5 18.04.202)	<i>Unified text</i>	<i>Changes marked in italics and upper index: [4]</i>

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I. GENERAL PROVISIONS

1. Introduction

1. Railway siding "Technical Facilities of the Company „ŁKA” sp. z o.o. – Łódź Widzew” shall constitute one complex service facility (SF) intended to provide some of the services indicated in section 2 of Appendix 2 to the Polish Act on Rail Transport, i.e. services indicated in detail in Chapter II, section 7 of these Regulations”.^[5]
2. The right to administer the real estate where the railway siding 'Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew' is located, pursuant to the Notary Deed dated on 10 November 2015 (Repertory A No. 4384/2015), is held by „Łódzka Kolej Aglomeracyjna” limited liability company, which, in accordance with the provisions of the Act on railway transport, within the framework of making the servicing infrastructure facility available, acts both as the Operator of the facility and Administrator of the infrastructure.
3. Facility Security Clearance issued by the President of the Railway Transport Office is the document that authorises the User of the railway siding, i.e. „ŁKA” sp. z o.o., to use the Siding.
4. Stadler Polska Sp. z o.o., with its registered office in Siedlce, (08-110) ul. Targowa 50, cooperates in the provision of services related to access to the infrastructure site.

2. Definitions of abbreviations and terms used in the SIF Regulations

1. **Company** or „ŁKA” sp. z o.o. – „Łódzka Kolej Aglomeracyjna” limited liability company.
2. **SIF Regulations** or **Regulations** – Regulations of access to the servicing infrastructure facility, i.e. the railway siding: „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew”.
3. **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 carriers. For the purpose of these Regulations: **SIF Operator** or **Operator** – the user of the siding, i.e. „Łódzka Kolej Aglomeracyjna” sp. z o.o.
4. **SIF** – a servicing infrastructure facility – a building including the land on which it is situated, and with installations and equipment, designated in whole or in part to render one or more services listed in paragraphs 2 and 3 of Annex 2 to the Act. For the purpose of these Regulations: **SIF** – railway siding: „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew”.
5. **Contract** – a contract which stipulates conditions of rendering services in relation to the access to the ZT ŁKA Siding by the Operator to the Carrier.

6. **Railway Transport Act or the Act** – railway transport act of 28 March 2003 (consolidated text: Journal of Laws of 2020, item 1043)^[4]
7. **UTK** – the Railway Transport Office.
8. **PKP PLK S.A.** – Polskie Koleje Państwowe Polskie Linie Kolejowe S.A.
9. **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.
10. **Siding or ZT ŁKA Siding** – for the purpose of the Regulations: a railway siding of ‘Łódzka Kolej Aglomeracyjna’ limited liability company named: „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew”.
11. **Railroad** – a rail track or rail tracks including the elements listed in items 2–12 of Annex 1 to the Act, provided that they are functionally inter-related, regardless whether they are administered by the same entity.
12. **Railway line** – a railroad determined by the administrator of the infrastructure adapted to operate train traffic.
13. **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.
14. **Rail vehicle/Vehicle/vehicle** – a vehicle adapted to move using its wheels on the rail tracks with or without traction.
15. **Shunting** – an intentional movement of a rail vehicle or of a unit of rail vehicles including the related activities on the railroad, with the exception of entry, departure and crossing of the train.
16. **Shunting rail unit** – rolling stock coupled with a rail vehicle with traction used to perform shunting. The rail vehicle with traction can be in front, behind or between the rail vehicles.
17. *Repealed.* ^[3]
18. **Railway siding user** – an administrator of the infrastructure, who does not manage any other railroad but the railway siding.
For the purpose of these Regulations „Łódzka Kolej Aglomeracyjna” sp. z o.o is the railway siding user.
19. **Carrier** – an entrepreneur authorised to perform rail transport or render a traction service pursuant to a licence.
20. **Employees of the Carrier** – employees or co-operants of the Carriers, who take part in performance of the subject of the contract to render services in relation to access to SIF.

21. **Employees of the Operator** – employees of „ŁKA” sp. z o.o., 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.
22. **Rules of the railway siding operations** – Rules of the railway siding operations: „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew”.
23. **Infrastructure capacity** – *operational ability of the servicing infrastructure facility to perform a specified number of shunting journeys and services at a given time.* ^[3]
24. **Event** – a serious accident, accident or incident.
25. *Repealed.* ^[3]
26. *Repealed.* ^[3]
27. **Incident** – any event other than the accident or the serious accident, in relation to rail traffic and impacting its safety.
28. **Operation Event** – an event not directly related to railway traffic, resulting in a disruption to operations and transport processes, e.g. a delay or restriction in train traffic, danger or negative consequences for human life and health or property, not classified as a serious accident, accident or incident
29. **Emergency situation** – a situation which, as a result of an emergency event occurring regardless of the will of the parties to the Contract, causes an interruption or a risk to the working process within the area of ZT ŁKA Siding, and prevents fulfilment of contractual obligations, where none of the parties could foresee or prevent this event, keeping due diligence.

The emergency situation can result from:

- 1) The introduction within the whole territory of the county or in its part a state of emergency (natural disaster, state of emergency, or martial law);
- 2) Social protests (e.g. strikes);
- 3) Acts of terrorism or their premises;
- 4) Other unpredictable events such as: flood, fire, hurricane, landslide, long-lasting precipitation, epidemics and pandemics, hitting third parties, collisions with animals/animals entering clearance gauge, failures of external power grids or external communications networks, etc., including also those resulting from decisions taken by public authorities (government or local government administration), resulting in changes in the operations. ^[5]

3. Objective and scope of the SIF Regulations

1. SIF Regulations have been drafted to lay down:
 - 1) Rules and conditions pursuant to which the Operator provides access to SIF to licensed rail carriers;

- 2) Duties that must be performed by the Carrier's Employees who perform Manoeuvres and other actions as part of their access to the Site;
 - 3) Conditions that must be met by the Rail Vehicles which perform shunting operations within the Siding as *part of access to SIF*; ^[3]
 - 4) Rules of mutual settlements for services related with providing access to SIF to the railway carrier;
 - 5) Rules of procedure if an Event occurs during shunting operations within the Siding.
2. SIF Regulations are binding for:
- 1) Employees of the Operator, and
 - 2) Employees of the Carrier,

In parts concerning tasks performed within the Siding, which involve access to the servicing infrastructure facility.

3. The provisions of the Regulations shall take into consideration required elements of the Service Facility Description referred to in Article 4 of Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services". ^[5]

4. **Related documents**

1. *Act of 28 March 2003 on railway transport (consolidated text: Journal of Laws of 2020, item 1043).* ^[4]
2. Act of 27 April 2001 Law on environmental protection (consolidated text: Dz.U. of 2017, item 519, as amended.).
3. *Act of 16 lipca 2004 Telecommunication Law (consolidated text: Dz.U. of 2019, item 2460).* ^[4]
4. Regulation of the Minister of Infrastructure and Construction of 7 April 2017 on making the rail infrastructure available (Dz.U. of 2017, item 755).
5. Regulation of the Minister of Infrastructure of 18 July 2005 on the general conditions to operate rail traffic and signalling (consolidated text: Dz. U. of 2015, item 360, as amended.).
6. Regulation of the Minister of Infrastructure and Development of 30 December 2014 on the employees employed in jobs directly related with operating rail traffic and its safety, and driving specific types of rail vehicles (Dz.U. of 2015, item 46).
7. *Regulation of the Minister of Infrastructure and Development of 10 February 2014 on the train driver's licence (consolidated text: Dz. U. of 2019, item 2373)* ^[4]
8. Regulation of the Minister of Infrastructure and Development of 10 February 2014 on the train driver's certificate (Dz. U. of 2014, item 212 as amended.).

9. *Regulation of the Minister of Infrastructure and Development of 3 April 2015 on health-related requirements, medical and mental health check-ups, and assessment of physical and mental capacity of persons applying for a train driver's certificate or to maintain its validity (Dz. U of 2019, item 340).* ^[4]
10. Repealed.
11. Regulation of the Minister of Infrastructure and Construction of 16 March 2016 on the serious accidents, accidents and incidents in the rail transport (Dz.U. of 2016, item 369).
12. Regulation of the Minister of Infrastructure of 12 October 2005 on the general technical conditions of using rail vehicles (Dz. U. of 2016, item 226, as amended).
13. Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services. ^[5]

a. Liability

1. „ŁKA” sp. z o.o. shall be liable for any data published in the Regulations, it shall monitor its accuracy and update it on the date of publication of any amendments.
2. „ŁKA” sp. z o.o. shall not be liable for information published by other entities under their internet addresses provided in these Regulations, including data drafted by other Operators of servicing infrastructure facilities and Administrators of rail infrastructure.

b. Contact details and information on business activity of the Operator

1. The Operator's headoffice and correspondence address:
City of Łódź,
„Łódzka Kolej Aglomeracyjna” sp. z o.o.,
90-051 Łódź,
ul. Aleja Marszałka Józefa Piłsudskiego 12.
2. Direct contact with the Operator: Secretariat Tel. +48 42 236 17 00, tel/fax: +48 42 235 02 05, e-mail: biuro@lka.lodzkie.pl ^[3]
3. National Court Register Number: **0000359408**.
4. Tax Identification Number: **725-202-58-42**.
5. REGON Number: **100893710**.
6. Share capital: **45.083 000.00 PLN** ^[3]
7. The Company's Safety Certificate: part **A: No PL1120170010** (valid until 24.08.2022), part **B: No PL1220170021** (valid until 25.20.2022).
8. FCS of the Siding: **No 221/UK.19 No 234/UK/14** (valid until 19.12.2024).

c. Structure of the SIF Regulations, updating and submitting comments concerning

the Regulations

1. The Regulations consist of a descriptive part, which lays down conditions of providing access to the SIF and using the SIF, and annexes which contain:
 - 1) Specification of elements of the rail infrastructure of the Siding: „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew” – Annex 1,
 - 2) Internal regulations of „ŁKA” sp. z o.o. – Annex 2,
 - 3) The Siding Diagram– Annex 3,
 - 4) The Diagram of rail traffic security and control equipment in the Siding – Annex 4,
 - 5) Price list of services provided in the Railway Siding Servicing Infrastructure Facility (SIF): “Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew” – Annex 5,
 - 6) Application for access to the servicing infrastructure facility (SIF) and concluding a contract – Annex 6,
 - 7) Application for rendering services in relation to access to SIF – Annex 7
2. Amendments to the SIF Regulations, including annexes to the SIF Regulations, shall be made in justified cases.
3. The amendments to the SIF Regulations that will influence provision of access to the SIF shall be published at: www.lka.lodzkie.pl, and the Carriers using the SIF will be additionally informed of such amendments by e-mail.
4. Comments and reservations to the content of the Regulations shall be submitted to the following address:

„Łódzka Kolej Aglomeracyjna” sp. z o.o.,
90-051 Łódź,
ul. Aleja Marszałka Józefa Piłsudskiego 12

e-mail: biuro@lka.lodzkie.pl, tel.: +48 42 236 17 00, fax: +48 42 235 02 05
5. Amendments resulting from amendments to the applicable legal regulations shall be made within the deadlines laid down in these legal regulations.

II. DETAILED PROVISIONS

1. Description of the Siding infrastructure

1. Location of the Siding:

Access to the Siding „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew” starts in Łódź Widzew Railway Station from the track No 104 using the following turnouts: No 24 – in 4,868 km (the Siding’s initial kilometre: 0,000) and No 47 – in 5,800 km, line No 17 Łódź Fabryczna – Kolaszki, administered by PKP PLK S.A.

2. Characteristics of elements and description of technical characteristics of the rail infrastructure of the Railway siding ZT ŁKA made available shall be included in **Appendix 1** to the Regulations.^[5]

3. Detailed information on the Siding’s rail infrastructure administered by the SIF Operator is available from the Head of the Infrastructure Department (Tel. 600 035 198).

2. Limitations on the use of the service facility taking into consideration technical characteristics of the positions made available. ^[5]

1. The infrastructure can be limited or excluded from use during the process of using the rail infrastructure due to:

- 1) Technical damage to elements of the rail infrastructure;
- 2) Situation whose occurrence has been notified to the Operator, however the Operator was unable to prevent it, e.g. strike, blockade to rail traffic movement, protests, etc.;
- 3) Not allowing the rail vehicle to pass or stopping it due to the fact that the Vehicle or Employees of the Carrier do not comply with the requirements laid down in the Contract, the Act and regulations issued pursuant to the Act, and requirements laid down by the Operator in his internal regulations;^[3]
- 4) Occurrence of emergency situations, including the ones resulting from violent atmospheric changes and other of which the Operator has not been informed;
- 5) Occurrence of a risk to the safety of traffic, and situations in relation to the state’s security and defence;
- 6) Planned renovations, construction or modernisation of the infrastructure administered by the Operator.

2. The SIF Operator shall notify *immediately* the rail Operator of the occurrence of the above-mentioned interruptions *which affect the performance of the access agreement* by electronic mail.^[3]

3. The SIF Operator, in accordance with the provisions of the Act on rail transport (Article 36b (4)), may refuse access to the facility to a rail Carrier. The Operator shall justify his decision in writing and submit this written justification to the Rail Carrier.

In the case referred to in paragraph 4 point 1 art. 36b of the Act, in refusal referred to in para. 5 art. 36b of the Act, the Operator indicates another facility that will enable the Carrier to perform rail transport on economically comparable conditions. [3]

4. Due to the lack of an overhead contact line in the inspection-repair hall above tracks No 24b and 25b, the entry of electric traction vehicles using these tracks shall be prohibited.
A type K Orion 140 road – rail vehicle, owned by the Operator of the Site, is used to transport electric rail vehicles along the tracks in the maintenance and repair shed not equipped with an overhead catenary (no. 24b and 25b). The type K Orion 140 road-rail vehicle may tow or push a maximum of 4 rail vehicles with a total mass of up to 320 Mg (tonnes).
5. Due to the limitations in the use of the type K Orion 140 road-rail vehicle as to the maximum number of fleet vehicles that may be towed at the same time, the maximum number of rail vehicles that may be brought into the maintenance and repair shed at the same time using the aboveroad-rail vehicle, onto the tracks equipped with scales used to measure wheel load, laser wheelset wear measurement system, underfloor lathe, stationary sandbox filling system (tracks no. 24b and 25b), and other technical areas referred to in chapter II, subsection 7, item 8 of these regulations is 4 rail vehicles with a total mass of up to 320 Mg (tonnes).
6. Due to the measuring programme used in the laser station on track No 25b, only the rail Vehicle with the length of up to 6 axles shall be allowed – the tested vehicles shall be supplied with ID plates.
7. Due to the way of service and construction details of the automatic washing stand erected on track No 23b, the maximum length of the rail Vehicle designated for washing is 50 m. The washing stand is adapted to wash electric traction sets FLIRT 3 series L 4268.
8. Due to the necessity to switch off voltage in the overhead contact line above track No 23b during the process of washing a rail vehicle in the automatic washing stand, entry of electric traction vehicles - to de-ice them, remove human waste, supply with water, and remove dirt from the vehicle body - using this track from the western direction shall be prohibited,.
9. Due to the application of a solution which uses outgoing pipeline couplings connected with the toilet tanks, emptying the toilet tanks at the human waste removal stand located on track No 23b of the Siding is possible only when couplings of a specific type are used: extracting pipeline – 3” Camlock, rinsing pipeline – 1” Camlock.
10. The Operator may perform the water replenishment service for the Carrier only using the standard water tank coupling used by Stadler Polska sp. z o.o.
11. Due to the environmental conditions, any shunting within the area of the ZT ŁKA Siding are allowed only for the vehicles with fully closed WC system.

12. The ZT ŁKA Siding is not adapted to handle dangerous goods and it is not involved in the process of their movement and layover.
13. *The permissible axle load on the rails must not exceed 200 kN. [3]*
14. Movement of diesel traction rail vehicles on the tracks of the inspection-repair hall is forbidden. Such vehicles may be towed around the shed with their engines turned off, using the type K Orion 140 road-rail vehicle, subject to provisions of item 5 above.
15. *Track 25 b restrictions:*
 - *2 inspection pits with extended intertrack space, with a total length of 130 m (75 m and 55 m),*
 - *walkways running on both sides along the inspection pits, each with a height of 3.5 m and load capacity of up to 250 kg/m²; [3]*
16. *Track 26 b restrictions:*
 - *2 inspection pits with a total length of 130 m (75 m and 55 m); [3]*
17. *In other technical areas referred to in subsection 7 item 1 section 10) below, limitations in the provisions of services for various types of Vehicles may apply as a result of the following technical parameters of devices and infrastructure:*
 - 1) *inspection pit and lifting devices on track no. 24*
 - *lifting devices: 8 devices, each with a lifting capacity of up to 18 tonnes,*
 - *reinforced floor in the lifting device operating area along a 75-metre-long section,*
 - *inspection pit length: 75m*
 - 2) *overhead crane:*
 - *operating area: above tracks no. 24 and 25,*
 - *maximum lifting capacity – 16 tonnes. [3]*

3. Detailed requirements concerning the use of rail infrastructure provided by the Operator in terms of organisation and technology of the shunting operations performed in the Siding

1. Shunting in the Siding shall be performed using the sposób odstawczy based on the rule of shunting with a traction vehicle, including the rail-road vehicle.
2. Shunting in the Siding using the sposób odrzutowy or using human force shall be forbidden.
3. Maximum speeds of shunting allowed in the Siding are laid down in the Rules of the railway siding „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew” operations.
4. In the siding there are no restrictions concerning the position of traction vehicles in the Shunting Units resulting from the local conditions. The place where traction

vehicle (also concerns rail-road vehicle) is positioned in the Train Set should solely result from the technology and the type of actions performed, and useful lengths of the tracks, on which shunting is performed, to make sure that upon completing the actions the rolling stock does not stay on the turnouts or within their shunting limit signals, or does not block hardened crossings used for technical purposes, which are along the inspection-repair hall from the western and eastern direction (8 m wide).

5. Shunting of Train Sets between Łódź Widzew Station tracks and the Siding tracks shall be performed in accordance with the rules on non-piloted shunting movements.
6. Shunting of Train Sets in the Siding are performed from the front control booth of the traction vehicle (facing the direction of the movement) or by pulling the rail Vehicle by the rail-road vehicle, and they do not require support of the train driver crew, with the exception of movements involving entry to / exit from / the inspection-repair hall, and movements on the tracks in the hall.
7. Shunting of rail vehicles moving forward require support of the train driver crew within the whole area of Siding (vehicle pushing).
8. Any Shunting involving entry to / exit from / the inspection-repair hall or shunting performed on the tracks in the hall require support of the train driver crew.
9. When rail vehicles approach passages at the track level along the inspection-repair hall and the hardened yard in front of the hall, they are obliged to slow down to reach the maximum speed of 5 km/h and transmit the 'Attention' signal. Shunting movements on the passages and the yard can be continued if the road and pedestrian traffic within their area has been stopped.
10. Any exit of the rail Vehicle from the inspection-repair hall towards the above-mentioned passages and the yard must be preceded with the 'Attention' signal transmitted by the driver of the traction vehicle or of the ciągnikiem szynowo – drogowym using a sound warning device installed in these vehicles.
11. In cases of shunting which requires pilotage of the train driver crew within the Siding it is allowed to use a one-man crew composed only of the shunting manager who also performs the shunting operations.
12. Due to the limited length of graded tracks No 201 and 202, the Train Sets shunted in the Siding from track to track with a change in the direction of movement and entering exiting the Siding, cannot be longer than:
 - 1) 100,0 m – from the eastern direction (towards Koruszki);
 - 2) 57,0 m – from the western direction (towards Łódź Fabryczna).

This shunting can be organised using units of the length exceeding the above-mentioned lengths provided that:

- 1) The Carrier orders from the Infrastructure Administrator, i.e. PKP PLK S.A., the capacity required for the shunting which involves entry to the LCS Łódź Widzew switch tower;
 - 2) An employee of the CS ŁKA switch post and the train dispatcher of the LCS ŁW switch station have mutually agreed the way of performing each shunting operation of the unit, which requires crossing the boundary dividing switch towers of the Siding and LCS ŁW;
 - 3) Special care and required speeds of the shunting have been maintained;
 - 4) Employees taking part in the shunting shall communicate using allocated radiotelephones and the signals, particularly during shunting operations without transmitting signals on manoeuver shields.
13. Detailed information on technical parameters of the technical rail infrastructure of the Siding and local constraints resulting from them are provided in the Rules of the railway siding operations and the Instruction for organisation of shunting operations and arranging railway carriages (ŁKAr-8); Employees of the Carriers are obliged to be familiar with their provisions while performing tasks in relation to the access to SIF in the Siding.
14. Regulations governing the operation of the rail siding and the above-mentioned manual are available of the premises of the Siding, and are kept with the Chief of the Operations Department (tel. 887 870 451) and with the Transport and Train Crews Dispatch Team (tel. 887 870 460).

4. Requirements and conditions concerning Employees of the Carrier in relation to the access to SIF

1. Employees of the Carrier who carry out operations which are directly related with shunting and drivers of rail vehicles who deliver assigned tasks in the Siding under the access to SIF must comply with the conditions laid down in the Act on public transport and relevant implementing acts issued pursuant to the Act; they must also know provisions of the Rules of the railway siding operations as well as any other internal rules of the Operator, which concern rules of carrying out operations in the Siding, managing railway traffic and Siding infrastructure maintenance in particular.
2. *The Operator's internal regulations which specify rules of safe management of railway traffic are laid down in **Annex 2** to these Regulations.*^[3]
3. *After conclusion of the Contract the Operator will provide the Carrier with required internal regulations, free of charge in electronic form.*^[3]

5. Requirements and conditions concerning the Rail vehicles in relation to the access to SIF

1. *Rail vehicles eligible for shunting shall comply with safety requirements and conditions defined by applicable law.*^[3]

2. Wheels of Rail vehicles which perform shunting operations in the Siding should be able to cooperate with traffic control devices used in the Siding as well as ensure uninterrupted work with radiocommunication devices used in the SIF grounds.
3. In the Siding, employees operating in the Siding (staff of the switch post, train driver crew, inspector, and dispatcher) shall communicate with the driver of a rail vehicle with traction using radiotelephone shunting network with frequency 151.625 MHz (spacing: 25 kHz). The above network includes a radiophone in the CS ŁKA switching post, mobile radiophones installed in the Operator`s vehicles, as well as portable radiophones operated by members of manoeuvring and technical inspection teams crewing the type K Orion 140 road-rail vehicle, and the dispatch officer.
4. *The Rail Vehicles may be shunted in the Siding provided that they are supplied with a radiotelephone device in working order, which meets necessary requirements in accordance with the rules of law, and which operates in this radiotelephone shunting network, and which is operated in accordance with the rules laid down in the Instruction for maintenance and operation of train and shunting radio communication devices (ŁKAr-7).*^[3]
5. *If the Rail Vehicles serviced as part of SIF access not supplied with radiotelephone devices operating in the shunting network in the above-mentioned frequency, this information must be stipulated in the request to provide access to the Siding to enable the Operator to supply the Vehicle for the period of servicing in SIF with his own devices or to designate an employee with necessary qualifications to pilot the vehicle in the Siding.*^[3]
6. Only Rail vehicles whose biggest permitted axle load on rail does not exceed 200 kN may be shunted on the Siding tracks.

6. Environmental protection requirements

1. The Carrier using SIF may not release to water, soil or air any dangerous substances that could contribute to exceeding environmental protection standards (legal base: Environmental Protection Law Act, Article 174 (1)).
2. If the Carrier pollutes the environment to the extent exceeding legally binding environmental protection standards, he shall be liable to cover the cost of restoring the environment to the required standards.
3. *On stabling tracks of the servicing infrastructure facility is forbidden to perform any kind of cleaning of railway vehicles using SIF.*^[3]

7. Types of services rendered by the Operator to the Carrier in relation to the access to SIF

1. The Railway siding ZT ŁKA shall constitute a complex service facility intended to provide some of the services mentioned in section 2 of Appendix 2 to the Act, consisting in accessing and using selected elements of the railway infrastructure and technical devices

of the Railway siding ZT ŁKA, i.e.:^[5]

- 1) Stabling yard (tracks No 22, 27, 28);
- 2) Automatic washing stand (track No 23b),
- 3) Stand for human waste disposal and supplying water for train toilets,
- 4) Stand for underfloor lathe to reprofile wheel sets (track No 24b),
- 5) Laser station to measure wheel set wear in rail vehicles (track No 25b),
- 6) Weighing stand to measure wheel sets' load of wheeled rail vehicles (track No 24b),
- 7) Stationary stand to fill sanders in rail vehicles (track No 25b),
- 8) *track no 25 b with a pit and walkways,*^[3]
- 9) *track no 26 b with a pit,*^[3]
- 10) *Other technical areas used for carrying out inspections and repairs, not specified above, using devices constituting the equipment of the Siding, such as: track 24 with jackscrews (8 x 18 tonnes), with pit and overhead crane (lifting capacity: 16,000 kg), etc.*^[3]

8. Description of the procedure of applying for access to SF and conclusion of Agreement for services as part of access to SF^[5]

1. Rail carriers are entitled to access to facilities where services are provided, as specified in Art. 2 of Annex 2 to the Act, on equal and non-discriminatory terms, while service infrastructure facility Operators, providing the services, as specified in Art. 3 of Annex 2 to the Act, are obliged to provide them on equal and non-discriminatory terms.
2. Rail carrier acquires the right to use the services provided in the facilities upon concluding with the Operator a Contract specifying in particular the rights and responsibilities of the Operator and the Carrier with regards to the services provided.
3. The "ŁKA" sp. z o.o. Company ensures access to SIF according to the rules specified in this Regulation and in the Contract, in compliance with the conditions of Shunting as specified in the Regulations for Railway Siding Operation and other internal regulations listed in **Annex No. 2** to SIF Regulation.
4. In order to be able to apply to the Operator for provision of specific services at the ZT ŁKA Siding, the Carrier needs to first conclude the contract for services provided as part of access to SIF.
5. The contract specifically regulates the mutual responsibilities between the Carrier and the Operator with regard to the rights and responsibilities of the parties, formal, legal, and commercial issues.

6. *In order to enter into an Agreement, the Rail Carrier must submit a written application to the Operator to the following address: „Łódzka Kolej Aglomeracyjna” sp. z o.o., 90-051 Łódź, ul. Aleja Marszałka Józefa Piłsudskiego nr 12, the application may be handed at the Operator`s office in Łódź, at ul. Aleja Marszałka Józefa Piłsudskiego nr 12 (floor 13) or sent by registered mail or courier service. The above application must be signed by duly authorized person(s) as per the Carrier`s manner of representation specified in the National Court Register or based on a power of attorney. In such case, the power of attorney must be attached to the application. ^[3]*
7. In the application the Carrier/rail carrier specifies in particular:
 - 1) The name of the SIF Operator, to which the application is directed;
 - 2) The name, registered office, address, phone number, e-mail: of the rail carrier;
 - 3) Data enabling clear identification, i.e. NIP (Tax Identification Number), Regon (National Business Register numer);
 - 4) The scope of commissioned services, as planned;
 - 5) The desired dates of performing of the indicated services;
 - 6) Other information, deemed by the rail carrier important for the order.
8. *The Carrier is required to attach the following documents to the above-mentioned application:*
 - 1) *an authenticated copy of a valid licence to carry out rail transport services, as per section 43 of the Act;*
 - 2) *an authenticated copy of a valid security certificate referred to in section 18b of the Act² subject to item 3) below.*

² Applies to licensed railway carriers entered in the Register of safety certificates A and B located on the website of the Office of Rail Transport.

- 3) *Above mentioned point 2) does not apply to carriers exempted from the obligation to obtain a safety certificate, referred to in art. 17e. paragraph. 2 of the Act. Nevertheless, they are required to submit a declaration confirming compliance with legal requirements for the safe operation of railway vehicles and employing employees in positions directly related to the operation and safety of railway traffic and driving rail vehicles.*
- 4) *a certified "copy of the original" copy of the civil liability insurance policy poświadczoną „za zgodność z oryginałem” kopię polisy ubezpieczenia odpowiedzialności cywilnej*
and submit the following declarations as part of the above-mentioned application:
 - *declaration that the carrier will notify of any changes to the licence or the suspension or revocation thereof;*

- *declaration that the carrier`s fleet in respect of which the Operator is to provide services meets the requirements for the safe operation of railway vehicles and the conditions set out in applicable law;*
 - *declaration that employees employed as train drivers and in positions directly related to operating and ensuring the safety of rail traffic and to driving specific types of rail vehicles, working in the course of providing services on the premises of the Site, meet the conditions specified in the Act and any secondary legislation.* ^[3]
9. A template of such an application for access to SIF and concluding a Contract can be found in **Annex 6**.
10. The documents related to in Art. 8 shall be submitted in Polish or as a certified translation of the original documents into Polish.
11. Should the request submitted by the Carrier fail to contain all information required in accordance with the requirements of the Regulations and necessary to take a decision, the Operator shall notify the applicant thereof and provide them with a reasonable deadline for providing missing information. Should such information be not provided within this deadline, the request may be rejected. The operator shall be obligated to handle the request for conclusion of Agreement within no more than 14 days of the Carrier having provided a complete request. ^[5]
12. In situations where the Operator has received a request for access to SF and conclusion of Agreement, which is in conflict with another request or refers to the capacity of the Facility which has already been allocated, the Operator shall apply a coordination procedure described in point 15. ^[5]

9. Description of the procedure of applying for services under the Agreement concluded. ^[5]

1. *Completed and signed applications for the provision of contractual services must be sent as scans to the Operator by email, to biuro@lka.lodzkie.pl, or submitted in hard copy at the Operator`s office in Łódź, at ul. Aleja Marszałka Józefa Piłsudskiego nr 12 (floor 13), 8:30 AM to 3:30 PM, by hand or by courier service, or sent by registered mail to „Łódzka Kolej Aglomeracyjna” sp. z o.o., 90-051 Łódź, ul. Aleja Marszałka Józefa Piłsudskiego nr 12. Applications for the provision of services may be submitted by a person authorised by the Carrier and named in the agreement, referred to in subsection 8 item 2.* ^[3]
2. The operator shall be obligated to handle the above-mentioned requests within no more than 14 days of the receiving a complete request. Should the request submitted by the Carrier fail to contain all information required in accordance with the requirements of the Regulations and necessary to take a decision, the Operator shall notify the applicant thereof and provide them with a reasonable deadline for providing missing information. Should such information be not provided within this deadline, the request may be rejected. ^[5]

3. Application for provision of services as part of access to SIF should contain the following data:
 - 1) The name of the SIF Operator, to which the application is directed;
 - 2) The name, registered office, address, phone number, e-mail of the Carrier;
 - 3) Data enabling clear identification, i.e. NIP (Tax Identification Number), Regon (National Business Register number);
 - 4) The scope of commissioned services, as planned;
 - 5) The desired dates of performing of the indicated services;
 - 6) *Technical data of the Railway vehicles, to which the services are to be provided, such as: type, vehicle series, optionally type of special rolling stock, gross weight, vehicle length, axle load on track;*^[3]
 - 7) Other information, deemed by the Carrier important for the order.
4. A template of provision of services as part of access to SIF can be found in **Annex 7**.
5. The Operator undertakes all necessary actions in order to take into account all the applications submitted by the Carriers, but the Operator is under no obligation to bear any costs necessary to reach the goal.
6. The Operator, when processing the applications for provision of services as part of access to SIF acts on the principle of best possible use of the facility's infrastructure with regard to the traffic capacity of SIF and its technical and operational parameters.
7. In situations where the Operator has received a request for services, which is in conflict with another request or refers to the capacity of the Facility which has already been allocated, the Operator shall apply a coordination procedure described in point 15.^[5]

10. Rules of Providing Services as Part of Access to SIF

1. The Operator reserves the right of priority of use of SIF for their own purposes, in relation to the "ŁKA" sp. z o.o. Company train set circulation, the necessity to perform scheduled maintenance and repair works as specified in the documentation of the Company's railway vehicles management system, and their emergency repair.
2. Access to the services on the premises of SIF, for which the application is submitted, gained by the Carrier, cannot be transferred to any other rail carrier, including the Carrier.
3. Repealed.
4. During the provision of services as part of access to SIF on the premises of ZT ŁKA Siding, SIF Operator does not grant security of the rolling stock during its stay at the Siding, and the Carrier is in charge of its supervision.

5. The types of services provided by the Operator to the Carrier on the premises of ZT ŁKA Siding have been specified in chapter II, Art. 7 of this Regulation.
6. *Access for the Railway vehicles to the stabling yard and tracks where the devices used for providing services on the ZT ŁKA Siding are situated is granted according to the rules established for Shunting, as specified in Regulations for Railway Siding Operation and other binding regulations of the Operator (**Annex 2**). Depending on the type of the services scheduled and the technical and operational abilities of the Siding, the principal rules of the access are as follows:^[3]*

- 1) Access to the stabling track no. 22 in the direct way is possible both from the West, via graded track no. 201 and then via a turnout, in the direction of track no. 22, and from the East, via graded track no. 202 and then via a turnout, in the direction of track no. 22;
- 2) Access to the stabling tracks no. 27 and 28 in the direct way is only possible from the East, via graded track no. 202 and then via a turnout, in the direction of tracks no. 27 and 28;
- 3) Access to tracks no. 23b, 24b, 25b, 26b (except for wheel sets wear laser measurement station - track no. 25b) in the direct way is possible both from the West, via graded track no. 201 and then via a turnout, in the direction of, respectively, tracks no. 23a, 24a, 25a or 26a, and from the East, via graded track no. 202 and then via a turnout and tracks, in the direction of, respectively, track no. 23c, 24c, 25c or 26c;
- 4) Access to wheel sets wear laser measurement station (track no. 25b) in the direct way is possible only from the East, via graded track no. 202 and then via a turnout and track no. 25c, in the direction of track 25b.

In case of technical and operational difficulties at the Siding and lack of direct access to the appointed tracks, as specified above, there is a possibility of indirect alternative access to all the tracks where services are provided, with use of an entrance from the direction opposite to the one specified above, and then shunting via a by-pass track no. 21.

7. Depending on the organization and technology of the Siding works, access to particular tracks and SIF devices in order for the operator to be able to provide the commissioned services to the Carrier is possible from Monday to Friday, on working days, from 8:00am to 4:00pm, except for the service of access and use of stabling tracks, available on 24/7 basis.
8. The technical operations required by the regulations of railway traffic, related to preparation of the railway vehicles for a trip and including them later into a Train, are not part of the services that can be provided to the vehicles and are therefore the responsibility of the Carrier and should be performed outside the ZT ŁKA Siding.^[3]

11. Prices for services rendered by the Operator to the Carrier as part of access to SIF

1. Article 36e of the Act on rail transport provides the legal basis to determine the way of establishing fees for services rendered by the Operator to the Carrier in relation to the access to SIF.
2. Fee is charged for services rendered by the Operator to the Carrier, i.e. for access to the stabling tracks and devices of ZT ŁKA Siding specified in Chapter II (7)(1) of the Regulations. ^[3]
3. *Repealed* ^[3]
4. Detailed rules of determining the fees for services rendered by the Operator to the Carrier in relation to the access to SIF and the value of each service specified in Chapter II (7) are specified in the Price list of services provided in the Railway Siding Servicing Infrastructure Facility (**Annex 5**).
5. Rules of making payments for services rendered in relation to the access to SIF are laid down in the Contract.

12. Compensations and Settlements for Failure to Comply with the Obligations by the Parties

1. Failure to comply with the contractual obligations results in liability for damage done in this way to the other party,
2. Liability for damage, as specified in Art. 1, does not apply to:
 - 1) Costs borne as a result of settling other contracts concluded by the party, if the contracts were concluded without prior agreement with the other party to the Contract concerning the possible claims (including in particular claims related to contractual penalties and damages to be paid by the party);
 - 2) Lost profits.
3. If due to failure to execute or improper execution of the Contract a third party sustains damage, the party that repaired the damage of the third party may claim recourse in full or in a corresponding part from the other party.
4. Liability of parties due to failure to fulfill the contractual obligations is excluded in case of Extraordinary situation.
5. The Carrier, in case of failure to meet the technical parameters by their vehicles, is fully liable for any possible damages to the rail infrastructure of the Siding and is obliged to reimburse any costs in relation to repairing the damages.
6. The issues related to damage or destruction of the rail infrastructure of the Siding shall be officially recorded by a committee consisting of representatives of both interested parties, chaired by a representative of the Operator.

13. Rights and Responsibilities of the Parties in Relation to Access to SIF

1. As part of making SIF available, the SIF Operator:
 - 1) Shall provide basic services for the benefit of the Carrier in accordance with these Regulations and the Agreement; ^[5]
 - 2) Is responsible for the condition of elements of railway to which the Carrier was provided access;
 - 3) Performs all the necessary technical and traffic activities as well as maintenance at the CS ŁKA signaling control, organizes and supervises them directly, as stipulated in the Regulations for Railway Siding Operation and other binding internal regulations;
 - 4) *Repealed* ^[3]
 - 5) Immediately informs the Carrier about Incidents and other operating events related directly to their Railway vehicle or an Employee of the Carrier;
 - 6) Immediately informs the Carrier of any situations that might disturb the provision of scheduled services at the SIF premises, in particular of:
 - a) Temporary technical and traffic limitations affecting scheduled shunting,
 - b) Any incidents that the Operator was informed will happen but had no means to prevent, such as: strikes, blocking of the passage, demonstrations, etc.,
 - c) *Blocking access to the Siding or stopping the Railway vehicle/train set as a result of failing to comply by this vehicle/train set, or the Employee of the Carrier operating it, with requirements specified in the binding legal regulations;* ^[3]
 - 7) *Shall inform by e-mail the Carrier with a concluded Contract of any changes in the binding regulations or instructions affecting the access to the servicing facility;* ^[3]
 - 8) *Repealed* ^[3]
 - 9) Has the right to dispose, at the cost of the Carrier, of any remains left after the performed activities, if the Carrier failed to do it despite an earlier call to do so;
 - 10) Gives to the drivers of powered Railway vehicles and other employees of the Carrier participating in provision of services on the SIF premises binding instructions in the scope of ensuring safety and shunting within the Siding area; such instructions may be given by Employees of the Operator such as CS ŁKA rail signal control operators, shunting crew members, rolling stock controllers;
 - 11) *Has the right to remove, at the cost and risk of the Carrier, the Railway vehicles, devices and equipment of the Carrier from the premises of the Siding in case of the service or the Contract termination and they are not removed by the Carrier within 5 working days from the service or the Contract termination;* ^[3]

- 12) Has the right to request explanation from the Carrier as to the way the Contract is to be performed in cases where there is a threat of its breach or a threat to safety of people, property or environment;
2. As part of using the service infrastructure premises the Carrier:
 - 1) Is not allowed to commission Shunting within the Operator's infrastructure to another rail carrier;
 - 2) Assumes full responsibility for the condition and working order of the Railway vehicles used on the SIF premises;
 - 3) Is obliged to observe the rules and meet the conditions for maintaining rail traffic as stipulated in the Ordinance of the Minister of Infrastructure of 18 July 2005 on general conditions of maintaining rail traffic and signaling (Dz. U. of 2015, item 360, as amended.) and in internal regulations specified in **Annex 2**;
 - 4) Ensures that their employees shall follow the orders of authorized Operator's Employees in the scope of shunting and safety at the Siding;
 - 5) Provides their employees, participating in the carrier process, with all the necessary documents and accessories specified in the regulations; the employees of the Carrier are obliged to have such documents and accessories with them while performing activities related to Shunting at the Siding;
 - 6) Immediately informs the Operator about Incidents and operating events at the Siding, related directly to their Railway vehicle/train set or Employees of the Carrier;
 - 7) Immediately informs the Operator about any incidents and events noticed at the railway premises, that pose or could pose any threat to the safety of rail traffic, people or property, other than specified in Art. 6);
 - 8) At a request of the Operator they document the qualifications and permissions of the Carrier's Employees and present documentation confirming the working order of the Railway vehicles used on the premises of the Siding.
 - 9) *In case of terminating the Contract, they remove within 5 working days from the date of terminating the Contract railway Vehicles, equipment and devices from the SIF premises; in case of failing to fulfill this requirement, the Carrier bears the cost of the removal of such Vehicles, equipment and devices by the Operator;*^[3]
 - 10) Informs the supervisor or the person in charge of Shunting at the Siding about the readiness to Shunt a Railway vehicle/train set after the activities related to service provision have been performed;
 - 11) Bears financial responsibility for removing by the Operator of any remains left after the performed activities related to service provision, if the Carrier failed to do it despite an earlier call to do so;

- 12) Has the right to request explanation from the Operator as to the way the Contract is to be performed in cases where there is a threat of its breach or a threat to safety of people, property or environment;
- 13) *Repealed* ^[3].
- 14) Should the Carrier not intend to exercise the right of access granted by the Operator, they shall notify the Operator thereof without undue delay ^[5].

14. Procedures implemented in case of railway incidents or other operating events in the territory of SIF

1. Each employee of the Carrier and of the Operator that has noticed that an incident or an operating event is likely to occur or has occurred, should:
 - 1) Use any possible and available means to eliminate the risk and prevent expansion of its reach, and limit consequences;
 - 2) Inform of this situation the supervisor of shunting operations in the Siding (an employee of CS ŁKA post), dispatcher and traction crews.
2. If rail events or operating events take place in SIF the Operator and the Carrier are obliged to:
 - 1) Cooperate to minimise negative consequences of these events;
 - 2) Cooperate to remove losses and render care to casualties;
 - 3) Cooperate to establish causes of the railway incidents and the operating events.
3. Causes and circumstances of the railway incidents and other operating events and responsibility for their consequences are established by a railway committee appointed by the Operator in consultation with the Carrier.
4. Detailed rules of procedure applied after the occurrence of the railway incidents and other operating events, including the way of establishing circumstances and causes of the incident (event) and operations of the railway committee are laid down in the regulation of the Minister of Infrastructure and Construction of 16 March 2016 on serious accidents, accidents and incidents in railway transport (Dz.U of 2016 item 369) and the Operator's internal regulations binding in the Siding (**Annex 2**), particularly including Instruction for procedures applied in cases of accidents, serious accidents and incidents (ŁKAr-9), Regulations of railway siding operations and Procedure No P/10-1-1 „Rules of procedures after an operating event”.

15. Coordination procedure and priority criteria

1. If the Operator has received a Request for access to SF and conclusion of Agreement or a Request for services as part of access to SF, which is in conflict with another request or refers to the capacity of the SF, which has already been allocated, the Operator shall try, by means of discussion and coordination with said applicants, to

ensure that all requests will be adjusted as best as possible. Any and all changes in the access rights already granted shall be dependent on a consent of a given applicant.

2. Should the capacity meeting the needs of an applicant be available as a result of the coordination procedure, the Operator shall neither reject requests due to lack of capacity nor indicate viable alternatives to the applicant.
3. The Operator shall consider various options allowing them to accommodate conflicting request. Such options must, if necessary, cover measures to maximize the capacity available at the SF to the extent to which any additional investments in resources or facilities are not required. Such measures may include:
 - proposing an alternative deadline,
 - changing opening hours or a shift system, where possible,
 - granting access to the facility in order to provide services for one's own needs.
4. The Operator shall determine priority criteria taken into consideration in the following order in the case of conflicting requests if such requests may not be accommodated after conducting the coordination procedure.
 - 1) agreements concluded and in force – priority access to services shall be granted to Carriers who have already concluded Agreements that are in force;
 - 2) date when a request was submitted – access to services shall be granted according to the order of the submitted requests for access to and conclusion of Agreement or Requests for services as part of access to SF;
 - 3) intention and possibility of using the capacity to which the request refers, together with any possible previous cases of failure to use the entire capacity allocated or a part thereof, as well as reasons for such failure to use it – priority access to services shall be granted to the Carrier who has used the capacity allocated before, and if each of the Carriers applying for it has failed to use the capacity in the case of previous requests, the value of the services ordered but not used shall be taken into consideration, in this case, priority shall be given to the request submitted by the Carrier whose value of unused services is lower;
 - 4) train paths related to services to which the request refers, which have already been allocated;
 - 5) priority criteria with regard to granting train paths.
5. If the Carrier's request may not be accommodated after conducting the coordination procedure, the Operator shall inform a given applicant and a regulatory body thereof without undue delay upon Carrier's request or according to the requirements of the Carrier's Member State.
6. In the cases referred to in section 5 above, the procedure of determining alternatives and refusal of access referred to in Articles 12 and 13 of Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and

rail-related services shall be applied nex. ^[5]

III. FINAL PROVISIONS

1. These Regulations of access to the servicing infrastructure facility, i.e. the railway siding „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew”, including Price list for services provided in relation to access to SIF enters into force on 10 December 2017.
2. Full text of the Regulations both in Polish and in English, including the annexes shall be published by the SIF Operator at: www.lka.lodzkie.pl.
3. The list of annexes to the SIF Regulations:
 - 1) Annex 1 – *Specification of elements of railway siding infrastructure: „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew”;*
 - 2) Annex 2 – *ŁKA” sp. Z o.o. internal regulations.* ^[3]
 - 3) Annex 3 – *The Siding Diagram.*
 - 4) Annex 4 – *The Diagram of rail traffic safety and control devices on the Siding.*
 - 5) Annex 5 – *Price list of services provided in the Railway Siding Servicing Infrastructure Facility.* ^[4]
 - 6) Annex 6 – *Application for access to the servicing infrastructure facility (SIF) and concluding a contract for services provided as part of the access.* ^[3]
 - 7) Annex 7 – *Application for services provided as part of access to SIF.* ^[3]
 - 8) Annex 8 – *Template of Agreement for access to SF* ^[3]

ANNEX 1

Characteristics of elements of rail infrastructure and description of technical characteristics of the SF: Railway siding "Technical Facilities of the Company „ŁKA” sp. z o.o. – Łódź Widzew”

1. Switch towers and technical posts in the Siding and their personnel:

- 1) The whole railway Siding infrastructure constitutes one switch tower.
- 2) The boundary of the tower crosses:
 - From the west (towards Łódź Fabryczna) – perpendicularly to the axis of track No 201, at the level of Tm 100 in km 4,921 line No 17 Łódź Fabryczna – Koluszki (km 0,053 of the siding),
 - From the east (towards Koluszki) – perpendicularly to the axis of track No 202, at the level of Tm 137 in km 5,751 line No 17 Łódź Fabryczna – Koluszki (km 0,886 of the siding).
- 3) Service of turnouts No 24 and 47 and the coupled derails No 24 and 47, as well as manoeuver shields Tm 15 and Tm 21, built on tracks No 201 and 202 respectively, is provided from switch tower LCS Łódź Widzew by employees of the administrator of PKP PLK S.A. infrastructure.
- 4) All turnouts of the Siding’s track system and railway traffic control devices within the Siding are remotely controlled from the Siding switch post referred to as „Control Centre” (abbreviated as: „CS”), which is located on the first floor of the inspection-repair hall in the siding.
- 5) Personnel of this post includes employees qualified as train dispatchers or signalmen.

2. Tracks in the Siding:

Track number	Purpose	Track total length			Track useful length in the east. / west. direction:			Capacity towards: in the east./west direction		Profil pdt. (‰)	Comments
		From	To	Length [m]	From	To	Length [m]	emu length 45,70 m (L-4268)	emu length 67,77 m (EN57)		
1	2	3	4	5	6	7	8	9	10	11	12
21 E	By-pass track	PR 105	PR 111	473	Tm131	(105 – t21)	370	8	5	0,00	
					Tm107	(t21 – 111)	349	7			
22 E	Storage track	KR 103	KR 113	483	Tm130	(105 – t22)	364	7	5	0,00	Layover and entering vehicle into traffic
					Tm106	(t22 – 111)	368	8			
23a E	By-pass / storage track	KR 101	b.h.z.	208	k.p.z.	(103–t23a)	137	2	2	0,00	Receiving arriving vehicle
					Tm103	k.p.z.	136				

Track number	Purpose	Track total length			Track useful length in the east. / west. direction:			Capacity towards: in the east./west direction		Profil pdt. (‰)	Comments
		From	To	Length [m]	From	To	Length [m]	emu length 45,70 m (L-4268)	emu length 67,77 m (EN57)		
23b E	Inspection-repair track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	Vehicle washing, cleaning, water supply, human waste removal, deicing
					b.h.z.	b.h.w.	139				
23c E	By-pass / storage track	b.h.w.	KR 116	255	Tm132	k.p.w.	142	3	2	0,00	
					k.p.w.	(t23c-113)	148				
24a E	By-pass / storage track	KR 101	b.h.z.	208	k.p.z.	(102-t24a)	146	3	2	0,00	Layover and entering vehicle into traffic
					Tm102	k.p.z.	139				
24b	Inspection-maintenance track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P2,P3, devices to measure wheel load, overhead crane, lathe trap door, lifting jacks
					b.h.z.	b.h.w.	139				
24c E	By-pass / storage track	b.h.w.	KR 115	209	Tm133	k.p.w.	146	3	2	0,00	
					k.p.w.	(t24c-112)	147				
25a E	By-pass / storage track	PR 104	b.h.z.	170	k.p.z.	(104-t25a)	113	2	1	0,00	Receiving arriving vehicle
					Tm105	(t25a-t25b)	109				
25b	Inspection-repair track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P1,P2, overhead crane,

Track number	Purpose	Track total length			Track useful length in the east. / west. direction:			Capacity towards: in the east./west direction		Profil pdt. (‰)	Comments
		From	To	Length [m]	From	To	Length [m]	emu length 45,70 m (L-4268)	emu length 67,77 m (EN57)		
25c E	Storage track	b.h.w.	PR 110	170	Tm129	k.p.w.	113	2	1	0,00	platform, wheel sets' wear and tear testing stand, sand filling, cleaning
					k.p.w.	(t25c-110)	114				
26a E	Storage track	KR 102	b.h.z.	176	k.p.z.	(104-t26a)	114	2	1	0,00	Layover and entering vehicle into traffic
					Tm104	k.p.z.	113				
26b E	Inspection-repair track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P1, cleaning, ticket machine servicing, overhead crane
					b.h.z.	b.h.w.	139				
26c E	Storage track	b.h.w.	KR 112	178	Tm128	k.p.w.	105	2	1	0,00	
					k.p.w.	(t26c-110)	115				
27 E	Storage / holding / track	b.k.o.	KR 116	246	Tm135	zas.k.o.	156	3	2	0,00	Layover and entering vehicle into traffic
					zas.k.o.	(t27-114)	156				
28 E	Storage / holding / track	b.k.o.	PR 114	229	Tm134	zas.k.o.	159	3	2	0,00	Layover and entering vehicle into traffic
					zas.k.o.	(t28-114)	159				
201 E	Graded track	PR 24*)	PR 101	117	Tm101	(24-t201)	57	1	0	0,00	

Track number	Purpose	Track total length			Track useful length in the east. / west. direction:			Capacity towards: in the east./west direction		Profil pdt. (‰)	Comments
		From	To	Length [m]	From	To	Length [m]	emu length 45,70 m (L-4268)	emu length 67,77 m (EN57)		
<u>202</u> E	Graded track	PR 116	PR 47*)	157	Tm21	(116–t202)	101	2	1	0,00	
					Tm136	(t202–47)	100				

Abbreviations used in the table: Tm 107 – Manoeuvre shield, (t21–111) or (116–t202) – axle counter number, Wk – derail, PR – turnout starting point, KR – turnout ending point, b.h.z. – the hall gate from the western direction, b.h.w. – the hall gate from the eastern direction, b.k.o. – buffer stop beam, zas.k.o. – start of backfill before the buffer stop, k.p.z. – the edge of the passage along the hall on the western side, k.p.w. – the edge of the passage along the hall on the eastern side, *) – Łódź Widzew Station turnout, 201 – number of the track not included in the Siding capacity, E – electrified track.

- 1) The Siding's total length is **3 835 m**;
- 2) The Siding's capacity – maximum number of rail vehicles that can be simultaneously held on the Siding's tracks (excluding grading, by-pass and inspection-repair tracks), which however allows to maintain the Siding's full operating efficiency (taking into account the operating reserve ratio: „0,6”) – is:
 - a) For emu Flirt 3 type (length: 45,70 m) – **22 vehicles**,
 - b) For emu EN 57 type (length: 64,77 m) – **15 vehicles**.

3. Turnouts and catch points in the Siding and tournouts towards the Siding:

Number, kind and type of turnout, type of the point lock	Derail number	General location of the switch/derail	Owned by the following switch tower	Shunting method: electr. (e), manual (r), mech. (m)	Turnout equipped with EOR (yes / no)	Lighting of swith / derail (no / continuous / periodic)	Additional information
1	2	3	4	5	6	7	8
24, Rz-60E1-1:9-300, suw.	-	On truck No 104	LCS ŁW	E	Yes	Continuous	Service and maintenance by PKP PLK
101, Rld-49E1-1:9-300, suw.	-	On turnout No 103	CS	E	Yes	Continuous	External inspections of the tournouts (twice a week: on Mondays and Thursdays)
102, Rz-49E1-1:9-190, suw.	-	On truck No 24a	CS	E	yes	Continuous	

Number, kind and type of turnout, type of the point lock	Derail number	General location of the switch/derail	Owned by the following switch tower	Shunting method: electr. (e), manual (r), mech. (m)	Turnout equipped with EOR (yes / no)	Lighting of swith / derail (no / continuous / periodic)	Additional information
103, Rz-49E1-1:9-190, suw.	-	On truck No 23a	CS	E	yes	Continuous	
104, Rz-49E1-1:9-190, suw.	-	On truck No 25a	CS	E	yes	Continuous	
105, Rz-49E1-1:9-190, suw.	-	On truck No 21	CS	E	yes	continuous	
110, Rz-49E1-1:9-190, suw.	-	On truck No 25c	CS	E	yes	continuous	
111, Rz-49E1-1:9-190, suw.	-	On truck No 21	CS	E	yes	continuous	
112, Rz-49E1-1:9-190, suw.	-	On truck No 24c	CS	E	yes	continuous	
113, Rz-49E1-1:9-190, suw.	-	On truck No 23c	CS	E	yes	continuous	
114, Rz-49E1-1:9-190, suw.	-	On truck No 27	CS	E	yes	continuous	
115, Rz-49E1-1:9-190, suw.	-	On turnout No 113	CS	E	yes	continuous	
116, Rz-49E1-1:9-190, suw.	-	On turnout No 115	CS	E	yes	continuous	
47, Rz-49E1-1:9-190, suw.	-	For track No104	LCS ŁW	E	yes	continuous	Service and maintenance by PKP PLK
-	Wk 24	Należona	LCS ŁW	E	-	continuous	Service and maintenance by PKP PLK
-	Wk 47	Należona	LCS ŁW	E	-	continuous	Service and maintenance by PKP PLK

Abbreviations used in the table: Rz – ordinary turnout, Rld – two-sided flexure turnout, 49E1 – turnout type, suw. – slide-chair point lock, Wk – derail, CS – symbol of the switch in the Siding (Control Centre), e – electricity-driven shift of the switches.

4. Security and traffic control devices in the Siding:

- 1) External STC devices erected by or on the tracks of the Siding include: switch drives with control of switch blades positioning EEA-5 type, derails, luminous manoeuver shields (signal lanterns EHA-22 type), indicators, wheel sensors ELS-95 type of the axle counter system (SOL-21) designated to control availability of tracks and turnouts and cable network with casing (cable cabinets, cable cots, cable boxes).
- 2) Internal railway traffic control devices shall mean some of the STC devices held in separate closed premises of the inspection-repair hall in the depot (microprocessing facility) and in the room where computer-controlled interlocking system is kept (control room), which fulfill conditions of safe management of the railway traffic; they are controlled from the control point at the operator's post, or operate automatically based on the received external control signals. The internal STC devices include: computer zależnościowy, object controllers, cabinet with internal devices of the axle counter system EAS-4 type, power supply system supporting devices in the Siding, computer control and set-up unit.
- 3) The internal STC devices are connected with external devices which they control, processing data on their state and operations.
- 4) Computer system of STC devices *EBI* Lock 950 version 4, with controllers STC-2 is used in the Siding.
- 5) *EBI* Screen 300W subsystem is used in *EBI* Lock 950 v. 4 interlocking system at the operator's post; it operates as a local computer desktop, na stanowisku operatorskim, jako miejscowy komputerowy pulpit nastawczy stosowany jest podsystemem.
- 6) STC devices in the Siding are supplied by two independent networks through a UPS power supply system.
- 7) The Diagram of rail traffic security and control equipment in the Siding constitutes **Annex 4** to the Regulations.
- 8) The list of manoeuver shields used in the Siding is presented in the table below:

Name	Symbol	Purpose	Method and entity that provides this service	Comments
1	2	3	4	5
Manoeuver shield	Tm 100	Exit from LCS ŁW from the east towards track 201	Electric, CS	
Manoeuver shield	Tm 101	Exit from track 201 towards depot tracks	Electric, CS	
Manoeuver shield	Tm 102	Exit from track 24a towards track 201	Electric, CS	
Manoeuver shield	Tm 103	Exit from track 23a towards track 201	Electric, CS	
Manoeuver shield	Tm 104	Exit from track 26a towards track 201	Electric, CS	
Manoeuver shield	Tm 105	Exit from track 25a towards track 201	Electric, CS	
Manoeuver shield	Tm 106	Exit from track 22 towards track 201	Electric, CS	
Manoeuver shield	Tm 107	Exit from track 21 towards track 201	Electric, CS	
Manoeuver shield	Tm 128	Exit from track 26c towards track 202	Electric, CS	
Manoeuver shield	Tm 129	Exit from track 25c towards track 202	Electric, CS	
Manoeuver shield	Tm 130	Exit from track 22 towards track 202	Electric, CS	
Manoeuver shield	Tm 131	Exit from track 21 towards track 202	Electric, CS	
Manoeuver shield	Tm 132	Exit from track 23c towards track 202	Electric, CS	
Manoeuver shield	Tm 133	Exit from track 24c towards track 202	Electric, CS	
Manoeuver shield	Tm 134	Exit from track 28 towards track 202	Electric, CS	
Manoeuver shield	Tm 135	Exit from track 27 towards track 202	Electric, CS	
Manoeuver shield	Tm 136	Exit from track 202 towards depot tracks	Electric, CS	
Manoeuver shield	Tm 137	Exit from LCS ŁW from the east towards track 202	Electric, CS	
Manoeuver shield	Tm 15	Exit from track 201 towards LCS ŁW (from the west)	Electric, LCS ŁW (PKP PLK S.A.)	
Manoeuver shield	Tm 21	Exit from track 202 towards LCS ŁW (from the east)	Electric, LCS ŁW (PKP PLK S.A.)	

5. Level crossings in the Siding area:

- 1) In the immediate vicinity of the Siding, outside its premises on the north side, on the level intersection of the additional main track no. 104 of the Łódź Widzew station and an internal access road leading from Lawinowa street to the Technical Facilities, a category F level road and pedestrian crossing has been set up, remotely operated by a member of the crew of the Siding switching post (CS ŁKA):

Level crossing location (pedestrian crossing)		Level crossing (pedestrian crossing) category	Distance between the level crossing (pedestrian crossing) and the control facility [m]	Security device on the level crossing (pedestrian crossing)	Comments (entity responsible for the crossing maintenance)
Km	No of the tracks where the crossings are located				
1	2	3	4	5	6
5,067 (Line No 17)	104	F	300,0 m (Control Centre)	This level crossing is supplied with gates which remain closed, and are opened by the user if needed and after receiving permission of the train dispatcher of the control room at LCS Łódź Widzew	Detailed procedure of operation and maintenance of the level crossing is regulated by provisions of regulations governing the operation of the road or pedestrian level crossing, agreement for the use of the level crossing made between the user of the siding and the administrator of infrastructure, as well as lease agreement made between the user of the siding and company Stadler Polska sp. z o.o.

- 2) To combine the railway transport with the car transport in the Siding, to ensure its efficient operations, outside of the inspection-repair hall, along the walls with the entry gates, intertrack space of the tracks No 23a, 24a, 25a, 26a (length: 8 m) and tracks No 23c, 24c, 25c, 26c, 27 and 28 (length: 84 m), has been hardened to the rail level. Additionally, to enable entry for the rail-road vehicle to designated tracks, the intertrack space of the tracks No 23a, 24a, 25a, 26a, in 0,278 km, just like in the previous case, it has been hardened to the rail level at the length of 6 m.

6. Lighting system in the Siding:

- 1) To illuminate open rail objects, such as tracks, turnouts, level crossings, pedestrian crossings at the rail level and facilities situated next to the rail track, a 'railway' type of luminaires for compensated sodium lamps Boyen 150 W, IP \geq 65 is used in the Siding.
- 2) The railway type of luminaires is used in every location where there is a risk of confusing the light emitted by the light casing with a signal for rail vehicles displayed on the signalling device. This type of casing conforms with the requirements laid down by PKP PLK S.A. in „Normative Document No 01-5/ET/2008 (Luminaires)”.
- 3) The method of suspending and arrangement of the luminaires in the Siding provides appropriate and normative parameters of facility lighting, it does not cause glare to train drivers nor impacts visibility and ability to recognise commands of the rail signalling system.
- 4) The lighting in the Siding is controlled automatically in terms of the function of its illuminance and time, with an option of manual control. oświetleniem na
- 5) The luminaires are mounted on semi-circular short – 0,5 m rail joibs, on spun posts, at the level of approx. 10,5 m above the ground level.
- 6) The accepted lowest average illuminance is 10 lx, with the evenness of lighting greater than 0,25.
- 7) The list of the lamp posts in the Siding, including their technical details and the method of illuminating the facility and interiors of the inspection-repair hall, is presented in tables 1 and 2:

Table 1

No.	Post No	Post type	Type symbol / arm length / angle of the jib	Type of illuminance	Light source type	The way to control switch on and off functions
1.	1/1	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
2.	1/2	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
3.	1/3	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
4.	1/4	EOP 10,5/2,5	WR 2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
5.	1/5	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
6.	1/6	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
7.	1/7	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
8.	1/8	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
9.	1/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
10.	1/10	EOP10,5/2,5	WR 1/250/5°	1 *BOYM.S.150	1 * HST 150W	Autom. control
11.	2/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
12.	2/2	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
13.	2/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
14.	2/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
15.	2/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
16.	2/6	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
17.	2/7	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
18.	3/1	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
19.	3/2	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
20.	3/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
21.	3/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
22.	4/1	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
23.	4/2	EOP12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
24.	4/3	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
25.	4/4	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
26.	4/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
27.	4/6	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
28.	4/7	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
29.	4/8	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
30.	4/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
31.	5/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
32.	5/2	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control

No.	Post No	Post type	Type symbol / arm length / angle of the jib	Type of illuminance	Light source type	The way to control switch on and off functions
33.	5/3	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
34.	5/4	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
35.	5/5	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
36.	5/6	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
37.	5/7	EOPIO,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
38.	5/8	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
39.	5/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
40.	6/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
41.	6/2	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
42.	6/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
43.	6/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
44.	6/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
45.	6/6	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
46.	6/7	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
47.	6/8	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
48.	6/9	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
49.	6/10	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
50.	6/11	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control

Note: (*) All luminaires are supplied with passive power compensation system.

Table 2

Location of the light points	Type of lighting	Number of lamps	The way to control switch on and off functions	Comments
Lighting on the facility				
Above entry gates - POWERLUG2 1x150 W floodlight prod. LUG with asymmetric reflector	metal-halide	8	Controlled automatically	
On the longitudinal wall from track 22 direction – floodlight: e.g. SONPACK LX type 1x 70 W prod. THORN with asymmetric reflector	metal-halide	25	Controlled automatically	
On the northern wall of the warehouse - floodlight POWERLUG2 1x150 W prod. LUG with asymmetric reflector	metal-halide	5	Controlled automatically	
Lighting in the hall				
Main: suspended luminaire high - bay type Mitra New prod. ELGO	metal-halide HIT/400 W	100	Manual	Selected
Lighting under fixed servicing platforms – industrial luminaire – suspended COSMO type prod. ES-SYSTEM 2x T8/58 W	fluorescent	34	Manual	
Lighting in the canals and foundations of the equipment - NEPTUN PC T8 type, prod. LUXIONA POLAND	fluorescent	240	Manual	

7. Signals, indicators and information boards in the Siding:

Type	Symbol	Concerns the following tracks / turnouts	Purpose	Comments
1	2	3	4	5
Track closing signal	Z1 „Stop”	Tracks 27, 28	Marking of the end point which trains may reach before the bumper.	
Indicator on electrified track	We 4	Tracks 24b, 25b	Entry of electric traction vehicles on these tracks is banned	Indicators displayed on the right side of tracks No 24a and 24c and 25a and 25c, looking towards tracks No 24b and 25b

Type	Symbol	Concerns the following tracks / turnouts	Purpose	Comments
Indicator on electrified track	We 4	Tracks 27, 28	Movement of electric traction vehicles towards the sand backfill and buffer stops which mark the end of these tracks is banned.	Indicators displayed on the right side of these tracks before sand backfill, looking at the buffer stops.
Stopping shield	D1 „Stop”	Entry/exit gates / to the hall and to the Siding (tracks 201, 202)	Shunting movement is banned – the gate is closed	Image of the signal is painted on the entry gates, and is visible on both sides of the gate
Fouling point	W 17	Turnouts No: 101, 102, 103, 104, 105, 110, 111, 112, 113, 114, 115, 116.	Identifies the end point that can be reached to occupy two adjacent tracks with the rolling stock	
Radio channel indicator	W 28	Concerns the whole area of the Siding	Identifies the place where radio channel is changed from the shunting channel to the train one (R 7) during exit from the Siding	Indicators displayed on the right side of tracks No 201 and 202 at the exit from the Siding, background with the information on the radio channel number towards the Siding
Indicators informing that the network inside the hall (along the track) is under voltage	-	Tracks 23b and 26b	Inform whether the track traction network is under voltage (red colour) or not (white colour)	Indicators are displayed along these tracks, there are 20 pcs in total (5 pcs on each side of the track).
Indicators informing that the network at the entry / exit to / from the hall is under voltage	-	Tracks 23b and 26b	Inform whether the track traction network is under voltage (white colour: electric traction vehicle is allowed to move), red colour: electric traction vehicle is not allowed to move)	Indicators are displayed at the exit from the hall, on the right sight of these tracks (looking towards train movement direction). IMPORTANT: Display of white colour light on the indicator shall not mean that the electric traction vehicle is allowed to move (see points 6.2.20).

- 1) Manoeuvre shields used in the Siding have been described in paragraph 4 of Annex 1.
- 2) Indicators, stopping shields, buffer shields and information board used in the Siding are not additionally limited during night time.

8. Overhead contact network in the Siding:

A description of components of the overhead catenary on the Siding, layout plan and operation manual of catenary disconnectors can be found in attachment no. 4 to the Siding Work Regulations, while rules governing the maintenance of overhead catenary are specified in the Instructions for the maintenance, operation

and work safety in respect of 3 kV direct current overhead catenary power devices (ŁKAet-32).

ANNEX 2

„ŁKA” sp. z o.o. internal regulations

1. Instruction for the train driver and train driver assistant in the train driver crew (ŁKAm-4),
2. Instruction for maintenance and operation of train and shunting radio communication devices (ŁKAr-7),
3. Instruction for organisation of shunting operations and arranging railway carriages (ŁKAr-8),
4. Instruction for procedures applied in cases of accidents, serious accidents and incidents (ŁKAr-9),
5. Instructions for the maintenance, operation and work safety in respect of 3 kV direct current overhead catenary power devices (ŁKAet-32)
6. Railway Siding: Technical Depot of “ŁKA” sp. z o.o. – Łódź Widzew
7. OHS regulation for the facility – ŁKA Technical Depot.
8. Procedure No. P/10-1-1 “Procedures in case of an operating event”.

ANNEX 3

The siding diagram

The Diagram of rail traffic security and control equipment in the Siding

Price list of services provided in the railway siding servicing infrastructure facility

Application for access to the servicing infrastructure facility (SIF) and concluding a contract for services provided as part of the access

