

Rules for operation on railway lines, for sections not included in official timetables

1. The use of lines/line sections, for which, timetable is not prepared due to technical condition of the line, is executed according to the principles included in par. 2-7.
2. The railway undertaking applies for the use of the line sections listed in Appendix 1.3 to [The Statute of PLK's Railway Network](#) PKP Polskie Linie Kolejowe S.A. to relevant PLK's railway lines plant, whereby the plant is obliged to consider the application within the period not longer than 5 calendar days from submitting it, on condition of providing the information specified in par. 3 of the A written application which does not meet the requirements referred to in par. 3, gives no right to any claims to PLK concerning journeys preparation on lines/line section listed in the application.
3. The application referred to in paragraph 2 must include:
 - 1) indication of the PLK railway lines plant to which the line/line section belongs; when the line/line section belongs to two or more railway lines plants, the application can be submitted to any of them;
 - 2) the name, headquarters and address of the applicant (railway undertaking);
 - 3) the date of preparing the application;
 - 4) the specification of lines/line sections requested by the railway undertaking to be used;
 - 5) the time period of use of lines/line sections for train journeys;
 - 6) in the case of freight transport, to specify the type of cargo;
 - 7) declaration of the amount of work in service in train-kilometres (pockm) on the line/segment;
 - 8) indication of the parameters of the carrier's trains, including the type of trains, traction type, gross weight of trains, number of coaches and length of trains, axle load;
 - 9) suggestion of traffic schedule, allowing execution of journeys at the requested lines/line sections or on adjacent line sections.
4. After processing of technical, organisational, operational and economic aspects – in agreement with the railway undertaking on technical and operational conditions and coverage of expenses connected with it, the relevant PLK railway lines plant, prepares regulations concerning traffic management on the line/line section for which timetable is not prepared. The above-mentioned regulations will be prepared in accordance with rules and conditions of railway traffic management specified in the [Decree of the Minister of Infrastructure of 18 July 2005 on general conditions concerning railway traffic management and signalling](#) as well as PLK's internal regulations indicated in **appendices 3.1 and 3.2**.
5. Preparation costs of regulations concerning traffic management on the line/line section for which timetable is not prepared are borne by the railway undertaking.
6. Regulations concerning traffic management on line/line section for which a timetable is not prepared – developed in a way described above and approved according to PLK's internal regulations – are the basis for preparing access contract for use of the line/line section for which a timetable is not prepared.
7. In the contract referred to in par. 6, an access charge for use of the line/line section for which a timetable is not prepared, is determined on the basis of separate calculation, including:
 - 1) the necessary costs of adaptation of the line/line section to traffic operations;
 - 2) operational and maintenance costs of the line/line section in the part that is recognised as a direct result of a particular train journey.

In the event of subsequent use of these sections, during the period of the relevant timetable, by other railway undertakings, part of these costs will be proportionally reimbursed to the first operator who covered the entire preparation of the line/segment.

In the case of a line/line section where timetable preparation was possible during the last timetable period, the unit rates of basic charge for minimum access to railway infrastructure are applied.

8. In addition to the railway undertaking, the application referred to in paragraph 2 may be made by any other party interested in the provision of the journeys. In this case, the entity may bear the costs referred to in paragraph 7(1) on the basis of a separately concluded agreement.