

Regulations for emergency substitute carriage deployed by RUs

1. In the case of restrictions in use of railway infrastructure for which train path capacity has been allocated by the reasons laying on PLK side, the RU may provide passenger service using substitute carriage, means of road transport, suited to number of passengers, provided by road carrier who has a licence for domestic road transport or by a contractor who possesses a taxi licence.
2. Planning of substitute carriage caused by planned track possessions is done within the process of preparation and agreeing of ZRJ, referred to in subchapter 4.8.2. par. 6. The territorially relevant PLK regional branch of Railway Traffic Management Centre appoints an organizational unit of PLK which is burdened by RU with the cost referred to in par. 3.
Employees of PLK's organizational units cooperate with RU's employees in determining place of stops of substitute carriage within railway area managed by PLK.
3. PLK covers additional costs of substitute carriage introduced by RU if trains carrying passengers were cancelled in substitute timetable due to reasons attributable to PLK. The additional costs referred to above are understood as the difference between documented in invoices full costs incurred by RU for providing substitute carriage service by a road carrier, including hiring a road vehicle with a driver and costs for minimal access to railway infrastructure (on the section, on which the train was cancelled), that would be incurred by RU in case of performing train carriage without any restrictions in using railway infrastructure.
In order to settle the costs of substitute carriage, the RU will be required to submit a declaration on the effectiveness and rationality of the substitute carriage organization and declaration on non-reimbursement of the additional costs of substitute carriage by mass transit organizer.
4. The costs of substitute carriage are settled in accordance with Contract provisions. In case of carrying out investment works by PLK in locations connected with the implementation of OPI&E [Operational Programme Infrastructure and Environment], CEF [Connecting Europe Facility] or POPW [Operational Programme of Eastern Poland], settlement of costs of substitute carriage shall take place exclusively on the basis of a separately concluded agreement, within secured financial resources.
5. Run of substitute carriage by RU, caused by potentially dangerous events or situations or unplanned track possessions, not included in ZRJ, is executed by operational coordination with relevant regional branch of PLK's Railway Traffic Management Centre (according to **Appendix 4.3**). Before introducing substitute carriage, the RU must inform the relevant regional branch of Railway Traffic Management Centre giving the following information:
 - 1) day and hour of substitute carriage introduction;
 - 2) specification of trains replaced by substitute carriage;
 - 3) route of substitute carriage.The aforementioned information should also be submitted in electronic form to the e-mail address of the relevant PLK's Railway Traffic Management Centre.