

List of internal regulations applicable to applicants and railway undertakings using the railway infrastructure managed by PKP Polskie Linie Kolejowe S.A.

No.	Name of the instruction	Letter symbol	Information on the period of validity, introduction and change
1	Railroad Accident, Incidents and Incidents Manual	Ir-8	<p><u>Effective from 1st September 2016.</u></p> <p>Introduced by Resolution No. 686/2016 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 12th July 2016 on the introduction of the " Railroad Accident, Incidents and Incidents Manual Ir-8". Newsletter of PKP Polskie Linie Kolejowe S.A. No. 5, item 14 of 30th August 2016.</p> <p><u>Changes:</u></p> <p>Resolution No. 434/2017 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 10th April 2017, Newsletter of PKP Polskie Linie Kolejowe S.A. No. 6, item 7 of 12th April 2017.</p>
2	Instruction on control of passenger and freight trains route	Ir-14	<p><u>Effective from 1st January 2012.</u></p> <p>Introduced by Resolution No. 45/2011 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 20th December 2011 on the introduction of the "Instruction on control of passenger and freight trains route Ir-14". Newsletter of PKP Polskie Linie Kolejowe S.A. No. 1, item 5 of 1st January 2012.</p> <p><u>Changes:</u></p> <p>Resolution No. 50/2014 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 9th December 2014, Newsletter of PKP Polskie Linie Kolejowe S.A. No. 13, item 31 of 18th December 2014.</p>
3	Instruction on railway technical emergency service	Ir-15	<p><u>Effective from 3rd October 2013.</u></p> <p>Introduced by Resolution No. 21/2013 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 3rd October 2013 on the introduction of the "Instruction on railway technical emergency service Ir-15". Newsletter of PKP Polskie Linie Kolejowe S.A. No. 4, item 8 of 29th October 2013.</p> <p><u>Changes:</u></p> <p>1) Resolution No. 176/2016 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 2nd March 2016, Newsletter of PKP Polskie Linie Kolejowe S.A. No. 3, item 7 of 24th March 2016.</p> <p>2) Resolution No. 1265/2017 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 21st December 2017, Newsletter of PKP Polskie Linie Kolejowe S.A. No. 17, item 30 of 29th December 2017.</p>
4	Instruction on ensuring railway operations in winter	Ir-17	<p><u>Effective from 1st October 2016.</u></p> <p>Introduced by Resolution No. 763/2016 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 9th August 2016 on the introduction of the "Instruction on ensuring railway operations in winter Ir-17". Newsletter of PKP Polskie Linie Kolejowe S.A. No. 5, item 16 of 30th August 2016.</p>
5	Rules for organisation and granting rail road closures	Ir-19	<p>Introduced by Resolution No. 884/2017 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 28th August 2017 on the introduction of the "Rules for organisation and granting rail road closures Ir-19". Newsletter of PKP Polskie Linie Kolejowe S.A. No. 10, item 12 of 4th September 2017.</p> <p><u>Changes:</u></p> <p>Resolution No. 905/2018 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 13th November 2018. Newsletter of PKP Polskie Linie Kolejowe S.A. No. 8, item 14 of 16th November 2018.</p>

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6	Train Timetable Instruction	Ir-11	<p>Effective from <u>1st January 2016</u>, subject to §21 - "Train numbering" in the "Instruction on train timetable Ir-11" applies after the amendment of the Regulation of the Minister responsible for transport on general terms and conditions of managing rail traffic and signalling in this regard, as of the date specified in the decision of the Vice-President of the Management Board - PKP Polskie Linie Kolejowe S.A. Director for Operational Affairs.</p> <p>Introduced by Resolution No. 1200/2015 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 15th December 2015 on the introduction of the " Train Timetable Instruction Ir-11".</p>
7	Technical and operational guidelines for devices for the detection of states of emergency in rolling stock	le-3	<p>Effective from <u>14th July 2014</u>.</p> <p>Introduced by Resolution No. 15/2014 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 1st July 2014 on the introduction of the " Technical and operational guidelines for devices for the detection of states of emergency in rolling stock le-3". Newsletter of PKP Polskie Linie Kolejowe S.A. No. 6, item 11 of 14th July 2014.</p>
8	Instruction for the organization and use of radiotelephone networks	le-14 (E-36)	<p>Effective from <u>26th May 2005</u>.</p> <p>Introduced by Resolution No. 22 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 27th December 2004 on the introduction of the " Instruction for the organization and use of radiotelephone networks le-14 (E-36)". Newsletter B of PKP Polskie Linie Kolejowe S.A. No. 5, item 16 of 12th May 2005.</p> <p><u>Changes:</u> Resolution No. 41/2015 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 13th August 2015. Newsletter of PKP Polskie Linie Kolejowe S.A. No. 16, item 21 of 31st August 2015.</p>
9	Technical conditions of maintaining pavement on railway lines	Id-1	<p>Effective from <u>1st August 2005</u>.</p> <p>Introduced by Resolution No. 14 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 18th May 2005 on the introduction of the "Technical conditions of maintaining pavement on railway lines Id-1 (D-1)". Newsletter B of PKP Polskie Linie Kolejowe S.A. No. 2, item 15 of 10th June 2005.</p> <p><u>Changes:</u> Resolution No. 1223/2015 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 22nd December 2015, Newsletter of PKP Polskie Linie Kolejowe S.A. No. 21, item 30 of 30th December 2015.</p>
10	Rules of entry into railway area managed by PKP Polskie Linie Kolejowe S.A.	Id-21	<p>Effective from <u>10th December 2010</u>.</p> <p>Introduced by Resolution No. 27/2010 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 6th December 2010 on the introduction of the "Rules of entry into railway area managed by PKP Polskie Linie Kolejowe S.A.". Newsletter of PKP Polskie Linie Kolejowe S.A. No. 5, item 17 of 10th December 2010.</p> <p><u>Changes:</u></p> <ol style="list-style-type: none"> 1) Resolution No. 15/2011 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 26th April 2011, Newsletter of PKP Polskie Linie Kolejowe S.A. No. 2, item 8 of 5th May 2011. 2) Resolution No. 26/2012 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 19th November 2012. Newsletter of PKP Polskie Linie Kolejowe S.A. No. 7, item 17 of 22nd November 2012. 3) Resolution No. 27/2013 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 26th November 2013. Newsletter of PKP Polskie Linie Kolejowe S.A. No. 5, item 10 of 27th November 2013.

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11	Rules of organization of railway crisis management system during occurrence of threats and crisis situations on railway lines managed by PKP Polskie Linie Kolejowe S.A. and in buildings and structures designed to service people and things.		<p><u>Effective from 30th October 2017.</u></p> <p>Introduced by Resolution No. 1057/2017 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 30th October 2017 on the organization of the railway crisis management system and monitoring of the current operating and transport work on railway lines managed by PKP Polskie Linie Kolejowe S.A. and in buildings and structures designed to service people and things.</p>
12	Rules of monitoring the current operating and transport work and procedures during occurrence of threats and crisis situations and other events on railway lines managed by PKP Polskie Linie Kolejowe S.A. and in buildings and structures designed to service people and things.		<p><u>Effective from 30th October 2017.</u></p> <p>Introduced by Resolution No. 1057/2017 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 30th October 2017 on the organization of the railway crisis management system and monitoring of the current operating and transport work on railway lines managed by PKP Polskie Linie Kolejowe S.A. and in buildings and structures designed to service people and things.</p>
13	Requirements for carbon materials allowable for use in pantograph contact strips to make contact with the overhead contact lines of managed by PKP Polskie Linie Kolejowe S.A.	let-4	<p><u>Effective from 18th January 2010.</u></p> <p>Introduced by Resolution No. 20/2010 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 18th January 2010 on adoption of Resolution No. 1/2010 introducing the "Requirements for carbon materials allowable for use in pantograph contact strips to make contact with the overhead contact lines of managed by PKP Polskie Linie Kolejowe S.A. let-4"</p>