PKP POLSKIE LINIE KOLEJOWE S.A.

Zarządca narodowej sieci linii kolejowych

NETWORK STATEMENT
2025/2026

Network Statement 2025/2026 adopted for implementation under Resolution No. 983/2024 of the Management Board of PKP Polskie Linie Kolejowe S.A. of 22.10.2024.

Owner:
PKP Polskie Linie Kolejowe S.A.
ul. Targowa 74
03-734 Warszawa
www.plk-sa.pl

Published by:
PKP Polskie Linie Kolejowe S.A.
Centrala
Biuro Sprzedaży
ul. Targowa 74
03-734 Warszawa
e-mail: regulamin@plk-sa.pl, ius@plk-sa.pl

All rights reserved.
Modification, marketing, publishing, copying and distribution for commercial purposes of this Network Statement in whole or part without prior consent from PKP Polskie Linie Kolejowe S.A. are strictly prohibited.

Version control

Version number	Version date	Changes
1	10.12.2024	List of annexes Subchapters: 3.1, 3.4.1 Annexes: 2.16, 3.1, 3.2, 6.3, 6.10, 9.1, 9.2, 9.3, 15
2	02.01.2025	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.16, 2.18, 13
3	21.01.2025	Subchapter: 5.3 Annexes: 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.14, 2.15, 2.16, 2.18, 13
4	11.02.2025	Annexes: 1, 2.1, 2.5, 2.6, 2.8, 2.10, 2.12, 2.13, 2.18, 5.3 (correction), 8.1, 13
5	25.02.2025	Annexes: 1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.14, 2.15, 2.18, 3.1, 4.3, 5.3 (second correction), 13
6	26.03.2025	Annexes: 3.1, 3.2, 6.10, 13
7	31.03.2025	Annexes: 1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.14, 2.15, 2.18, 5.3 (third correction)
8	09.04.2025	Annexes: 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.8, 2.10, 2.12, 2.18, 3.1, 13
9	16.05.2025	Annexes: 3.1, 3.2, 5.2, 13
10	02.06.2025	List of annexes Glossary Subchapters: 3.4.1, 6.3.3 Annexes: 3.1, 3.2, 12, 13
11	10.06.2025	Annexes: 1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.14, 2.15, 2.18, 5.3 (fourth correction)
12	27.06.2025	Annexes: 2.1, 2.5, 2.6, 2.7, 2.10, 2.12, 2.18, 3.1, 6.1, 13
13	11.07.2025	Annexes: 1, 2.1, 2.5, 2.6, 2.7, 2.8, 2.10, 2.18, 5.3 (fifth correction)
14	31.07.2025	List of annexes Subchapters: 1.7.1, 2.1, 2.3.5, 2.3.7, 2.3.11, 2.3.12, 2.4, 3.1, 3.4.1, 4.10, 6.2, 6.3.3, Annexes: 2.2, 2.3, 3, 15
15	29.08.2025	Annexes: 3, 13
16	16.09.2025	Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.14, 2.15, 2.18, 13
17	01.10.2025	Subchapters: 4.5.3, 5.7.3, 6.3.3, 6.4 Annexes: 2.17, 3
18	13.10.2025	Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.14, 2.18
19	31.10.2025	Subchapter: 2.4 Annexes: 3, 6.2, 6.7, 6.9, 6.10
20	18.11.2025	Subchapters: 3.4.1, 3.4.3, 4.2, 5.6, 6.3.1 Annexes: 6.2, 9.1, 9.3, 10

21	09.12.2025	Annexes: 1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16, 2.18, 3, 10, 13
22	02.01.2026	Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.14, 2.15, 2.17, 2.18, 3, 13
23	14.01.2026	Subchapters: 3.4.1, 6.3.3, 7.3.2 Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.8, 2.12, 2.18, 4.3, 5.3 (sixth correction), 13
24	23.01.2026	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.18, 4.1, 4.2
25	30.01.2026	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.8, 2.10, 2.18, 5.3 (seven correction), 13
26	25.02.2026	Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.8, 2.10, 2.12, 2.18, 9.3, 13
27	03.03.2026	Subchapter: 1.1 Annex: 2.3
28	10.03.2026	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.18, 9.3, 13
29	02.04.2026	Subchapters: 2.3.9, 5.7.2, 7.3.2 Annex: 13
30	13.04.2026	Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16, 2.17, 2.18, 13
31	23.04.2026	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.18, 3
32	07.05.2026	Annexes: 2.1, 2.2, 2.4, 2.6, 2.7, 2.8, 2.12, 2.18, 13
33	11.05.2026	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.8, 2.10, 2.18
34	15.05.2026	Subchapters: 4.8.2, 5.7.1, 6.3.1
35	29.05.2026	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.8, 2.10, 2.12, 2.18, 3, 4.1, 4.3, 13
36	02.06.2026	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.18, 9.3
37	29.06.2026	Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.13, 2.14, 2.15, 2.18, 2.19, 3, 13
38	28.07.2026	Subchapters: 1.7.1, 2.4.1, 4.5.1, 4.10, 6.3.3 Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.8, 2.12, 2.18, 6.10, 10, 13
39	13.08.2026	Annex: 9.3
40	25.08.2026	Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.10, 2.12, 2.18, 13
41	15.09.2026	Subchapter: 2.4 Annexes: 1, 2.1, 2.2, 2.4, 2.5, 2.6, 2.8, 2.10, 2.12, 2.13, 2.14, 2.15, 2.18, 6.3, 6.11, 13
42	08.10.2026	Annexes: 2.1, 2.2, 2.4, 2.5, 2.6, 2.8, 2.10, 2.12, 2.18, 9.3, 13
43	16.10.2026	Annex: 3
44	23.10.2026	Annexes: 2.18, 3, 6.3, 13

Table of contents

LIST OF ANNEXES **8**

GLOSSARY **11**

1. GENERAL INFORMATION **15**

1.1. Introduction 15
1.2. Purpose of the Network Statement 15
1.3. Legal Aspects 15
1.3.1. Legal Framework 15
1.3.2. Legal Status and Liability 15
1.3.3. Appeals Procedure 16
1.4. Structure of the Network Statement 16
1.5. Validity Period, Updating and Publishing 16
1.5.1. Validity Period 16
1.5.2. Updating 16
1.5.3. Publishing 17
1.6. Contacts 17
1.7. Cooperation Between European IMs/ABs 18
1.7.1. Rail Freight Corridors (RFCs) 18
1.7.2. RailNetEurope and Other International Cooperation 19

2. INFRASTRUCTURE **21**

2.1. Introduction 21
2.2. Extent of Network 21
2.2.1. Limits 21
2.2.2. Connecting Railway Networks 21
2.3. Network Description 21
2.3.1. Track Typologies 22
2.3.2. Track Gauges 22
2.3.3. Stations and Nodes 22
2.3.4. Loading Gauge 23
2.3.5. Weight Limits 23
2.3.6. Line Gradients 23
2.3.7. Maximum Line Speed 23
2.3.8. Maximum Train Lengths 23
2.3.9. Power Supply 24
2.3.10. Signalling Systems 24
2.3.11. Traffic Control Systems 24
2.3.12. Communication Systems 25
2.3.13. Train Control Systems 25
2.4. Traffic Restrictions 25
2.4.1. Specialized Infrastructure 26
2.4.2. Environmental Restrictions 27
2.4.3. Dangerous Goods 28

2.4.4. Tunnel Restrictions 28
2.4.5. Bridge Restrictions 28
2.5. Availability of the Infrastructure 29
2.6. Infrastructure Development 29

3. ACCESS CONDITIONS 30

3.1. Introduction 30
3.2. General Access Requirements 30
3.2.1. Conditions for Applying for Capacity 31
3.2.2. Conditions for Access to the Railway Infrastructure 31
3.2.3. Licences 32
3.2.4. Safety Certificate 32
3.2.5. Insurance 32
3.3. Contractual Arrangements 32
3.3.1. Framework Agreement 33
3.3.2. Contracts with RUs 34
3.3.3. Contracts with non-RU Applicants 35
3.3.4. General Terms and Conditions 36
3.4. Specific Access Requirements 36
3.4.1. Rolling Stock Acceptance 36
3.4.2. Staff Acceptance 40
3.4.3. Exceptional Transport (Exceptional Consignments Carriage) 41
3.4.4. Dangerous Goods 42
3.4.5. Test Trains 42

4. CAPACITY ALLOCATION 44

4.1. Introduction 44
4.2. General Description of the Process 45
4.3. Reserving Capacity for Temporary Capacity Restrictions 48
4.3.1. General Principles 48
4.3.2. Deadlines and Information Provided to Applicants 49
4.4. Impacts of Framework Agreements 50
4.5. Path Allocation Process 51
4.5.1. Annual Timetable Path Requests 51
4.5.2. Late Annual Timetable Path Requests 56
4.5.3. Ad-Hoc Path Requests 56
4.5.4. Coordination Process 59
4.5.5. Dispute Resolution Process 59
4.6. Congested Infrastructure 60
4.7. Exceptional Transport and Dangerous Goods 60
4.8. Rules After Path Allocation 61
4.8.1. Rules for Path Modification by the applicant 61
4.8.2. Rules for Path Alteration by the IM 64
4.8.3. Non-Usage Rules by the applicant 66
4.8.4. Rules for Cancellation by the applicant 66
4.9. TTR for Smart Capacity Management 66
4.10. Capacity Allocation Principles for the RFCs 66

5. SERVICES AND CHARGES 68

5.1. Introduction 68
5.2. Charging Principles 68
5.3. Minimum Access Package and Charges 69
5.4. Additional Services and Charges 70
5.5. Ancillary Services and Charges 71
5.6. Penalties for Non-usage and Cancellation 72
5.7. Performance Scheme 72
5.7.1. General Principles and Objectives 72
5.7.2. Performance Monitoring 73
5.7.3. Financial Model 75
5.7.4. Governance and Dispute Resolution System 78
5.8. Changes to Charges 79
5.9. Billing arrangements 79

6. OPERATIONS 82

6.1. Introduction 82
6.2. Operational Rules 82
6.3. Operational Measures 83
6.3.1. Principles 83
6.3.2. Operation Regulation 86
6.3.3. Disturbances 86
6.4. Tools for Train Information and Monitoring 94

7. SERVICE FACILITIES 96

7.1. Introduction 96
7.2. Service Facility Overview (Non-PLK SA Managed) 96
7.3. Service Facilities Managed by the PLK SA 96
7.3.1. Common provisions 96
7.3.2. Passenger Stations 96
7.3.3. Freight Terminals and Terminal Load Tracks 97
7.3.4. Marshalling Yards and Train Formation Facilities, including Shunting Facilities 97
7.3.5. Storage Sidings 97
7.3.6. Maintenance Facilities 97
7.3.7. Other Technical Facilities 97
7.3.8. Maritime and Inland Port Facilities 97
7.3.9. Relief Facilities 97
7.3.10. Refuelling Facilities 97

List of Annexes

1. List of railway lines provided by PKP Polskie Linie Kolejowe S.A.

Railway infrastructure characteristics:

2.1. List of maximum acceptable speeds
2.2. List of maximum acceptable loads
2.3. List of railway lines provided with GSM-R equipment
2.4. Classification of railway line sections
2.5. List of technical parameters for designated international transit corridors in freight traffic (forming a network of connections on infrastructure managed by PLK SA)
2.6. List of operating control points and expedition points
2.7. List of railway lines with operational restrictions
2.8. List of travel distances used in the calculation of shunting fees
2.9 List of service facilities connected to the PKP Polskie Linie Kolejowe S.A. railway network
2.10 List of connecting points of PKP Polskie Linie Kolejowe S.A. infrastructure with the infrastructure of other infrastructure managers
2.11. List of restrictions due to non-compliance with the structure gauge for the railway line
2.12. List of parameters of overhead contact lines
2.13. List of railway lines provided with electromagnets for automatic train braking system
2.14. Railway lines according to the operational areas of PKP Polskie Linie Kolejowe S.A. Regional Departments
2.15. Railway lines according to the timetable construction areas
2.16. List of railway lines provided with ETCS devices
2.17. List of European rail freight corridors which include the PKP Polskie Linie Kolejowe S.A. railway lines
2.18. List of platforms at railway lines managed by PKP Polskie Linie Kolejowe S.A.
2.19. The map of Polish railway lines managed by PKP Polskie Linie Kolejowe S.A.

Internal regulations:

3. List of internal regulations of PLK SA applicable to the applicant and the railway undertaking

Contact details of selected business units at PKP Polskie Linie Kolejowe S.A.:

4.1. Contact details of PKP Polskie Linie Kolejowe S.A.'s employees providing detailed information on technical and operational parameters of railway lines and operating control points, and on the safety of carriage of dangerous goods by rail
4.2. List of Regional Departments of the Railway Security Guard of PKP Polskie Linie Kolejowe S.A.
4.3. List of Regional Departments of the Railway Traffic Management Centre of PKP Polskie Linie Kolejowe S.A.

Track closures and train traffic management:

5.1. Network schedule of track closures planned for execution in the 2025/2026 timetable – CORRECTION

5.2. Schedule of changed traffic organization as well as preparation and publication of the 2025/2026 timetable

5.3. List of railway lines with unavailable or restricted capacity

5.3. List of railway lines with unavailable or restricted capacity – CORRECTION

5.3. List of railway lines with unavailable or restricted capacity – SECOND CORRECTION

5.3. List of railway lines with unavailable or restricted capacity – THIRD CORRECTION

5.3. List of railway lines with unavailable or restricted capacity – FOURTH CORRECTION

5.3. List of railway lines with unavailable or restricted capacity – FIFTH CORRECTION

5.3. List of railway lines with unavailable or restricted capacity – SIXTH CORRECTION

5.3. List of railway lines with unavailable or restricted capacity – SEVENTH CORRECTION

Applications:

6.1. Template of the Application for conclusion of an Allocation Agreement / of an Usage Agreement

6.2. Template of the Application for access to the Internet-Based Train Path Allocation System [Internetowy System Zamawiania Trasy Pociągu (ISZTP) “Zamawiaj i Jedź”]

6.3. Template of the Application for train path allocation – timetable 2025/2026 and instructions about filling-up the Application

6.4. Template of the Application for cancellation of allocated train path

6.5. Information to be included in the application for capacity allocation concerning shunting or stabling operations

6.6. Template of the Application for the registration of traction vehicle via the ISZTP and SKRJ application (Traction Assessment)

6.7. Template of Request for assign access to modules: Planning and Authorisation in the Operational Work Record System [SEPE – System Ewidencji Pracy Eksploatacyjnej]

6.8. Template of the Application for the registration of a passenger train commercial category

6.9. Template of the Application for access to the RU Portal [Portal Przewoźnika]

6.10 Application for registration of IP addresses for the use of IT systems PKP Polskie Linie Kolejowe S.A.

6.11 Request for granting access to the REST API SERWO2 web service

Framework capacity:

7.1. Procedure for framework capacity booking

7.2. Template of the Framework Agreement

7.3. Template of the Application for framework capacity

Development of the Annual Timetable:

8.1. Schedule for the preparation of the 2025/2026 annual train timetable

8.2. Notification form for submitting comments to the draft version of the 2025/2026 annual timetable

8.3. Rules governing non-allocated capacity auctions

8.4. Notification form for applications to the 2025/2026 annual timetable correction

Price list:

9.1. Price list of fees for using the 1435 mm track gauge railway infrastructure managed by PKP Polskie Linie Kolejowe S.A. effective from 14 December 2025

9.2. The rules of determining unit rates of the basic charge and the shunting charge effective from 14 December 2025

9.3. List of 1435 mm track gauge railway lines managed by PKP Polskie Linie Kolejowe S.A. with assigned price categories

Other Annexes:

10. Rules for passage of PKP Polskie Linie Kolejowe S.A. employees in active driver's cab

11. Procedure for verification tasks by authorized PKP Polskie Linie Kolejowe S.A. personnel

12. List of approved carbon materials qualified for application in pantograph contact shoes of traction vehicles in electrical contact with the overhead wiring of PKP Polskie Linie Kolejowe S.A.

13. List of registered traction units in the ISZTP and SKRJ application (Traction Assessment)

14. Rules for granting derogations from language requirements for train drivers in border traffic

15. Rules for use of lines or sections of lines for which a timetable is not prepared

16. Substitute transport implemented by the railway undertaking (RU)

17. Procedure of qualifying a Passenger Stop as a Request Stop

Glossary

1. This Network Statement applies the terminology concerning railway infrastructure access defined in the current legislation, and specifically, the Polish Act of 28 March 2003 on Railway Transport and its secondary legislation, specifically the Polish Regulation of the Minister of Infrastructure and Construction of 07 April 2017 on the access to railway infrastructure.
2. For the purposes of this Network Statement, the following terms and abbreviations are applied as defined below:
   1) **Applicant**: A Rail Undertaking (RU), an international RU cluster of business interests, or a different undertaking interested with provision of rail capacity to it, especially organisers of public railway transport, freight forwarders, and combined transport operators [ad defined in Article 4(9b) of the Act];
   2) **CID** *(Corridor Information Document)*: A document which specifies the information concerning the conditions for operation on a rail freight corridor as construed under Article 18 of Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;
   3) **C-OSS** *(Corridor One-Stop Shop)*: A corridor-based one-stop shop for handling the applications for the rail infrastructure capacity as construed under Article 13 of Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;
   4) **cyclic timetable**: A timetable for a group of trains pursuant to the definition established in § 2(1) of the Regulation;
   5) **business day**: Each day from Monday to Friday inclusive and excluding public holidays;
   6) **Directive 2012/34/EU**: Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area in accordance with:
      1) Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure,
      2) Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area;
   7) **IRJ**: ad-hoc timetable, as construed under § 8 of the Regulation;
   8) **ISZTP** – Internet-Based Train Path Allocation System [*Internetowy System Zamawiania Trasy Pociagu "Zamawiaj i Jedź"*]: A computer application which facilitates applicants and RUs to comprehensively handle the capacity allocation applications;
   9) **PLK SA Catalogue**: The range of train paths developed and published according to the recurring capacity demand against the IRJ (ad-hoc timetable) or on applicants' request;
   10) **rail freight corridor**: A freight corridor as construed under Article 2(2)(a) of Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;
   11) **submitted application collision**: A situation in which at least two applicants submitted applications for train path allocation (pursuant to the 'train path' definition established in Article 4(12) of the Act) to operate on the same rail line section at the same time;
   12) **coordination**: The process by which PLK SA consults the concerned applicants to solve a submitted application collision;

13) **International Timetabling Conferences**: The conferences held with the intent to agree on the international train paths. The International Timetabling Conferences are held under FTE (Forum Train Europe), OSŻD (Organization for Railway Cooperation) and RNE (RailNetEurope) and others, co-organized by PLK SA;
14) **construction area**: An area defined by PLK SA for the operation of the timetable construction position;
15) **OCTOPUS**: A dedicated computer interface of the SKRJ system based on SOAP (*Simple Object Access Protocol*) communication protocol. The interface features a passive part (SKRJ communication to RU) and the active part (RU communication to SKRJ);
16) **congestion period**: A part of the day, a full day or days determined by PLK SA on which the demand for capacity of a railway line or its section cannot be fully satisfied, including the train parameters ordered by an applicant, even after a coordination;
17) **PLK SA**: PKP Polskie Linie Kolejowe S.A. with its registered office in Warsaw;
18) **express train**: A passenger train operating on domestic (EI) or international (EC, EN) links at a maximum speed above 130 km/h for carriage of passengers between metropolitan areas or tourist centres. An express train runs with zero to few stops, and the stops are limited to large cities or major railway hubs. An express train formation features premium class areas/wagons and a separate dining wagon/area;
19) **non-commercial passenger train**: An empty passenger wagon formation or passenger train which is not carrying passengers;
20) **international train**: A train operating on cross-border links, with the exception of cross-border trains;
21) **interregional train**: A passenger train operating on domestic links and crossing the border between two or more Polish voivodeships, and other than a regional train;
22) **cross-border train**: A regional train operating in a cross-border zone which referred to in the Polish Act of 16 December 2010 on Public Mass Transport;
23) **regional train**: A passenger train operating within the administrative limits of a single Polish voivodeship or to the nearest station in an adjacent voivodeship for transfer to a downstream leg of travel or reversal of the train run to return to the origin, or a passenger train running to a railway station located no further than 30 km into the adjacent voivodeship's territory, and other than a interregional train;
24) **PLK SA personnel**: The employees of PLK SA and other agents commissioned by PLK SA to discharge an Allocation Agreement, a Usage Agreement, or a Framework Agreement;
25) **RU personnel**: The employees of an RU and other agents commissioned by the RU to discharge a Usage Agreement;
26) **President of UTK**: The President of the Polish Office of Rail Transport;
27) **maintenance shutdown**: Ordered by an IM, a temporary restriction in railway infrastructure access by RUs for the duration of which new construction, upgrading, repairs, and running maintenance work is carried out;
28) **RU**: A railway undertaking (railway carrier) being an enterprise that is authorized to provide rail transport services on the basis of a license and a safety certificate;
29) **occasional service**: Occasional passenger carriage as defined in Article 4(22a) of the Act and performed within the remaining capacity;
30) **framework capacity**: The capacity reserved under the Framework Agreement;
31) **time frame**: The time specified in the Framework Agreement during which PLK SA reserves the framework capacity for a planned train path;
32) **Network Statement**: This Network Statement;
33) **Service Facilities Regulations**: The terms and conditions of access to the service infrastructure facilities managed by PKP Polskie Linie Kolejowe S.A., available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Warunki udostępniania infrastruktury i regulaminy* ► ► *Obiekty infrastruktury usługowej* [*Service facilities*];

34) **train route**: the train's route between a scheduled starting and finishing point;
35) **Regulation**: The Polish Regulation of the Minister of Infrastructure and Construction of 7 April 2017 on the access to railway infrastructure;
36) **RRJ**: The Annual Timetable as construed under Article 29f of the Act;
37) **SEPE**: Operational Work Record System [*System Ewidencji Pracy Eksploatacyjnej*];
38) **SID**: Rolling Stock Emergency Detection IT System;
39) **railway network**: A system of interconnected rail roads managed by an IM (infrastructure manager);
40) **SKRJ**: Timetable Construction System;
41) **timetable study**: A timetable proposal, which is not the basis to permit a train service (run) but only preliminary information on the routes and times of train runs;
42) **crisis**: A situation which is consequential to an emergency and results in disturbance to the operations and carriage process carried out on the railway lines managed by PLK SA and in the buildings and other structures intended for processing of personnel and cargo, where a crisis can be local, regional, nationwide (railway network-wide), or international; a consequence of a crisis is a violation of the train traffic safety regulations, risks of injury or death, and/or material or environmental damage;
    A crisis may arise in particular from the following emergencies:
    a) Terrorist emergencies, like attacks on railway infrastructure facilities, physical damage or destruction of the facilities, or hazardous contamination of the facilities and/or the environment;
    b) Natural emergencies, which include natural disasters (flood, fire, high winds, heavy rainfall or snowfall, lightning strikes, seismic tremors, landslides, etc.);
    c) Technical emergencies, which are hazardous events or near misses which, as construed under Instruction on the management of serious accidents, accidents and incidents in rail transport Ir-8, include: power grid failure, communication system failure, ITC system failure, etc.;
    d) Social emergencies, which include protests, strikes, lockouts, mass events, etc.;
    e) Political emergencies, consisting in elevated activity of formal and unformal groups in the society which disable the state administration from continuing its primary functions, yet nor resulting in a declaration of one of the States of Emergency, or Crisis / Wartime Defence Condition Preparedness on the territory of the Republic of Poland or its part. Political emergencies may result from breach in international agreements or laws, unwillingness of the state to international cooperation, evolution of aggressive ideological movements, shifting of the state borders, opposition to stabilisation or integration tendencies on the regional level, the emergence of secessionist groups and their endeavours for autonomy, anti-national policy of other states, or intimidation of certain states;
    f) Organisational emergencies, resulting from improper organisation of work or improper organisation and performance of duties by RUs;
43) **emergency**: A situation in which, as a result of a sudden event caused beyond reasonable control of the parties to an Agreement for Capacity Usage and which neither of the parties could have prevented, and leading to a disturbance or a risk thereof to the operating process on the PLK SA railway lines, it is impossible to discharge the obligations defined in the Agreement for Capacity Usage.
    An emergency can be a result of:
    a) A declaration of one of the States of Emergency (a Natural Disaster Emergency, a Special Emergency, or Martial Law), the State of Biohazard or the State of Contagion on the territory of the Republic of Poland or its part, or any other event which are consequential to the orders of public authorities (central or local), resulting in changes to the operating process;
    b) A terrorist threat;
    c) A natural phenomenon, including flood, fire, high winds, landslide, lasting rainfall or snowfall, and lightning strikes;
    d) Other unforeseen events, including:
        - collision of a train with a bystander;
        - collision of a train with animals or ingress of animals into the gauge;
        - social protests;

- failure in external power grids or external communication networks, etc.;

44) **potentially dangerous situation:** an operational situation or a railway occurrence that does not constitute a serious accident, accident, or incident, as defined in the Ir-8 Instruction, causing a slight increase in risk – up to a controlled level not exceeding the acceptable risk level;

45) **single network path**: A train path which does not cross beyond a single railway network;

46) **international path**: A train route which crosses two or more railway networks and crosses the border of the Republic of Poland;

47) **multi-network path**: A train route which crosses two or more railway networks and remains within the borders of the Republic of Poland;

48) **reference path**: A standard which specifies the estimated train run times of the train. It is developed in preparation for the construction of a new Annual Timetable;

49) **Allocation Agreement**: An agreement for the allocation of capacity as referred to in Article 29d of the Act and concluded with the applicant either in electronic form (PDF file signed with a valid qualified electronic signature) or in writing;

50) **Usage Agreement**: An agreement on capacity usage referred to in Article 30c of the Act and concluded with the RU either in electronic form (PDF file signed with a valid qualified electronic signature) or in writing;

51) **Framework Agreement**: An agreement to reserve capacity for a period beyond the term of the RRJ [as defined in Article 4(9c) of the Act], concluded with the applicant either in electronic form (PDF file signed with a valid qualified electronic signature) or in writing;

52) **dSAT devices (Rolling Stock Emergency Detection devices)**: Trackside devices which protect against release of inoperative railway vehicles to service or against release to service of railway vehicles which the axle loads on track above the specified maximum limits;

53) **The Act**: the Polish Act of 28 March 2003 on Railway Transport;

54) **competent authority**: A public authority or a group of public authorities of a Member State or Member States of the EU, authorised to intervene in public passenger transport services in a specific geographical area, or an institution with the same authority, as construed under Regulation (EC) No. 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos. 1191/69 and 1107/70;

55) **WRJ**: An internal timetable, intended for internal use by PLK SA personnel and RUs;

56) **pre-arranged international train path**: A train path as construed under Article 14(3) of Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;

57) **traffic chart**: A graphical representation of the timetable, mapped by visualisation of train paths in a system of time and route coordinates;

58) **Crisis Management Team**: A detachment of the Railway Crisis Management System, appointed within the PLK SA structure;

59) **ZRJ**: An alternative timetable developed as part of a change in the timetable resulting from planned new construction, repairs, or maintenance of the railway lines; while the change is in effect, no train path allocation applications are accepted for examination.

1. GENERAL INFORMATION

1.1. Introduction

1. PKP Polskie Linie Kolejowe Spółka Akcyjna (S.A.), entered into the register of entrepreneurs of the National Court Register (KRS) kept by the District Court for the capital city of Warsaw in Warsaw, 14th Commercial Division of the National Court Register under KRS number 0000037568, NIP: 113-23-16-427, REGON: 017319027.
2. PLK SA operates by discharging the mission of an IM (infrastructure manager) on the railway network it manages in compliance with the PLK SA Bylaw, the regulations of the Polish Act of 28 March 2003 on Railway Transport, the Polish Act of 15 September 2000 on the Commercial Company Code, the Polish Act of 8 September 2000 on the commercialization and restructuring of the state-owned enterprise "Polskie Koleje Państwowe", and other regulations of law, as applicable.
3. PLK SA has Safety Authorisation No. PL2120260002 valid from 2 March 2026 to 2 March 2031.

1.2. Purpose of the Network Statement

The purpose of the Network Statement is to establish the terms and conditions of cooperation and the requirements for access to the PLK SA-managed railway infrastructure which apply to all applicants and RUs.

1.3. Legal Aspects

1.3.1. Legal Framework

The basic legal preconditions for the operation of railway transport, including access to the railway infrastructure, are specified in the regulations of the Act, its secondary legislation, and other generally applicable regulations of law, including the regulations of commercial transactions between commercial entities.

1.3.2. Legal Status and Liability

1. The Network Statement is produced on the basis of Article 32 of the Act and § 27 of the Regulation.
2. The draft Network Statement is consulted with the applicants in accordance with § 27(3) of the Regulation. The comments of applicants regarding the draft of Network Statement are discussed by the Council of Railway Undertakings which operates within the PLK SA Management.
3. A summary of the comments submitted is published on the PLK SA website together with the notice of the comment examination procedure and the rationale for each rejected comment.
4. The Network Statement is adopted for application by a Resolution of the PLK SA Management.
5. PLK SA is responsible for the data published in the Network Statement, monitors the correctness of the data and updates it on the date of Network Statement version revision issue.
6. PLK SA shall not be liable for any information published by third parties on the Internet addresses listed in the Network Statement, including the data developed by other IMs and service infrastructure facility operators.

1.3.3. Appeals Procedure

Complaints and requests concerning PLK SA operations are accepted and examined by all PLK SA organizational units as applicable to their operational jurisdiction.

All matters related to access to the railway infrastructure are processed in compliance with the applicable Allocation or Usage Agreement.

1.4. Structure of the Network Statement

1. The structure of the Network Statement is adapted to the Common Structure and guidelines for the implementation of network statements adopted by the European IMs who are members of RailNetEurope (RNE), as referred to in subchapter 1.7.2, on the basis of the existing European legal framework.

   These guidelines will be updated as necessary and their current version is available on the RNE website.

   The purpose of the Network Statement Common Structure is to provide access to analogical information concerning the specific RNE IMs in identical section references, in every Network Statement.

2. This Network Statement contains narrative part:
   1) Chapter 1 contains general information about the Network Regulations;
   2) Chapter 2 provides the main technical and functional characteristics of the PLK SA railway network;
   3) Chapter 3 establishes the legal requirements and conditions for access to the PLK SA railway network;
   4) Chapter 4 establishes the procedure for train path allocation;
   5) Chapter 5 contains an overview of the services provided by PLK SA and the service charges;
   6) Chapter 6 provides a description of the regulations of operations, including the obligatory procedures for interruptions;
   7) Chapter 7 contains information on service infrastructure facilities,

   and annexes: These include the characteristics of the railway network, a list of internal regulations applicable to the applicant/RU, contact data of selected PLK SA organisational units, a schedule for preparing the annual train timetable, track closure schedules, document templates, price list of fees due for using railway infrastructure.

1.5. Validity Period, Updating and Publishing

1.5.1. Validity Period

This Network Statement applies to the applications for capacity allocation and for the use of allocated capacity under the **2025/2026** Timetable which will be effective **from 14 December 2025 to 12 December 2026**.

1.5.2. Updating

1. The amendments in the Network Statement narrative part are made after prior consultation with the applicants.

   The amendments enter into force in 14 days of their commitment.

2. PLK SA publishes the revision of **Annex 5.3** no later than 4 weeks before the start of the deadline for submitting applications to the RRJ.

   Changes resulting in an increase of the available capacity or resulting from postponement of track closures may be introduced outside the aforementioned deadline that PLK SA shall notify applicants of immediately by publication of the next revision of the **Annex 5.3**.

In addition, for information purposes, PLK SA, as part of the revision of **Annex 5.3**, publishes a list of line sections or stations where restrictions or lack of capacity are foreseen, not included in the RRJ design.

3. The amendments resulting from revisions in the prevailing regulations of law are made at the times established in those regulations of law.
4. PLK SA updates the data in the annexes which characterise the railway infrastructure and affect the preparation of the timetable at the latest before the draft ZRJ submission date specified in **Annex 5.2**.

   The information in the annexes which characterise the PLK SA railway infrastructure reflects the PLK SA railway infrastructure status as of the date specified in the annexes and become effective from the date of print to the date of revision, of which the applicants are notified.
5. PLK SA will, as required, update the data in other annexes to the Network Statement.
6. The consultations referred to in chapter 1.3.2 and section 1 above are carried out via e-mail communication with the applicants with a valid Allocation Agreement concluded with PLK SA.

   The contact e-mail addresses for the communication regarding the Network Statement shall be reported to: regulamin@plk-sa.pl.
7. Applicants may submit their comments via e-mail in 14 days of receipt of the notice of draft Network Statement amendment publication on the PLK SA website.

1.5.3. Publishing

1. The full text of the Network Statement and its annexes is available for download, free of charge, in an electronic format, from www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Warunki udostępniania infrastruktury i regulaminy* ► *Regulamin sieci* and in the ISZTP in the tab: *Dokumenty* ► ► *Regulamin sieci.*

   The English version of the Network Statement is available directly from en.plk-sa.pl, website tab: *For customers and partners / The Rules for allocating train paths*, via the RNE website or Network and Corridor Information (NCI).

   In the case of inconsistencies or difficulties in interpretation between the language versions, the Polish version shall prevail.
2. PLK SA informs the applicants by e-mail about the announcement of the Network Statement and its amendments and updates, provided that the applicant's e-mail address is provided at the reporting e-mail address specified in subchapter 1.6 section 5.
3. The update of the data in the annexes which characterize the network infrastructure is published as a comparison to the previous version of the data.

1.6. Contacts

1. The contact details of the personnel at PLK SA who provide detailed information about the technical and operating parameters of railway lines, operating control points and the safety of rail carriage of dangerous goods are specified in **Annex 4.1**.
2. The contact details of Regional Departments of the Railway Security Guard of PLK SA (SOK) are specified in **Annex 4.2**.
3. The contact details of Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] are specified in **Annex 4.3**.
4. The contact details of the PLK SA organisational units and teams are specified in the relevant Network Statement Chapters.

5. Send all comments and inquiries concerning the Network Statement to:

   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Sprzedaży
   ul. Targowa 74, 03-734 Warszawa
   e-mail: regulamin@plk-sa.pl
   city tel.: (+48) 22 473 30 80, railway tel.: (922) 473 30 80

1.7. Cooperation Between European IMs/ABs

1.7.1. Rail Freight Corridors (RFCs)

Provision in force until 30 September 2025

1. Three international Rail Freight Corridors (RFCs) cross the rail network managed by PLK SA. The RFCs were established pursuant to Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight:

   1) **Baltic-Adriatic Rail Freight Corridor 5 (RFC5)**:

      Świnoujście/Gdynia – Katowice – Ostrava/Žilina-Bratislava/Vienna – /Klagenfurt – Udine – (Venice – Bologna/Ravenna) / Trieste/ – Graz – Maribor –Ljubljana – Koper/Trieste;

   2) **North Sea-Baltic Rail Freight Corridor 8 (RFC8)**:

      Wilhelmshaven / Bremerhaven / Hamburg / Amsterdam / Rotterdam / Zeebrugge – Gent (Terneuzen) – Antwerp – Aachen – Hannover / Berlin – Warsaw – Terespol (Polish-Belarussian border) / Kaunas – Riga – Tallinn / Falkenberg – Prague / Wrocław – Katowice – Medyka (Polish-Ukrainian border);

   3) **Amber Rail Freight Corridor (RFC11)**:

      Koper – Ljubljana – / Zalaszentiván – Sopron/Csorna – / (Hungarian-Serbian border) – Kelebia – Budapest – / – Komárom – Leopoldov / Rajka – Bratislava – Žilina – Katowice / Kraków – Warsaw / Łuków – Terespol – (Polish-Belarussian border).

   The list of the railway lines included in these European RFCs is shown in **Annex 2.17**.

2. The conditions for RFC use are established in CID documents. The detailed information about the offer, including pre-arranged international train paths, capacity reserve, and CID documents are published in English at:
   1) Rail Freight Corridor 5 (RFC5): https://www.rfc5.eu/;
   1) Rail Freight Corridor 8 (RFC8): https://www.rfc-nsb.eu/;
   2) Amber Rail Freight Corridor (RFC11): https://www.rfc-amber.eu/.

Provision in force from 01 October 2025 to 31 December 2025

1. There are two international Rail Freight Corridors (RFCs) running through the railway network managed by PLK SA, established in accordance with Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight transport as amended by Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013:

   1) **Rail Freight Corridor 5 Baltic-Adriatic (RFC5)**:

      Świnoujście/Gdynia – Katowice – Ostrava/Zilina-Bratislava/Vienna – /Klagenfurt – Udine – (Venice – Bologna/Ravenna) / Trieste/ – Graz – Maribor –Ljubljana – Koper/Trieste;

2) **Rail Freight Corridor 8 North Sea-Baltic (RFC8)**:

Wilhelmshaven / Bremerhaven / Hamburg / Amsterdam / Rotterdam / Zeebrugge – Gent (Terneuzen) – Antwerp – Aachen – Hannover / Berlin – Warsaw – Terespol (Polish-Belarussian border) / Kaunas – Riga – Tallinn / Falkenberg – Prague / Wrocław – Katowice – Medyka (Polish-Ukrainian border);

The list of the railway lines included in these European RFCs is shown in **Annex 2.17**.

2. The conditions for RFC use are established in CID documents. The detailed information about the offer, including pre-established international train paths, capacity reserve, and CID documents are published in English at:
   1) Rail Freight Corridor 5: https://www.rfc5.eu/;
   2) Rail Freight Corridor 8: https://www.rfc-nsb.eu/.

Provision effective from 1 January 2026

1. There are two international Rail Freight Corridors (RFCs) running through the railway network managed by PLK SA, established in accordance with Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight transport as amended by Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013:

   1) **Rail Freight Corridor Baltic - Adriatic (RFC BA)**:

   Świnoujście - Wrocław - Česká Třebová - Brno - Vienna / Wrocław/Gdynia - Katowice - Ostrava - Přerov / Žilina - Bratislava / Vienna / Klagenfurt - Udine - Venice / Trieste / Bologna - Ancona - Bari / Ravenna / Budapest - Vesprym / Sopron - Sombathej - Zalaegerszeg / Graz - Maribor / Ljubljana - Koper / Trieste / Zagreb - Rijeka - Split;

   2) **Rail Freight Corridor North Sea - Baltic (RFC NS-B)**:

   Wilhelmshaven / Bremerhaven / Hamburg / Amsterdam / Rotterdam / Zeebrugge – Gent (Terneuzen) – Antwerp – Aachen – Hannover / Berlin – Warsaw – Biała Podlaska – Dorohusk (Polish-Ukrainian border) / Kaunas – Riga – Tallinn / Falkenberg – Prague / Wrocław – Katowice – Medyka (Polish-Ukrainian border);

   The list of the railway lines included in these European RFCs is shown in **Annex 2.17**.

2. The conditions for RFC use are established in CID documents. The detailed information about the offer, including pre-established international train paths, capacity reserve, and CID documents are published in English at:
   1) Rail Freight Corridor Baltic - Adriatic (RFC BA): https://www.rfc5.eu/;
   2) Rail Freight Corridor North Sea - Baltic (RFC NS-B): https://www.rfc-nsb.eu/.

1.7.2. RailNetEurope and Other International Cooperation

1. PLK SA is a member of RailNetEurope (RNE), which is an organisation of European railway infrastructure managers (IMs) and allocation bodies (ABs).
2. The information about the international cooperation of IMs from the countries associated with RNE are published in English language at:

   http://www.rne.eu/organisation
3. The English-language versions of domestic Network Statements for the countries associated with RNE are published at:

   http://www.rne.eu/organisation/network-statements/

4. Basic IT tools of RNE:
   1) **PCS**: Path Coordination System: https://rne.eu/it/products/pcs/
   2) **TIS**: Train Information System: http://tis.rne.eu/
   3) **CIS**: Charging Information System: http://cis.rne.eu/

   Further information about the functionalities of each tool can be found on the websites listed above.

One Stop Shop (OSS)

5. OSS (One Stop Shop), operated within the RailNetEurope international network of OSS locations
   PKP Polskie Linie Kolejowe S.A.
   Centrum Zarządzania Ruchem Kolejowym
   One Stop Shop
   ul. Targowa 74, 03-734 Warszawa
   e-mail: oss@plk-sa.pl
   city tel.: (00 48) 22 473 34 69; railway tel.: (922) 473 34 69
   Business hours in business day: 7:30 – 15:30

6. PLK SA One Stop Shop supervises the process of coordinating international train runs in compliance with IRJ and provides information about the following topics in close cooperation with other OSS units, especially in the adjacent IM jurisdictions:
   1) The products and services offered by IMs;
   2) The conditions for access to the railway infrastructure of any RNE-affiliated IMs;
   3) The railway infrastructure access charges enforced by the RNE-affiliated IMs.
7. The list of OSS contact points and detailed information about RNE IT tools are found at the following address: http://www.rne.eu/
8. The information about the contact details of foreign OSS cells is published in English language at: http://www.rne.eu/organisation/oss-c-oss/

Other International Cooperation

9. The information about the PLK SA activities in international organizations can be found on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Współpraca Zarządców* ► *Współpraca międzynarodowa [International cooperation]*.

2. INFRASTRUCTURE

2.1. Introduction

1. Chapter 2 specifies the characteristics of the railway infrastructure managed by PLK SA.
2. The Register of Infrastructure (RINF), which is maintained by the European Union Agency for Railways in electronic form, is available to registered users on the following website: https://data-interop.era.europa.eu/.
3. The characteristic data of the railway infrastructure, that are presented in the Network Statement annexes and released to RINF, that referred to in section 2, originates from a single source named the Network Description Management *[POS - Prowadzenie Opisu Sieci]*.

2.2. Extent of Network

2.2.1. Limits

1. The PLK SA-managed railway infrastructure is confined to the territory of the Republic of Poland.
2. The routes of the PLK SA-managed railway infrastructure, including the border points with the adjacent foreign IMs, are shown on the map in **Annex 2.19**.

2.2.2. Connecting Railway Networks

The list of contact points between the PLK SA-managed railway infrastructure and railway infrastructures of domestic and foreign IMs is shown in **Annex 2.10**.

2.3. Network Description

1. The general characteristics of the railway lines managed by PLK SA are specified in the **List of Railway Lines Id-12 (D-29)** ["Wykaz linii Id-12 (D-29)"], available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► ► *Linie kolejowe [Railway lines]*.
2. The information about railway lines and other rail roads managed by PLK SA, including the listing of defunct and private infrastructure, is featured in the "Railway Network Bylaw" available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Statut Sieci Kolejowej [Railway Network Bylaw].*
3. The list of technical parameters of designated international freight transit routes is shown in **Annex 2.5**.
4. Information on the allocation of railway lines to:
   1) the PLK SA Regional Departments – includes an **Annex 2.14**;
   2) construction areas – includes an **Annex 2.15**.
5. The technical and operational conditions of the PLK SA-managed railway lines are specified in the Addendum 1 to the WRJ.
   The WRJ Addendum 1 is prepared and published periodically.

   The current WRJ Addendum 1 in an electronic version (a PDF file) is available in ISZTP or via the OCTOPUS passive part.

2.3.1. Track Typologies

The PLK SA-managed railway network includes of single-track and double-track railway lines, both electrified and non-electrified.

Overview of the PLK SA-managed railway infrastructure in operation (As on 31 December 2023)	**Track gauge 1435 mm**	**Track gauge 1520 mm**	**TOTAL**
Railway line length (total):	18 664,948 km	141,775 km	18 806,723 km
– Of which single-track lines:	9 913,579 km	141,775 km	10 055,354 km
– Of which double-track lines:	8 751,369 km	0 km	8 751,369 km
Railway track length:	36 053,721 km	272,967 km	36 326,688 km
– Of which open-line tracks and mainline tracks within railway stations:	27 416,317 km	141,775 km	27 558,092 km
– Of which train station tracks:	8 637,404 km	131,192 km	8 768,596 km
Length of electrified railway lines:	12 113,054 km	14,329 km	12 127,383 km

2.3.2. Track Gauges

1. PLK SA manages railway lines with the following track gauges: 1435 mm (normal gauge standard) and 1520 mm (broad gauge standard).
2. Data on the characteristics of the railway infrastructure with a track gauge of 1435 mm are included in **Annexes from 2.1 to 2.18**, while for infrastructure with a track gauge of 1520 mm are included in **Annexes: 2.1, 2.2, 2.4, 2.6, 2.7, 2.10, 2.11, 2.12, 2.13, 2.14, 2.15**.

2.3.3. Stations and Nodes

1. The list of operating control points on specific railway lines, including railway stations and passenger stops with stops on request are included in **Annex 2.6**.
2. The list of platforms at the PLK SA-managed railway lines and their characteristics is shown in **Annex 2.18**.
3. The procedure for qualifying a passenger stop as a request stop is included in **Annex 17**.
4. PLK SA reserves the right to change the names of stations and passenger stops:
   1) together with the term of validity of the new RRJ;
   2) together with the terms of the change traffic organization within a given RRJ.

   PLK SA will provide RU's with information about the planned change of the station and passenger stops names at least 60 days before the date of apply of the new RRJ or before the changed traffic organization within a given RRJ.

   In case of changes to the names of passenger stations and stops outside the above mentioned deadlines, the RUs have the right to charge PLK SA with documented invoices for the cost incurred by them, referred to in the **Guidelines for the naming of passenger stations and stops Ipi-5** *[Wytyczne dotyczące nazewnictwa stacji i przystanków osobowych Ipi-5]*, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Infrastruktura pasażerska* - and the cost will be re-invoiced to the applicant if necessary to change the name of the station or passenger stop.

2.3.4. Loading Gauge

The list of restrictions imposed by violation of loading gauge and identification of indication of the type of obstacles per route sections is shown in **Annex 2.11**.

2.3.5. Weight Limits

1. The list of maximum axle loads per track, broken down by locomotive and wagon, as well as the list of maximum linear loads (per 1 metre of track) is included in **Annex 2.2.**
2. The railway line section classes are listed in **Annex 2.4.**

2.3.6. Line Gradients

The list of reliable gradients expressed in per mils (‰) and required for braking mass calculations of the trains operated on PLK SA-managed railway line sections is specified in the WRJ Addendum 1, Table 3, available to registered users from ISZTP or via the OCTOPUS passive part.

2.3.7. Maximum Line Speed

1. The maximum acceptable line speed on individual PLK SA railway line sections are listed in **Annex 2.1**, which concern the train categories and rail vehicle types in use:
   1) for passenger wagon trains and light-running locomotives;
   2) for EMUs (Electric Multiple Units) and rail buses;
   3) for freight trains.
2. For TC and TD trains (freight trains for the carriage of intermodal transport units and empty platforms after the carriage or for the carriage of intermodal transport units), equipped with a fast acting P-type brake or a slow acting G-type brake, whose maximum permissible load does not exceed 22.5 t/axle (221 kN) - the following speeds are applicable as for passenger trains composed of carriage sets except for line sections where the cant deficiency is greater than 130 mm (I > 130 mm), in which case the speed of TC and TD trains shall be reduced by 10 km/h compared to the speed of passenger trains. In the case of train journeys requiring the application of special conditions of carriage (i.e. approval for the carriage of exceptional consignments), the restrictions arising therefrom apply.

2.3.8. Maximum Train Lengths

1. The list of maximum train length limits for freight trains with operational locomotives is shown in the WRJ Addendum 1, Table 2, available to registered users from ISZTP or via the OCTOPUS passive part.

   The list of maximum train length limits for freight trains with operational locomotives is provided on request to RUs, international RU clusters of business interests, and other commercial entities (including foreign ones) interested with provision of rail capacities.
2. The service length values of platform edges for passenger trains are listed in **Annex 2.18**.

2.3.9. Power Supply

1. For operation of rail vehicles on its electrified railway lines, PLK SA provides overhead contact system power supply rated at 3 kV DC.
2. PGE Energetyka Kolejowa Operator sp. z o.o. is the operator of the electrical power distribution network connected to the 3 kV DC contact system.

   The operator of the electrical power distribution network act as on-ground data collecting system of energy consumption (DCS).
3. RUs using electricity for traction purposes are obliged to conclude electricity sales contracts and electricity distribution service contracts or comprehensive contracts containing the provisions of electricity sales contracts and distribution service contracts with power companies to the appropriate extent.
4. Each RU who does not hold a concluded agreement referred to in section 3, may render electrified operation of the RU on the railway infrastructure infeasible.
5. Detailed regulations for the operation on the railway infrastructure with overhead contact systems are stated in the Allocation or Usage Agreements.
6. The overhead contact system parameters are specified in **Annex 2.12**.

2.3.10. Signalling Systems

All topics related to the signalling systems and the list of signals operated in the PLK SA-managed railway network are regulated in the **Instruction for signalling operations Ie-1** *["Instrukcja sygnalizacji Ie-1"]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne I przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Automatyka i telekomunikacja [Automation and telecommunications]*.

2.3.11. Traffic Control Systems

1. The PLK SA-managed railway network features three general functional groups of traffic control equipment:
   1) station equipment;
   2) open line signalling equipment which control traffic on train lines;
   3) traffic safety equipment at railway crossings.
2. The line traffic control is managed as follows:
   1) on the basis of announcement by means of announcement communication equipment;
   2) with manual block system equipment;
   3) with automatic block system equipment;
   4) with remote traffic control equipment;
   5) by radio communication or via the GSM-R network between line section traffic operators and drivers of motive units, without mediation of remote traffic control equipment and passing track manning;
   6) without train signalling if a single traction vehicle serves all trains;
   7) with ERTMS/ETCS Level 1 and 2.

2.3.12. Communication Systems

1. Communication on the PLK SA network is carried out by means of an analogue train communication system in the VHF band - two-way, simplex, with selective calling, or GSM-R digital train radio.
2. The detailed requirements and information concerning the railway communication systems are specified in subchapter 3.4.1.

2.3.13. Train Control Systems

1. On selected railway lines managed by PLK SA, ETCS (European Train Control System) is in operation. ETCS enables train control by train drivers and is a component of ERTMS (European Rail Traffic Management System).

   ETCS ensures safe control of train traffic up to line speeds above 160 km/h and complies with the European Railway Interoperability requirements.
2. The primary functions carried out by ERTMS/ETCS include:
   1) Definition of precise MAs (Movement Authorities), which include:
      a) The maximum driving distance defined by the MA limit;
      b) Specification of the driving way, which includes a static line speed profile, a track gradient, locations to avoid stopping of the train, and other information;
      c) Line speed limit warnings;
   2) Continuous monitoring of run parameters for the trains with onboard ERTMS/ETCS equipment; the monitored parameters include:
      a) The permissible (maximum) driving speed imposed by the train technical parameters and the MA transmitted by the ERTMS/ETCS trackside equipment units;
      b) EoA (End of Authorization)
      c) Operating mode for the ERTMS/ETCS onboard equipment;
   3) Monitoring of the actions and reactions taken or neglected by the train drivers in response to the commands and information transmitted via ERTMS/ETCS.
3. ERTMS/ETCS makes the train driver responsible for correct train control based on the data relayed to the driver by the onboard equipment and the applicable national regulations. The detailed information required for train drivers to discharge their professional duties while driving trains under guidance of ERTMS/ETCS is specified in the regulations from respective RUs.
4. The trains operating on ERTMS/ETCS railway lines are not absolutely required to feature ERTMS/ETCS onboard devices. If a train does not feature ERTMS/ETCS onboard equipment, it shall be operated as on a non-ERTMS/ETCS railway line, with the control of trackside signals and signs.
5. The list of railway lines provided with ETCS devices is shown in **Annex 2.16**.

2.4. Traffic Restrictions

1. The entities operating on the PLK SA-managed railway lines are bound by the WRJ Addendum 1, which specifies the technical and operating conditions of the railway lines and the WRJ Addendum 2, which specifies the list of fixed warnings and service speed limits on the node station mainline tracks.
2. The WRJ Addendum 1 is prepared and published periodically, at times coincidental with the effective or updating dates of new RRJ.
3. The WRJ Addendum 1 is prepared and published periodically, whereas each of its new version is coincidental with the effective date of RRJ.

4. The current WRJ Addenda in an electronic version (PDF files) are available in ISZTP or via the OCTOPUS passive part.
5. PLK SA notifies (in a regulated way) each driver is conducting a traction vehicle about each unplanned change of conditions imposed by urgent demand for the operating restrictions which may apply to:
   1) The technical and operating parameters of the railway line the driver is operating the rail vehicle on, including the restrictions caused by engineering work, imposed speed limits, and other operating restrictions;
   2) The performance of traffic control and communication equipment and the rolling stock monitoring and diagnostic equipment.
6. The railway undertaking must equip the motive unit or the driver with an electronic device together with software for retrieving ad hoc warnings, written orders (European instructions) or transmitting additional information in digital form.

   Distribution of the orders will be carried out by PLK SA using the REST API interface provided, which will return data in the JSON format. The response will include, among other things, a PDF file encoded in the BASE64 format and additional fields with information.
7. PLK SA provides railway undertakings with free access to the SERWO2 system's API.

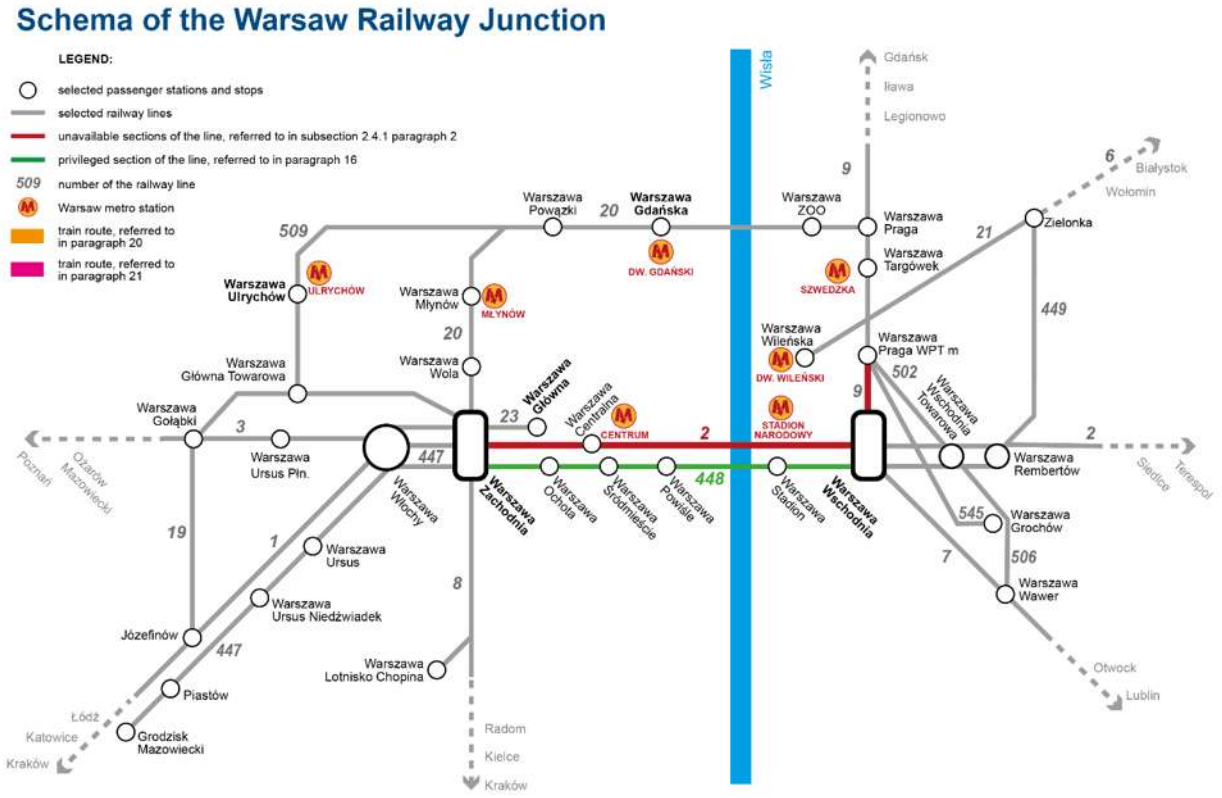
   In order to gain access to a technical account enabling communication with the SERWO2 API, the railway undertaking is required to submit an application in electronic form, using the template set out in **Annex 6.11**, to the address specified in their application.
8. Additional information on the retrieving of ad hoc warnings or written orders in digital form, as referred to in paragraph 6, is provided by:

   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Eksploatacji i Obsługi Pasażerskiej
   03-734 Warszawa, ul. Targowa 74
   e-mail: ies@plk-sa.pl

2.4.1. Specialized Infrastructure

1. Based on Article. 29b of the Act, in accordance with the decision no. DRR-WRRR.710.7.2023.AnK of the President of the Office of Rail Transport of 7th December 2023, **PLK SA for the period of modernization of railway line No. 2** [Warszawa Zachodnia – Terespol] on the section Warszawa Zachodnia – Warszawa Wschodnia - **establishes the Warszawa Zachodnia - Warszawa Wschodnia section of railway line No. 448** [Warszawa Zachodnia – Warszawa Rembertów] **as a privileged section[1] for regional transport** (pl. przewozy wojewódzkie), i.e. for train types:
   1) RP – regional limited-stop passenger train;
   2) RO – regional passenger train;
   3) RA – regional passenger train in agglomeration traffic.
2. **The section of Warszawa Zachodnia – Warszawa Wschodnia** railway line No. 2 [Warszawa Zachodnia – Terespol] and **the section Warszawa Wschodnia Osobowa – Warszawa Praga WPT m** of the railway line No. 9 [Warszawa Wschodnia Osobowa – Gdańsk Główny] - **are sections not available for the period of total traffic interruption, if indicated in Annex 5.3**.
3. Regulations regarding the submission of applications for the allocation of train routes, resulting from the planned organization of train traffic on the Warszawa Zachodnia - Warszawa Wschodnia section of railway line No. 448 Warszawa Zachodnia - Warszawa Rembertów, privileged for provincial transport, referred to in paragraph 1 - specified in subsection 4.5.1. paragraph 16-25.

[1] special infrastructure within the meaning of Art. 49 of the Directive 2012/34/EU



2.4.2. Environmental Restrictions

Environmental restrictions in passenger transport

1. Passenger RUs are obliged to use passenger rolling stock equipped with toilets with closed sanitary system on all PLK SA's railway infrastructure.
   The above requirement does not apply to vehicles not fitted with toilets or historic vehicles within the meaning of Article 4 (6h) of the Act.

RU's responsibility for environmental pollution

2. RUs who operate on the PLK SA-managed railway infrastructure are responsible for the loads they carry.
3. RUs who operate on the PLK SA-managed railway infrastructure shall be liable for all environmental release within and outside of railway operation sites caused by the RUs' business.
4. In the event that the RU causes environmental pollution or an imminent threat of environmental damage or damage to the environment it shall take actions after agreeing with PLK SA on the conditions for making the railroad area available for activities and bear the costs of actions taken to remove pollution or preventive and remedial actions, in accordance with current environmental regulations, including regulations on the prevention and remediation of environmental damage.
5. In 14 days from the environmental pollution event it caused, the RU shall disclose to the PLK SA Regional Department of territorial jurisdiction the methods and milestone dates of all operations intended to remove or prevent and remedy the pollution.
6. If an RU causes environmental pollution the level of which breaches the regulatory environmental quality limits, the RU shall reimburse the costs of restoration of the affected environment to compliance with the regulatory environmental quality limits, including those established in the Polish Act of 27 April 2001 on the Environmental Protection Law and the Polish Act of 20 July 2017 on the Water Law.

2.4.3. Dangerous Goods

1. The information about the restrictions on carriage of dangerous goods by rail (including High-Risk Goods), the procedures obligatory to all actors of dangerous goods carriage on PLK SA-managed railway lines, and prevention of situations hazardous to humans and the environment as caused by the process of dangerous goods carriage is listed in the RID (Règlement concernant le transport international ferroviaire des marchandises dangereuses), and in the **Instruction on the procedure for the carriage of dangerous goods by rail Ir-16** *["Instrukcja o postępowaniu przy przewozie koleją towarów niebezpiecznych Ir-16"]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Ruch i przewozy kolejowe [Rail traffic and transport]*.
2. Pursuant to Article 29a(3)(2) of the Act, PLK SA prohibits entry of railway vehicles which carry dangerous goods into the following railway tunnels:

Railway line no.	Tunnel specification	Line from km to km
2	Warsaw - Long-distance cross-city tunnel	from -0,254 to -0,557 from 0,152 to 1,680
448	Warsaw – Cross-suburban tunnel	from -0,196 to 0,100 from 0,404 to 1,680
440	Warsaw Chopin Airport	from 0,460 to 1,620
17	Łódź Fabryczna	from -0,142 to 2,250
458	Łódź Fabryczna	from -0,139 to 2,250

2.4.4. Tunnel Restrictions

The applied fire protection solutions and the assurance of sufficient air quality within the passenger rail station limits, restrictions apply to the regular traffic of internal-combustion engine propelled trains in the following railway tunnels:

Railway line no.	Tunnel specification	Line from km to km
2	Warsaw - Long-distance cross-city tunnel	from -0,254 to -0,557 from 0,152 to 1,680
448	Warsaw – Cross-suburban tunnel	from -0,196 to 0,100 from 0,404 to 1,680
440	Warsaw Chopin Airport	from 0,460 to 1,620
17	Łódź Fabryczna	from -0,142 to 2,250
458	Łódź Fabryczna	from -0,139 to 2,250

2.4.5. Bridge Restrictions

The technical parameter restrictions applicable to the railway lines which include those over bridges are listed in **Annexes 2.1, 2.2, 2.4,** and **2.5**.

2.5. Availability of the Infrastructure

1. The list of railway lines provided by PLK SA is specified in **Annex 1**.
2. There are operating restrictions on lines provided by PLK SA, which may result, inter alia, from:
   1) Planned track closures for the duration of new construction, upgrading, repairs, and running maintenance;
   2) Unscheduled track closures as a consequence of damage to the railway infrastructure;
   3) Non-long-term-planned track closures imposed by execution of other new construction or retrofit projects;
   4) Temporary restrictions in operation of railway line fragments or operating control points, as specified in **Annex 2.7**.
   5) Maintenance shutdowns;
   6) Rolling stock damage;
   7) Emergencies and crises;
   8) Traffic safety hazards or passenger and freight carriage safety;
   9) The requirements of national security and defence;
   10) A decision ordered by the President of UTK or other state authorities of jurisdiction.
3. The railway lines to which planned track closures apply as discussed in section 2 point 1 are included in the RRJ developed by PLK SA with consideration of the actually achievable capacity.

   The list of railway lines with unavailable or restricted capacity is shown in **Annex 5.3**.
4. Further information about the operating restrictions is specified in subchapters 2.4 to 2.4.5.

2.6. Infrastructure Development

The list of projects for upgrading and regeneration of the PLK SA-managed railway infrastructure, the objectives, material applicability, funding sources, and a general schedule of performance of the project tasks are listed on: http://www.plk-inwestycje.pl.

3. ACCESS CONDITIONS

3.1. Introduction

1. Chapter 3 of this Network Statement describes the terms and conditions related to access to the PLK SA-managed 1435 mm gauge railway infrastructure.

   The conditions also apply to the fragments of RFCs which cross the PLK SA-managed railway infrastructure.

2. For the 1520 mm gauge rail tracks, separate regulations apply as indicated in the **Rules for providing access to railway infrastructure with a 1520 mm track managed by PKP Polskie Linie Kolejowe S.A.** *["Zasady udostępniania infrastruktury kolejowej o szerokości torów 1520 mm zarządzanej przez PKP Polskie Linie Kolejowe S.A."]*, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Warunki udostępniania infrastruktury i regulaminy ► ► Zasady udostępniania infrastruktury kolejowej o szerokości torów 1520 mm* [*the Rules for providing access to railway infrastructure with a 1520 mm track*].

Minimum requirements for ICT security:

3. PLK SA reserves the right to implement, either temporarily or permanently, security mechanisms for access to PLK SA's IT systems, consisting in allowing connections to the systems only from specific IP addresses of the applicant / RU, using VPN access, notified to PLK SA by e-mail to the following address: IIN@plk-sa.pl in accordance with **Annex 6.10**.

   Failure to register specific IP addresses of the Applicant/RU may result in an inability to access PLK SA's digital resources .

4. The Applicant/RU is fully responsible for the IP addresses indicated and undertakes, in particular, not to make their addresses available to third parties.

   The IP address indicated must be a permanent public address associated with the operations of the Applicant/RU.

5. An Applicant/RU applying for access to PLK SA's IT systems is obliged to apply Information Security Policy of PKP Polskie Linie Kolejowe S.A. for Business Partners SZBI-Ibi-1a, available on the website www.plk-sa.pl, under the tab: For customers and partners / Company Information Security.

6. An Applicant/RU with access to PLK SA's IT systems is obliged to inform PLK SA about ICT security incidents to the following address: soc@plk-sa.pl.

7. For further information on ICT security and access to PLK SA's IT systems, please contact:

   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Informatyki
   03-734 Warszawa, ul. Targowa 74
   e-mail: iin@plk-sa.pl

3.2. General Access Requirements

The access requirements are developed from the regulations of the Act and the Regulation.

3.2.1. Conditions for Applying for Capacity

1. The applicant becomes eligible to apply for capacity once it concludes an Allocation Agreement. The detailed information concerning the conclusion of Allocation Agreements is listed in subchapters 3.3.2 and 3.3.3.
2. The procedure for applying for capacity and capacity application processing is regulated as established in Chapter 4.
3. The capacity allocated to one applicant shall not be transferred to any other applicant.
4. The capacity allocated to one applicant shall not be used for any carriage unspecified in the relevant capacity allocation application.
5. An applicant who is not an RU can identify various RUs eligible for usage of the capacity assigned to the applicant against each application made per each identified RU. In each capacity allocation application, only a single RU shall be identified.
6. An applicant who is an RU cannot indicate another RU to use the allocated capacity.
7. The conditions for RFC-related application submissions are established in Chapter 4.

3.2.2. Conditions for Access to the Railway Infrastructure

1. A precondition for operation of a RU on the PLK SA-managed railway infrastructure is the conclusion of a Usage Agreement between PLK SA and the RU.
2. Prior to the Usage Agreement conclusion, the RU shall provide the following documents to PLK SA in Polish or a certified sworn translation of the original documents into Polish:
   1) A certified true copy of the Licence identified in Article 43 of the Act;
   2) A certified true copy of the Safety Certificate or Single Safety Certificate identified in Article 18b of the Act;
   3) A declaration of carriage performance with the rolling stock compliant to the requirements established in the Polish Regulation of the Minister of Infrastructure of 12 October 2005 on the general technical conditions for operation of railway vehicles;
   4) A declaration of obligation to notify PLK SA of every amendment, suspension or revocation of the Licence and the Safety Certificate;

   the submission shall be made at:

   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Sprzedaży
   03-734 Warszawa, ul. Targowa 74,
   e-mail: ius@plk-sa.pl
3. If the RU already provided PLK SA with the documents listed in section 2 during the term of a previous timetable and the documents remain valid in the term of the 2025/2026 Timetable, the RU may elect to submit to PLK SA a declaration of validity of the documents listed in section 2 prior to conclusion of the Usage Agreement for 2025/2026. To every amendment to the documents the provisions of section 2 apply.
4. The detailed information concerning the Usage Agreements is shown in subchapter 3.3.2.

3.2.3. Licences

The President of UTK is the authority competent for issue, declining issue, amending, suspension, and revocation of the Licence of the commercial entity with the registered office in the Republic of Poland.

Urząd Transportu Kolejowego
02-305 Warszawa, Al. Jerozolimskie 134,
utk@utk.gov.pl, www.utk.gov.pl

3.2.4. Safety Certificate

1. The entity competent to issue the Single Safety Certificate to the carrier shall be:
   1) the European Union Agency for Railways or the President of UTK – in case when the carrier's planned area of operation includes only the territory of the Republic of Poland and border stations located in neighbouring Member States of the European Union;
   2) the European Union Agency for Railways – in case when the carrier's planned area of operation also includes other Member States of the European Union.
2. The contact details of UTK are listed in subchapter 3.2.3.
3. Contact details of the European Union Agency for Railways:

   European Union Agency for Railways
   120 rue Marc Lefrancq, 59307 Valenciennes, France
   http://www.era.europa.eu/

3.2.5. Insurance

1. RUs are required to hold a valid general liability insurance or an insurance guarantee agreement as specified in Article 46(10) of the Act.
2. The minimum liability limit is established in the Polish Regulation of the Ministry of Development and Finance of 25 May 2017 on railway undertaking insurance.
3. The obligation of insurance shall be mature no later than on one day before the start of the licensed operation.

3.3. Contractual Arrangements

1. The detailed relationships between the applicants/RUs and PLK SA are regulated in the Allocation Agreements, the Usage Agreements, or the Framework Agreements; these agreements regulate the rights and obligations of the parties, and the commercial, formal, and legal aspects of the discharge of mutual contractual obligations.
2. The PLK SA is liable for the repair and fitness of the rail roads they provide access to under the Usage Agreement concluded with the RU.
3. Failure of any party in any obligation regulated by the Usage Agreement shall form liability for damage to the other party.
4. The liability for damage identified in section 3 shall not apply to:
   1) The costs borne as a result of settlement of other contracts signed by the party without prior agreement with the other party of the Usage Agreement, to the extent applicable to potential claims (especially those for the liquidated damages and compensation suffered by the party);

2) Lost benefits, with the exception of the claims resulting from Usage Agreements concluded with other RUs, if this condition is included in the Usage Agreement with the RU concerned.

5. The liability of PLK SA for failure in performance or negligent performance of its obligations defined in the Usage Agreement is excluded to the extent in which the RU, a party to the Usage Agreement, fails to ensure any parameters included in the applicable timetable, with the exception of the hazardous events and near-misses construed as defined in the **Instruction on the management of serious accidents, accidents and incidents in rail transport Ir-8** *["Instrukcja o postępowaniu w sprawach poważnych wypadków, wypadków i incydentów w transporcie kolejowym Ir-8"]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy* kolejowe *[Rail traffic and transport]*, which emerged due to reasons attributable to PLK SA.
6. The liability of the parties for non-performance or improper performance of their obligations under Usage Agreement is excluded in the event of an emergency or a crisis, excluding events or potentially hazardous situations as defined in the **Instruction on the management of serious accidents, accidents and incidents in rail transport Ir-8** *["Instrukcja o postępowaniu w sprawach poważnych wypadków, wypadków i incydentów w transporcie kolejowym Ir-8"]*.
7. If, as a result of the non-performance or improper performance of the Usage Agreement, a third party suffers damage, the party that compensated the third party for the damage suffered may assert a right of recourse in whole or in relevant part against the other party, in the event that the other party is responsible for the damage caused.

3.3.1. Framework Agreement

1. Whenever reasonably requested by an applicant, PLK SA may conclude with the applicant a Framework Agreement identified in Article 31 of the Act, where the Framework Agreement is a contract for the requisition of capacity for a period outside of the RRJ validity period.

   A Framework Agreement does not specify detailed train paths.
2. Procedure for framework capacity booking are established in **Annex 7.1**.
3. The applications for framework capacity booking for the period contemplated in section 1, can be submitted by the deadlines specified in **Annex 7.1**.

   The application submitted past the submission deadline will be examined for the feasibility of allocating the remaining unallocated capacity available for booking.

   The template of the application for framework capacity booking is shown in **Annex 7.3**.
4. An applicant is eligible for submission of an application for framework capacity booking on specific railway lines or sections of lines if:
   1) The applicant has concluded a commercial contract;
   2) The applicant carries out or plans investment in its rolling stock.

   The applicant shall submit at the following address the information required with the application, including an abstract of the contract(s) identifying the contractual parties, the subject of contract(s), the contract validity term(s), and the rationale of the application to justify conclusion of the Framework Agreement:

   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Sprzedaży
   ul. Targowa 74, 03-734 Warszawa
   e-mail: ius@plk-sa.pl
5. The Sales Office of the PLK SA *[Biuro Sprzedaży PLK SA]* will immediately notify the applicant if it has met the conditions for the submission of the documents identified in section 4 and proving the contract performance periods on the railway lines for the framework capacity requested by the applicant, or indicate all formal defects in the submission.

6. PLK SA examines the applications for framework capacity booking with the following priority rules:
   1) Assurance of optimum usage of the bookable railway line/section capacity;
   2) The capacity requirements for international RFCs, established in Article 14 of Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;
   3) The priority rules applicable to the allocation of train paths in the development process of the Annual Timetable, discussed in subchapter 4.5.1, and congested infrastructure notifications;
   4) Previous cases of framework capacity underuse and its causes.
7. PLK SA may decline a framework capacity application or elect, with approval of the applicant, to modify the concluded Framework Agreement if the railway infrastructure cannot be used due to:
   1) Shutdown of a railway line or its part for which the maximum speed of 0 km/h is specified in **Annex 2.1**;
   2) Opening of a railway line or railway line part liquidation process specified in Article 38ba of the Act;
   3) Access restrictions imposed on railway line / section lines under the circumstances specified in subchapter 2.5, subchapter 4.3.2, and **Annex 5.3**.
8. The Framework Agreement concluded with an applicant for a period which extends beyond the RRJ validity period and not longer than 5 years can be renewed for another 5 years repeatedly. The draft Framework Agreement initialled by its parties is submitted by PLK SA for approval to the President of UTK.
9. The Framework Agreement regulates specifically:
   1) The period for which it is concluded;
   2) The rules and deadlines for train path allocation applications;
   3) The approximate capacity parameters booked by PLK SA for the applicant in the subsequent annual timetables until the validity period of the Framework Agreement expires;
   4) The rules for framework capacity modification to enable optimised use of the railway infrastructure;
   5) The rules for framework capacity use;
   6) The consequences of failure in compliance with the Framework Agreement;
   7) The framework capacity booking fee and the deadlines of its payment.
10. An applicant who is a foreign entity is obliged, before concluding an agreement, to provide PLK SA with registration documents (and possible power of attorney granted to the person signing the agreement on behalf of the applicant) with a sworn translation into Polish.
11. The applicant, who has concluded a Framework Agreement with PLK SA, submits applications for capacity allocation on the terms specified for the valid annual timetable in accordance with the provisions of the Framework Agreement.
12. If approved by the President of UTK to do so PLK SA can elect not to conclude Framework Agreements for the railway lines which have been reported as congested.
13. The template of the Framework Agreement is shown in **Annex 7.2**.

3.3.2. Contracts with RUs

1. Each RU shall conclude two agreements with PLK SA:
   1) The Allocation Agreement, where the RU is the applicant;
   2) The Usage Agreement, where the RU acts as an RU.

   An applicant / RU who is a foreign entity is obliged, before concluding an agreement, to provide PLK SA with registration documents (and possible power of attorney granted to the person signing the agreement on behalf of the applicant / RU) with a sworn translation into Polish.
2. The conclusion of an Allocation Agreement enables the RU applicant to apply for capacity allocation for train paths, stabling of railway vehicles, and shunting, on infrastructure with the 1435 mm track, and to apply for timetable studies.

3. To conclude an Allocation Agreement for the 2025/2026 Timetable, the RU applicant who did not conclude any Allocation Agreement with PLK SA for the previous timetable shall file an electronic application for the Allocation Agreement. Template of the Application for conclusion of an Allocation Agreement is specified in **Annex 6.1, Section A**.
4. For applicants who intend to apply for capacity allocation for rail passenger carriage other than occasional service, the applicant shall specify in the Allocation Agreement the planned range of booked capacity consistent with the applicant's public service contract, presented a declaration of a public rail transport organizer's intent to include its trains in a public service contract, secured an administrative decision to grant open or restricted access.
5. The conclusion of the Usage Agreement allows the RU to use the allocated capacity for train paths, railway vehicle stabling, shunting, on infrastructure with the 1435 mm or 1520 mm track, or the use of service infrastructure facilities referred to in Chapter 7.
6. To conclude a Usage Agreement for the 2025/2026 Timetable, the RU applicant who did not conclude any Usage Agreement with PLK SA for the previous timetable shall file an electronic application for the Usage Agreement. Template of the Application for conclusion of an Usage Agreement is specified in **Annex 6.1, Section B**. Together with the application, the applicant shall file the documents listed in subchapter 3.2.2 section 2 in Polish or a certified sworn translation of the original documents into Polish.
7. The applications contemplated in sections 3 and 6 shall be submitted at the following address:

   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Sprzedaży
   03-734 Warszawa, ul. Targowa 74
   e-mail: aplikant@plk-sa.pl, ius@plk-sa.pl
8. The concluded Allocation or Usage Agreement do not require approval from the President of the UTK.

3.3.3. Contracts with non-RU Applicants

1. A non-RU applicant concludes an Allocation Agreement with the PLK SA.

   An applicant who is a foreign entity is obliged, before concluding an agreement, to provide PLK SA with registration documents (and possible power of attorney granted to the person signing the agreement on behalf of the applicant) with a sworn translation into Polish.
2. The conclusion of the Allocation Agreement enables the non-RU applicant to apply for capacity allocation for train paths, stabling of railway vehicles, and shunting, on infrastructure with the 1435 mm track, and to apply for timetable studies.
3. To conclude an Allocation Agreement for the 2025/2026 Timetable, the non-RU applicant who did not conclude any Allocation Agreement with PLK SA for the previous timetable shall file an electronic application for the Allocation Agreement. Template of the Application for conclusion of an Allocation Agreement is specified in **Annex 6.1, Section A**.

   The application shall be submitted at the following address:

   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Sprzedaży
   03-734 Warszawa, ul. Targowa 74
   e-mail: aplikant@plk-sa.pl, ius@plk-sa.pl
4. The Allocation Agreement concluded with a non-RU applicant regulates e.g. the method and deadline for submission to PLK SA of the information about the RU identified to use the capacity allocated to the non-RU applicant.
5. If the Allocation Agreement is concluded with a non-RU applicant, the provisions of subchapter 3.3.2 section 4 apply accordingly.
6. The concluded Agreement does not require approval from the President of UTK.

3.3.4. General Terms and Conditions

In making its railway infrastructure available to applicants and RUs, PLK SA shall apply relevant and non-discriminatory conditions specified in:

1) this Network Statement - applicable to all applicants and RUs;
2) Service Facilities Regulations - applicable to RUs who use PLK SA's service infrastructure;
3) The Rules for providing access to railway infrastructure with a 1520 mm track - applicable to RUs who use PLK SA's broad gauge infrastructure;
4) the Allocation Agreement - entered into with an applicant who wishes to procure capacity on 1435 mm gauge infrastructure;
5) The Usage Agreement - entered into with RUs who intend to use the 1435 mm and 1520 mm gauge railway infrastructure.

3.4. Specific Access Requirements

3.4.1. Rolling Stock Acceptance

Legal requirements

1. The rail vehicles of RUs shall conform to the requirements established in the Polish Regulation of the Minister of Infrastructure of 12 October 2005 on the general technical conditions for operation of railway vehicles;
2. The rail vehicles of RU shall be marked in compliance with the Polish Regulation of the Minister of Transport, Construction and Maritime Economy of 3 January 2013 on the rail vehicle register management and rail vehicle identification markings, especially its provisions for correct passenger train destination display boards.
3. The rail carriage of waste shall be in compliance with the Polish Regulation of the Minister of the Environment of 7 October 2016 on specific requirements for waste transport.

Rolling stock

4. Electric rolling stock shall be equipped with pantographs which feature PN-EN 50367 profile B.2 or B.7 collector shoes. 2021-06.

   The working part length of the collector shoe (contact shoe) is:

   1) 1030 mm for profile B.2;
   2) 1100 mm for profile B.7.

   The permissible static contact force of the pantograph on the contact wire shall be between 90 N and 120 N (Table 4 of EN 50367:2021-06).

   The minimum width of the contact shoe for each of the above profiles shall be less than 60 mm.

   The thickness of the carbon contact shoe shall not be less than the limit value indicated/specified by the manufacturer in the technical file for the type of contact shoe, or in case it is not specified therein, in the Technical and Engineering Documentation for the type of pantograph, or in the Maintenance System Documentation Measurement sheet of the electric traction vehicle.

   It is permitted to use contact shoes made of carbon impregnated with a metallic admixtures (copper or copper alloy) of up to 40%, or made of carbon impregnated with copper plating (plated) – for details, refer to **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. Iet-4** *["Wymagania dla materiałów węglowych nakładek stykowych pantografów dopuszczonych do współpracy z siecią trakcyjną zarządzaną przez PKP Polskie Linie Kolejowe S.A. Iet-4"],* listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A. / Energetyka kolejowa [Railway power engineering].*

   A list of approved contact shoe materials made of impregnated carbon is included in **Annex 12**.

The RU using electric traction vehicles the pantographs of which are equipped with ADD (Automatic Drop Device), during runs, is obliged to activate and use the aforementioned system.

5. The maximum differential loads of wagon trucks, axles, and axle wheels of a rail vehicle shall not exceed the limits specified in the **Instruction on the carriage of exceptional consignments on the 1435 mm track Ir-10** *["Instrukcja o przewozie przesyłek nadzwyczajnych po torze 1435 mm Ir-10"]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Ruch i przewozy kolejowe [Rail traffic and transport].*
6. Rolling stock wheelsets must ensure electrical bonding of isolated rail sections, where the wheelset resistance shall be 50 mΩ maximum.
7. *(repealed)*
8. RUs are required to provide trains which feature couplers other than screw (buffer and chain) couplers with facilities to enable connection of those couplers with screw couplers for e.g. towing of failed rail vehicles off an open track.
9. Each RU shall use wagons compatible with the type of goods carried by rail. Each RU shall provide and be liable for effective security of all goods the RU accepts for carriage by rail, especially by securing the goods against shifting, release of emissions (of e.g. particulate matter, spills, otherwise release of matter, etc.) and release of energy.
10. For the carriage of loads particularly exposed to theft, it is recommended that the RU uses additional access protection for wagon box / body doors, window louvres, roof hatches, top fill receptacles, drain valves, and dump flaps / facilities against easy opening by unauthorized personnel.
11. Traction vehicle which run on rail lines equipped with electromagnets for automatic train braking system shall be provided with functioning and compatible onboard features.

    The railway lines provided with electromagnets for automatic train braking system are listed in **Annex 2.13.**

    A traction vehicle without automatic train braking system can run on a rail line if the RU meets the requirements for onboard personnel specified in the **Instruction on operating railway traffic Ir-1** *[Instrukcja o prowadzeniu ruchu pociagów Ir-1]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Ruch i przewozy kolejowe [Rail traffic and transport].*
12. In its internal regulations, the RU shall specify the procedures for emergency operation of failed train or rail vehicle brake systems, also by brake actuation with trackside dSAT equipment units and these internal regulations shall be in compliance with the prevailing regulations of law.

RF Communication

13. On railway line sections where the analogue radio network of PLK SA is an obligatory communication system, all railway vehicles must be equipped with radio devices operating in that network, and the railway undertaking's employees may be equipped with portable radios, according to the principles and requirements specified in the **Instructions on the organisation and use of radio networks Ie-14** *["Instrukcja o organizacji i użytkowaniu sieci radiotelefonicznych Ie-14"]*, listed in **Annex 3.2**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Automatyka i Telekomunikacja [Automation and Telecommunications]*.

    In case of railway vehicles equipped with train analogue network radio, in locations where shunting by the railway undertaking is necessary, it is possible to program in these radios with the channels of shunting network according to data made available by PLK SA and technical possibilities in a given location.

13a. On the railway line sections, for which the GSM-R digital train communication system is mandatory, all rail vehicles shall be equipped with GSM-R cabin terminals, and the railway undertaking's employees may be equipped with portable terminals configured according to the principles laid down in the **Instructions on the organisation and use of the GSM-R network Ie-16** *[Instrukcja o organizacji i użytkowaniu sieci GSM-R Ie-16]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Automatyka i Telekomunikacja [Automation and Telecommunications]*.

The list of railway lines equipped with GSM-R system devices is provided in **Annex 2.3.**

14. The railway undertaking is not allowed to make available the radio equipment and GSM-R terminals operating in PLK SA's analogue and digital radio networks used by his staff to third parties and is responsible for their operability and use in accordance with instructions and regulations applicable in PLK SA, in particular:

1) "**Rules concerning use of radio communication network in radio bands administered by PKP Polskie Linie Kolejowe S.A. by RUs using railway lines managed by PKP Polskie Linie Kolejowe S.A.**" listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Regulamin wykorzystywania sieci radiołączności w pasmach radiowych administrowanych przez PKP Polskie Linie Kolejowe S.A. [Regulations for RF Communication Network Operation in RF Bands Under Administration of PKP Polskie Linie Kolejowe S.A.]*

and

2) **"Regulations for the provision of telecommunications services and rules for the management of SIM cards of the GSM-R system of PKP Polskie Linie Kolejowe S.A. Ie-124**", listed in **Appendix 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Automatyka i Telekomunikacja [Automation and Telecommunications]*.

15. Rail vehicles provided with PLK SA's analogue radio communication equipment may enter PLK SA-managed rail lines only if this equipment is enabled and fully operational, whereas rail vehicles provided with the Radio-Stop system shall have the system operational to be allowed to enter the PLK-managed rail lines.

All railway vehicles with traction power intended for use on lines equipped with analogue communication must be equipped with Radio-stop devices.

15a. Motive units equipped with cab terminals may enter railway lines equipped with the GSM-R system only with operational and functioning GSM-R radio communication equipment.

16. Railway undertakings using PLK SA railway lines for the first time are subject to a one-off training course on:

1) the procedures for checking the correct operation of the radio and the Radio-Stop system

and

2) the operation of GSM-R radio communications and the REC rail emergency call.

Training on:

1) the procedures for checking correct operation of the radio and Radio-Stop system is carried out by PLK SA railway line facilities on a motive unit selected by the railway undertaking on the basis of a separate contract or order;
2) the operation of GSM-R radio communication and the REC rail emergency call is carried out by the Passenger Operation and Maintenance Office of PLK SA's Head Office on the basis of a separate order.

After the initial training, the railway undertaking is obliged to provide training for all employees operating radio communication equipment.

Information on the training is provided by:

PKP Polskie Linie Kolejowe S.A. Centrala
Biuro Eksploatacji i Obsługi Pasażerskiej
03-734 Warszawa, ul. Targowa 74
e-mail: ies@plk-sa.pl

16a. The rules for checking the correct operation of radio equipment and the Radio-stop system are specified in the "**Instructions on the use of train radio communication equipment Ir-5**", and the procedures for verifying the correct operation of the rail emergency call (REC) are specified in the "**Instruction on the use of radio communication equipment in the GSM-R network Ir-5a**", listed in **Annex 3**, listed in **Appendix 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe [Rail traffic and transport]*.

17. All information concerning the analogue (VHF) radio communication network of PLK SA, radio licences and parameters of shunting frequencies used in stations where the shunting network exists is provided in the:

PKP Polskie Linie Kolejowe S.A. Centrala
Biuro Telekomunikacji
03-734 Warszawa, ul. Targowa 74,
e-mail: ict@plk-sa.pl

ERTMS

18. The RU who wishes to provide carriage on the railway lines provided with operational ERTMS ETCS Level 2 with the use of traction vehicles which feature onboard ERTMS ETCS Level 2 equipment shall apply to PLK SA for data transmission encryption keys.

    The detailed information concerning the application and issue procedures applicable to ERTMS/ETCS Level 2 equipment is available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Warunki udostępniania infrastruktury i regulaminy* ► *Zasady korzystania z ERTMS/ETCS poziom 2 i ERTMS/GSM-R* [*Principles for Use of ERTMS/ETCS Level 2 and ERTMS/GSM-R*].

19. Each RU who wish to operate carriage by rail with the use of ERTMS/GSM-R RF communication equipment (including ERTMS/ETCS Level 2 equipment) shall apply to PLK SA for the issue of SIM cards for the GSM-R system.

    The detailed information concerning the application and issue procedures applicable to ERTMS/GSM-R SIM cards is available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Warunki udostępniania infrastruktury i regulaminy* ► *Zasady korzystania z ERTMS/ETCS poziom 2 i ERTMS/GSM-R* [*Principles for Use of ERTMS/ETCS Level 2 and ERTMS/GSM-R*].

20. All information concerning:
    1) the ERTMS/ETCS system is provided by:

       PKP Polskie Linie Kolejowe S.A. Centrala
       Biuro Automatyki
       03-734 Warszawa, ul. Targowa 74
       e-mail: iat@plk-sa.pl

    2) the ERTMS/GSM-R system is provided by:

       PKP Polskie Linie Kolejowe S.A. Centrala
       Biuro Telekomunikacji
       03-734 Warszawa, ul. Targowa 74,
       e-mail: ict@plk-sa.pl

Deviation Discovery Response Procedure

21. Whenever PLK SA discovers rolling stock or its installed equipment unit which cause traffic safety hazards, also by disturbance in the operation of traffic control and railway communication equipment and PLK SA's attempts at intervention into the deviation are ineffective, PLK SA will notify the President of UTK.
22. After an unsuccessful intervention, the RU will notify the President of the UTK of cases of revealed defects and irregularities of railway infrastructure resulting in a threat to railway traffic safety or disturbance with on-board equipment and vehicles.

3.4.2. Staff Acceptance

1. The RU personnel who discharge duties directly related to traffic control and safety and the RU train drivers who operate specific railway vehicle types shall comply with the requirements established in the Act and its applicable secondary regulations.
2. The RU personnel who performs the tasks imposed by the relevant Usage Agreement shall be provided, whenever necessary with the permits issued under the procedure defined in sections 5 to 11 and valid paper or electronic timetable sheets.
3. The training of RU personnel in the topics of PLK SA-managed railway infrastructure usage, and specifically:
   1) Railway traffic methods;
   2) Understanding of technical regulation abstracts;

   can be delivered by the competent PLK SA personnel on request of the RU.
4. The detailed applicability of the topics identified in section 3, the time of the training, the training session hours, and the training fees, are regulated in a separate contract or agreement of commission.

Permits for RU personnel

5. At the request of the RU, PLK SA issues personalised permits to the RU's employees for entering PLK SA's railway area in order to carry out activities related to the performance the Usage Agreement, in accordance with **Rules of entry into railway area managed by PKP Polskie Linie Kolejowe S.A. Id-21** *[Zasady wstępu na obszar kolejowy zarządzany przez PKP Polskie Linie Kolejowe S.A. Id-21]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Linie kolejowe* [*Railway lines*].

   The issuer shall charge a fee per document for each permit, in the amount indicated in the aforementioned Rules.
6. The permits authorize the holders to access the railway operation sites or parts thereof specifically listed in the permit text and remain valid if shown with the identification credentials of the holders.
7. Each permit identified in section 5 remains valid for the duration specified in the permit text and no more than 2 years from the date of issue.
8. The RU applying for a permit shall submit applications for documents authorising access to the railway area according to a model available on www.kgsok.pl, website tab: *O SOK* ► *Zasady wstępu na obszar kolejowy* - with the following PLK SA organisational units:
   1) The Railway Security Guard (SOK) Central Office, for the permits for access to the whole railway operation area or its parts larger than the jurisdiction of a single SOK Regional Department, with the application submission address:

      PKP Polskie Linie Kolejowe S.A.
      Komenda Główna Straży Ochrony Kolei
      ul. Chmielna 73A, 00-801 Warszawa
      e-mail: zezwolenia.sok@plk-sa.pl
      tel.: +48 664 488 259, (+48) 22 474 17 56

2) The SOK Regional Department of proper jurisdiction, for the permits for access to the respective railway operation area part which is no larger than this jurisdiction.

The list of Regional Departments of the Railway Security Guard is shown in **Annex 4.2**.

9. The permit issuer may decline to issue the requested permit or restrict the authorized access area specified in the permit text if reasonable to do so due to traffic safety, confidential information security, personal data protection, or otherwise.
10. The RU shall return each issued permit to the original permit issuer once the rationale for the permit issue ceases.
11. If a permit is lost, the RU who originally applied for its issue shall notify the permit issuer in writing with a clarification of the circumstances of permit loss.

3.4.3. Exceptional Transport (Exceptional Consignments Carriage)

1. The train runs with exceptional consignments are carried out by PLK SA under RRJ/IRJ, as applicable, pursuant to a prior establishment of each exceptional consignment carriage by rail.
2. Before applying for an exceptional consignment carriage capacity, the RU to carry the exceptional consignment shall apply for an exceptional consignment approval with the Railway Traffic Management Centre of PLK SA *[Centrum Zarządzania Ruchem Kolejowym PLK SA]* as follows:
   1) For domestic train runs to be performed only on the railway lines under management of PLK SA or other domestic IMs, the exceptional consignment approval application shall be submitted at least 20 calendar days in prior of the train run or the submission deadline for train path allocation under RRJ or the RRJ update date. The application shall be submitted to the Regional Department of the Railway Traffic Management Centre of PLK SA *[Centrum Zarządzania Ruchem Kolejowym PLK SA]* of jurisdiction over the train run start and identified in **Annex 4.3**;
   2) For international train runs, the exceptional consignment approval application shall be submitted at least 40 calendar days in prior of the train run or the submission deadline for train path allocation under RRJ or the RRJ update date. The application shall be submitted to:

      PKP Polskie Linie Kolejowe S.A.
      Centrum Zarządzania Ruchem Kolejowym
      Przewóz Przesyłek Nadzwyczajnych
      ul. Targowa 74, 03-734 Warszawa
      e-mail: id.nadzwyczajne@plk-sa.pl
      city tel.: (+48) 22 473 35 67, railway tel.: (922) 473 35 67

3. These requirements for the timely submission of exceptional consignment carriage approval applications do not apply to exceptional consignments for the needs of state defence and security.

   The deadlines specified in section 2 do not apply to the applications concerning failed rolling stock, if approved so in prior with the Railway Traffic Management Centre of PLK SA *[Centrum Zarządzania Ruchem Kolejowym PLK SA]*.

3a. The request for consent for the carriage of an extraordinary consignment, shall be submitted electronically, according to the following rules via ISZTP – "Module for the submission of consents/conditions for the carriage of extraordinary consignments – Extraordinary consignments".

   Access to the module is obtained by submitting a request, according to the template attached as **Annex 6.2**, to the address indicated therein.

   Once the RU is granted access to ISZTP, it will receive information concerning the first access session at the e-mail address identified in the request for access.

   The RU is required to log into the system within 3 months of the date of granting access or the last login.

   After that date, a new ISZTP access request must be sent in order to log in.

The security of the password and the data entered into the ISZTP, including the "Module for the submission of consents/conditions for the carriage of extraordinary consignments – Extraordinary consignments" – is the responsibility of the RU.

4. The detailed information to be included in each exceptional consignment carriage approval application contemplated in section 2 is explained in the **Instruction on the carriage of exceptional consignments on the 1435 mm track Ir-10** ["Instrukcja o przewozie przesyłek nadzwyczajnych po torze 1435 mm Ir-10"], listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne I przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe [Rail traffic and transport].*
5. In each exceptional consignment carriage approval, PLK SA establishes the conditions for exceptional consignment carriage on the PLK SA-managed railway lines pursuant to the **Instruction on the carriage of exceptional consignment on the 1435 mm track Ir-10**.

   For international carriage of exceptional consignments under RRJ, the RU shall provide to PLK SA the exceptional consignment carriage approval issued by the RU or the IM or the railway adjacent to PLK SA. This shall be done before **21 November 2025**.
6. For the track closures which take place in the area and for reasons attributable to PLK SA, PLK SA at the request of the RU - updates the affected and issued exceptional consignment carriage approvals at the stage of production of the timetable modifications specified in subchapter 4.8.2.

3.4.4. Dangerous Goods

1. Dangerous goods are materials and objects the carriage of which is prohibited or permitted only under the conditions set out in the RID (Règlement concernant le transport international ferroviaire des marchandises dangereuses). The carriage of dangerous goods by rail is each movement of dangerous goods in a rail wagon, including all stops required during the carriage and all operations related to the carriage.
2. High-Risk Goods are a group of dangerous goods which, if used not as intended to (for terrorism, for example) may cause grave consequences, including multiple casualties, mass destruction, or mass socio-economic disturbance.
3. The carriage of dangerous goods by rail is regulated by the RID, which is Annex C to COTIF (Convention concerning International Carriage by Rail), which Poland is a signatory of.

   The obligation to enforce the RID is imposed also by Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, implemented in the legislation of Poland with the Polish Act of 19 August 2011 on Transport of Dangerous Goods.
4. The regulations concerning the carriage of dangerous goods by rail are established in the **Instruction on the procedure for the carriage of dangerous goods by rail Ir-16** *[Instrukcja o postępowaniu przy przewozie koleją towarów niebezpiecznych Ir-16]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe [Rail traffic and transport]*, and the acts of law listed on this website: https://www.gov.pl/web/infrastruktura/przewoz-towarow-niebezpiecznych.

3.4.5. Test Trains

1. Each applicant can notify the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] that it needs to start a test train, which is a train intended for testing of rolling stock or a railway vehicle, or a train for testing of railways and their components.
2. The notice of test train start shall be submitted to this e-mail address: id@plk-sa.pl.
3. Each test run shall be completed under a separate contract or understanding.

4. The individual conditions for a test run – depending on the test run parameters and characteristics – are established in the Temporary regulations for the conduct of traffic during the works, appropriately adjusted to test runs and with reference to all structural subsystems (i.e. Infrastructure, Energy, and Control).
5. The feasibility assessment of test run operation above the limits of speed or other technical and operating parameters approved by PLK SA for the railway line and its track sections is not the responsibility of PLK SA. On a case by case basis, the feasibility requires assessment and decision of the research body which takes part in test run and is competent in assessment of the concerned infrastructure and rail vehicle. The participation of the research body in the test run is at the cost of the applicant.

4. CAPACITY ALLOCATION

4.1. Introduction

1. Capacity shall be allocated against the applications made by the applicants who have valid Allocation Agreements.
2. The applications mentioned in section 1 may concern a capacity allocation for a train path, shunting, or stabling of a railway vehicle formation, a new capacity allocation, or a modification of allocated capacity.
3. In each train path request, the applicant shall identify the related requests which must be executed to allocate the train path applied for.
4. PLK SA does not allocate capacity against any of the related applications if one or more of those applications is left without allocated capacity.
5. The applicant cannot submit a capacity allocation request which concerns different types of capacities unrelated to the sequential activities on a railway vehicle formation.
6. In its request, the applicant may identify other applications for allocation of a capacity which directly precedes the capacity requested and concerns the same formation of rail vehicles.
7. PLK SA will only examine the applications which:
   1) are submitted by the applicants with a valid Allocation Agreement concluded with PLK SA;
   2) are submitted before the deadline established in the Network Statement;
   3) contain the information identified in § 4(1-4) and § 5(1) of the Regulation.
8. Each request which fails to meet the requirements listed in section 7 point 1 and 2 is immediately returned to the applicant with a rationale for the return.
9. Each request which fails to meet the requirements listed in section 7 point 3 is returned by PLK SA to the applicant with a request to complement the request contents in 5 business days.
10. Failure to complement the capacity allocation request as required in section 9 justifies denial of its examination.
11. IM uses the communications available in ISZTP or via the OCTOPUS interface passive part to notify about the capacity missing due to unplanned railway infrastructure maintenance work.
12. PLK SA examines the requests for allocation of the capacity for RRJ listed train paths by evaluating the capacity usage threshold of 70% of the applicant in the previous closed Annual Timetable.
13. If a railway infrastructure section is congested, the train path usage below a threshold of 90% in at least one month of the current timetable, PLK SA has the right to deny to the applicant the allocation of the train path on that section, unless the train path usage below the threshold was due to non-commercial reasons not attributable to the applicant. In these circumstances, the applicant shall demonstrate to PLK SA's satisfaction the circumstances which caused the capacity usage below the threshold.
14. The applications for development of reference train paths shall be filed according to the requirements specified in subchapters 4.1. to 4.2. and **between 9 and 20 December 2024**. A detailed schedule for the development of reference paths is shown in **Annex 8.1**.

Catalogue Paths

15. The PLK SA Catalogue for domestic traffic can be developed and published on www.plk-sa.pl to users logged into ISZTP.
16. The PLK SA Catalogue for international traffic can be developed in coordination with other stakeholding IMs to execute an international path request.
17. Access to ISZTP is granted in accordance with the procedure specified in subchapter 4.2.
18. The request for train path allocation from the PLK SA Catalogue shall be submitted exclusively via ISZTP.
19. The applicant receives via ISZTP confirmation of submission of its request for the train path allocation from the PLK SA Catalogue.

4.2. General Description of the Process

Reserving Capacity for Train Path

1. Application for Train Path Allocation shall be submitted in an electronic format, according to the following requirements, and via the ISZTP website at https://skrj.plk-sa.pl or via the OCTOPUS interface active part prepared by PLK SA.

   The rules for access to the services are described in **Annex 6.2**.
2. Access to the system is granted against the request for access to ISZTP/OCTOPUS the specimen of which is shown in **Annex 6.2**:

   PKP Polskie Linie Kolejowe S.A.
   Centrum Zarządzania Ruchem Kolejowym
   ul. Targowa 74, 03-734 Warszawa
   e-mail: support@plk-sa.pl, idoi@plk-sa.pl

   Notification of the need to allocate user access to ISZTP/OCTOPUS must be made for each user in a separate request, addressed in a separate email (1 request = request / e-mail of 1 user).
3. Once the applicant is granted access to ISZTP/OCTOPUS, it will receive information concerning the first access session at the e-mail address identified in the request for access.
4. The applicant shall login into the system in 3 months from the date of access grant or the last logon. Otherwise the applicant must request access to ISZTP/OCTOPUS again.
5. The applicant shall be liable for protection of the access password and the data input to ISZTP/OCTOPUS.
6. A prerequisite for acceptance of the Application for Train Path Allocation is to include the information as shown in the specimen in **Annex 6.3**.
7. A non-RU applicant shall identify in its Application for Train Path Allocation the RU authorized to use the capacity allocated to the applicant, whereas subchapter 4.5.1 sections 6 to 7 shall apply.
8. For passenger carriage by rail, the applicant shall select the passenger train commercial category and the rationale for carriage service as specified in the request application guidance.

   In the application for train route allocation, for which the service is based on a decision in the field "COMMENTS AND REMARKS OF THE APPLICANT", the number of relevant decision of the President of UTK must be entered.
9. The Application for Train Path Allocation must feature the train type(s) identified according to the classification established in **Annex 6.3**.

   The passenger train stopping time requested by the applicant must be at least as long as established in the **Train Timetable Instruction Ir-11** *[Instrukcja o rozkładzie jazdy pociągów Ir-11]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe* [*Rail traffic and transport*].

10. An applicant reserving train path capacity for passenger trains shall have the option of specifying relations between trains in the ISZTP, in terms of:
    1) train connections;
    2) transfers of wagons;
    3) transfers of train sets.

    Within the RRJ, the applicant may specify the above types of relations between trains within the deadlines for submitting applications and after submitting the draft RRJ update according to deadlines specified in **Annex 8.1**.

    In the process of updating the RRJ, the applicant may specify the above types of relations between trains within the deadlines for submitting applications (for new train paths) and after submitting the draft RRJ update according to deadlines specified in section 4.8.1, subsection 12.

    As part of the IRJ, the applicant may specify the above types of relations between trains when submitting the application and additionally:
    1) train connections - not later than 21 days before the first day of validity of each ZRJ organisation;
    2) transfers of wagons or train sets - within the deadlines specified in **Annex 5.2**.

    As part of the ZRJ, the applicant may specify:
    1) train connections - not later than 21 days before the first day of validity of each ZRJ organisation;
    2) transfers of wagons or train sets - within the deadlines specified in **Annex 5.2.**

    Train connections shall be determined pursuant to the rules established in the **Train Timetable Instruction Ir-11** [*Instrukcja o rozkładzie jazdy pociągów Ir-11*], listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe [Rail traffic and transport]*.

    Only trains properly identified in the ISZTP shall be treated as connected trains or trains where transfers of wagons or train sets will occur.

11. The effective date of submission of the Application for Train Path Allocation is the date of its submission in ISZTP or the OCTOPUS interface active part.

12. In the event of an ISZTP / SKRJ failure not attributable to the applicant, the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] informs the applicants of the expected difficulties and provides information on further course of action depending on the situation / failure.

13. With the access to ISZTP, the applicant can access the database of traction vehicles PLK SA has the technical characteristics of which.

    The list of registered traction units in the ISZTP and SKRJ application (Traction Assessment) is shown in **Annex 13**.

14. If a new traction unit is planned for use, the request for its registration with PLK SA shall be submitted at least 7 calendar days before the planned Application for Train Path Allocation submission. The traction unit registration request shall be submitted according to the specimen shown in **Annex 6.6** and in an electronic format to: id@plk-sa.pl.

15. Application for Train Path Allocation for the carriage of priority consignments required by the needs of state defence are accepted with an advance period sufficient to plan and release the timetable to the concerned applicant.

16. For applicants with registered offices outside of the Republic of Poland, before submitting an Application for Train Path Allocation for international passenger carriage with the right to provide the passengers with embarkation and disembarkation at the rail stations in the PLK SA railway network, the applicant shall submit the decision of the President of UTK to grant open access to the concerned international path. The decision shall be served at the address specified in subchapter 3.2.2 section 2.

17. The Application for Train Path Allocation under RRJ concerning the following railway lines:

Line No.:	Railway line name	Section of railway line
9	Warszawa Wschodnia Osobowa – Gdańsk Główny	entire line
202	Gdańsk Główny - Stargard	entire line
213	Reda - Hel	entire line
229	Pruszcz Gdański – Łeba	Lębork - Łeba
402	Koszalin - Goleniów	Koszalin - Kołobrzeg
405	Piła Główna - Ustka	Słupsk - Ustka

shall be submitted separately for each of the two run alternative dates:

1) For non-summer season which span from **14 December 2025** to **26 June 2026** and from **31 August 2026** to **12 December 2026**;
2) For summer season which span from **27 June 2026** to **30 August 2026**.

Requesting access to the Portal Przewoźnika [RU Portal] and registration of new passenger train commercial categories

18. Applicants who wish to book passenger train paths that cross outside PLK SA's network must enter relevant information using the RU Portal, including information on commercial stops. In order to obtain access to the RU Portal, applicants must submit a request in accordance with the template constituting **Annex 6.9** to the following address: IESPP@plk-sa.pl at least 60 days before the scheduled start of the train.

19. An applicant who provides passenger transport services shall be required to register its new passenger train commercial category before filing its path allocation request, specifying the range of services provided on the train.
In order to register a new passenger train commercial category, the applicant shall submit an application in accordance with the template attached as **Annex 6.8** to: IESPP@plk-sa.pl.

20. After registration of the commercial category as referred to in section 19, the applicant shall be given the opportunity to change its commercial category of train, which can be done:
    1) in ISZTP for paths on the PLK SA network;
    2) in the RU Portal for paths outside PLK SA's network;

    - no later than 40 days prior to the scheduled start of the train.

Reserving Capacity for Shunting or Stabling

21. A Shunting or Stabling Capacity Allocation Request shall be filed in an electronic format, according to the following requirements, and via the “Capacity Allocation Request Module for Shunting and Stabling” in ISZTP.

22. Access to the Module identified in section 21 is granted by approving the request the specimen of which is shown in **Annex 6.2** *[Application for access to the Internet-Based Train path Allocation System - Internetowy System Zamawiania Trasy Pociągu (ISZTP) “Zamawiaj i Jedź”]*. The request shall be submitted at the address specified in section 2.

23. Once the applicant is granted access to ISZTP, it will receive information concerning the first access session at the e-mail address identified in the request for access.

24. The applicant shall login into the system in 3 months from the date of access grant or the last logon. Otherwise the applicant must request access to ISZTP again.

25. The applicant shall be liable for protection of the access password and the data input to ISZTP and the Capacity Allocation Request Module for Shunting and Stabling.

26. The Shunting or Stabling Capacity Allocation Request is approved if submitted complete with the information identified in **Annex 6.5**, and the following applies accordingly to the capacity type requested:

1) a Shunting Capacity Allocation Request must have Sections A, B, and C filled out;
2) a Stabling Capacity Allocation Request must have Sections A, B, and D filled out.

27. It is permitted to submit a single Shunting or Stabling Capacity Allocation Request, according to the options available in the Capacity Allocation Request Module for Shunting and Stabling.
28. The Request identified in section 26 shall be filed in 30 minutes before attempting the requested shunting or stabling operation.
29. In the event of a ISZTP failure or reasonably unforeseeable operating conditions occur, the request for a shunting or stabling operation shall be passed directly by a RU personnel member to a competent traffic operator. The direct request is made by radiotelephone call.
30. PLK SA may reject the Request if the capacity is unavailable in the location the Request pertains to.
31. A Shunting or Stabling Capacity Allocation Request is not required for a shunting operation to change the leading train vehicle or to stable a train if the operation results from the ordained timetable or the operation is required due to operating disturbances.
32. Shunting or Stabling Capacity Allocation Requests can be made for shunting or stabling within the whole validity period of the timetable.

4.3. Reserving Capacity for Temporary Capacity Restrictions

4.3.1. General Principles

1. PLK SA may temporarily restrict capacity as required by maintenance, revitalization and upgrading of the railway infrastructure.
2. Temporary capacity restrictions may vary in duration and severity of effect on train traffic.
3. According to RNE guidelines, the following classification is applied to the severity of temporary capacity restriction effects on train traffic:

Severity of traffic capacity restrictions	Capacity restriction duration	Impact on estimated daily traffic volume on the railway line (cancelled / redirected paths)
Severe	More than 30 consecutive days	More than 50%
High	More than 7 consecutive days	More than 30%
Medium	7 consecutive days or less	More than 50%
Low	7 consecutive days or less	More than 10%

4. For Severe and High temporary capacity restrictions, the neighbouring IMs coordinate the restrictions more than 24 months before the timetable becomes effective to prevent coincidence of multiple restrictions on the same travelways.
5. If the planned capacity restrictions will affect other IM railway networks, a second round of coordination is run between the stakeholding IMs. The coordination shall end no later than:
   1) 18 months for Severe temporary capacity restrictions,
   2) 13 months and 15 days for High and Medium temporary capacity restrictions, respectively.
6. The procedures of planning and granting track closures, the entities responsible for planning repair schedules, and the times and procedure of the consultations of temporary capacity restrictions discussed in Annex VII to Directive 2012/34/EU are established in the **Rules for organisation and granting rail road closures Ir-19** *[Zasady organizacji i udzielania zamknięć torowych Ir-19]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe [Rail traffic and transport]*.

7. Track closure planning can be:
   1) long-term;
   2) regular.
8. **Long-term track closure planning** discussed in section 7 point 1 above and in point (8), (16) and (17) of Annex VII to Directive 2012/34/EU applies to the Annual Timetable which will be construed.

   The long-term planning applies to the following track closures:
   1) Track closures which last more than seven consecutive days and cancel 30% of the estimated traffic of the railway line;

   or
   2) Track closures which last more than thirty consecutive days and cancel 50% of the estimated traffic of the railway line;

   or
   3) Track closures which interrupt train traffic.
9. Criteria for determining which trains for each type of service should be diverted due to capacity constraints lasting more than 30 consecutive days and affecting 50% of the estimated traffic volume on the railway line:
   1) number of alternative routes available,
   2) allowing passenger or freight traffic to run on available alternative routes,
   3) available spare capacity of alternative routes,
   4) operational conditions of alternative routes for passenger traffic, e.g. maximum speeds, route length, available passenger infrastructure, length of platform edges,
   5) operational conditions of alternative routes for freight traffic (including high-risk goods, dangerous goods), e.g. maximum speeds, route length, available freight infrastructure, useful track length,

   Extraordinary (out of gauge) shipments are excluded from the above criteria due to the development of special conditions for such journeys.
10. If the planned track closure included in the Annual Timetable will not be executed, the capacity is released. These changes will be analysed in terms of the appropriateness of implementation within the respective ZRJ.
11. Depending on the date on which a planned track closure is qualified for cancellation, PLK SA will notify the applicants about the cancellation either by publishing the **Annex 5.1** or by publishing correction to **Annex 5.3**.
12. The capacity released by cancelled track closures is allocated according to the general principles.
13. **Regular track closure planning** is the basis for preparing the amended traffic organisation (ZRJ), granting and implementing track closures included and not included in the Network Schedule of Track Closures.

    The schedule of timetable modifications is listed in **Annex 5.2**.

4.3.2. Deadlines and Information Provided to Applicants

Long-term planning

1. The information concerning the planned long-term track closures, including draft Network Schedules of Track Closures and the results of track closure consultations discussed in Annex VII to Directive 2012/34/UE, is available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► ► *Warunki udostępniania infrastruktury I regulaminy* ► *Harmonogram zamknięć torowych [Schedule of track closures].*
2. The draft Network Schedule of Track Closures and the draft for its First Correction shall be consulted with the applicants concerned and the main operators of service facilities, who submit their comments to the timing and locations of the proposed track closures in 14 days after the publication of the drafts.

3. The approved Network Schedule of Track Closures and results of consultations, referred to in section 2, are subject to publication on PLK SA's website, referred to in section 1, no later than 24 months prior to entry into force of Annual Timetable to which it refers, whereas the Correction of Network Schedule of Track Closures – no later than 12 months prior to entry into force of Annual Timetable to which it refers. Additionally, the Correction of the Network Schedule of Track Closures Planned for Execution in the 2025/2026 timetable is shown in **Annex 5.1**.
4. Detailed information concerning the Network Schedule of Track Closures and the consultations discussed in section 2 is provided by:
   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Eksploatacji i Obsługi Pasażerskiej
   ul. Targowa 74, 03-734 Warszawa
   e-mail: ies@plk-sa.pl
5. PLK SA releases the following data during the consultation of the planned temporary capacity restrictions with the applicants:
   1) The planned start and end date;
   2) The line section affected by capacity restriction;
   3) Whenever necessary, the capacity of the diversionary line.

Regular Track Closure Planning

6. The information about the planned regular capacity restrictions is relayed to the interested applicants at the stage of draft ZRJ development and published additionally in ISZTP.
7. Detailed information about the procedure of traffic management modifications required by regularly planned track closures is provided in subchapter 4.8.2.

Unscheduled Track Closures

8. The notices of unscheduled track closures, including those imposed by damage of the railway infrastructure and discussed in subchapter 2.5 section 2 point 2, are published in communications available in ISZTP.

4.4. Impacts of Framework Agreements

1. PLK SA carries out periodic consultations with the applicant twice a year – in April and October – to revise the Framework Agreement and justify its continuation.

   If the actual usage is found to be below 70% of the volume of trains on specific railway lines during 3 consecutive calendar months (January to March or July to September), for which train paths were allocated under the Annual Timetable according to the allocated framework capacity, PLK SA will reduce the framework capacity for those railway lines in the future Annual Timetables by the percentage of non-use.

   If the applicant clarifies the reasons for the lower usage of the number of train paths, PLK SA and the applicant will jointly determine the size of the framework capacity reduction for the concerned railway lines or sections of lines.
2. The applicant shall notify PLK SA about each intent to not to use the framework capacity without undue delay.
3. PLK SA publishes the framework capacity statement no later than 3 months after the conclusion of the Framework Agreement, its amendment or termination, with compliance with commercial confidentiality of PLK SA’s business.

4.5. Path Allocation Process

4.5.1. Annual Timetable Path Requests

1. PLK SA develops the draft RRJ based on the Applications for Train Path Allocation for Annual Timetable submitted in accordance with the principles specified in subchapter 4.1 and 4.2 section 1 to 17.

   The various stages of the RRJ planning process and the applicable milestone dates are specified in the Development Schedule of the 2025/2026 Annual Timetable shown in **Annex 8.1**.

   The Applications for Train Path Allocation for Annual Timetable shall be submitted according to the train types classified in **Annex 6.3** by the following dates:

   1) **INTERNATIONAL, MULTI-NETWORK AND FRAMEWORK AGREEMENT PATHS:**

Path type	Time from	Time to
Passenger trains Freight trains Non-commercial passenger trains Locomotives	31 March 2025	14 April 2025

   2) **SINGLE-NETWORK PATHS:**

Path type	Time from	Time to
Passenger trains	7 April 2025	18 April 2025
Freight trains	26 May 2025	6 June 2025
Non-commercial passenger trains Locomotives	8 July 2025	11 July 2025

   3) **AD-HOC PATHS (IRJ) for the Annual Timetable (RRJ) validity period:**

Path type	Time from	Time to
Passenger trains Freight trains Non-commercial passenger trains Locomotives	8 July 2025	12 September 2025

2. PLK SA develops the draft RRJ by considering these items in the listed order:
   1) Restrictions resulting from:
      a) The necessary provision of the capacity to maintain the railway infrastructure;
      b) The feasibility of diverting the pre-arranged international train paths within an RFC;
   2) The priority of priority-eligible traffic on the railway line sections referred to in Article 29b of the Act;
   3) The best possible usage of capacity;
   4) The priority of planning the train routes specified in published transport plans;
   5) The priority of the carriage of passengers;
   6) The priority of the planning of the train paths requested by the applicants under the specific train category discussed in section 3, if the applicants met the IM's requirements for the train path usage threshold discussed in subchapter 4.1 section 12 in the previous closed Annual Timetable validity period;
   7) The priority of the planning of the train paths to be operated under cyclic timetable as identified in the applicant's request;

8) The priority of the planning of the train paths for which more run days are foreseen;
9) Whenever feasible, all restrictions applicable to the applicants, including the commercial consequences for their business;
10) The international agreements, border understandings, and minutes of international meetings, especially those which apply to the arrangements for international train paths.

3. While examining each of the priorities listed in section 2 to plan RRJ, PLK SA also considers the following train priority levels:
   1) Express passenger trains (EC, EN, EI) and international passenger trains (MM, RM);
   2) Interregional and regional trains which serve travel to workplaces, i.e. which arrive to a specified station of destination or another station identified by the RU along the train path run from 05:30 to 08:30 and which serve travel from workplaces, i.e. which depart from the start station or another station identified by the RU along the train path run from 14:30 to 17:30;
   3) Other interregional and regional trains;
   4) Freight trains intermodal (TC, TD);
   5) Other freight trains;
   6) Empty passenger wagon formations and locomotives.

   When considering each priority level listed in points 1 to 5, PLK SA additionally considers the priority of train path allocation for the trains which feature onboard ERTMS/ETCS with GSM-R.

4. PLK SA limits or does not allocate the capacity for railway line sections on which restrictions in train traffic will occur as listed in **Annex 5.3** due to planned upgrading, revitalization, maintenance, or repairs.

   For the railway lines which feature full-day traffic interruptions that do not apply to the whole timetable and are listed in **Annex 5.3**, requests shall be submitted which include the traffic interruptions and separate requests which state the time of train runs outside of the traffic interruption.

   If PLK SA examines an Annual Timetable Path Request or a RRJ update is published and PLK SA finds that the submitted requests include the railway line sections listed in **Annex 5.3** and it is not possible to allocate the requested capacities, the applicant is notified of this with the deadline by which the applicant can submit a new or revised path request that does not include the restrictions listed in **Annex 5.3**.

   Failure of the applicant to submit the revised request in 14 days will result in non-allocation of the capacity on the railway line section listed in **Annex 5.3** and the original application receives the status “BUS”.

   “BUS” requests shall not be construed as implementation of substitute transport or its funding as regulated in **Annex 16**.

   The status “BUS” is used for the technical considerations of the timetable construction for the railway line sections on which PLK SA allocates train path capacity and, in coordination with the concerned applicant, to ensure passenger information about the bus carriage implemented solely by the applicant for the railway line sections listed in **Annex 5.3**.

5. If, during the planning of the timetable based on the submitted Annual Timetable Path Request PLK SA finds non-compliance in the requests, especially by axle load limits exceeded as discovered in the traction calculations, the concerned applicants are notified with alternative train paths.

   The applicants shall present the required complements and corrections in 5 business days.

6. A non-RU applicant identifies the RU authorized to use the allocated capacity by the time that RU can authorize the Annual Timetable Path Request, and with compliance to the deadlines listed in **Annex 8.1** and no later than on **6 June 2025**.

7. If a non-RU applicant submits the Annual Timetable Path Request without a known RU whom the applicant commission for the requested train runs, the applicant shall check the “Unknown RU” box in the Application form. The non-RU applicant can identify the RU by the time that RU can authorize the Annual Timetable Path Request, and with compliance to the deadlines listed in **Annex 8.1** and no later than on **6 June 2025**.

8. Having allocated the train paths under RRJ or an RRJ update, the non-RU applicant shall use the ISZTP website tab identified in subchapter 4.8.1 section 2 to change the RU identified to use the capacity in the Annual Timetable Path Request.

   In its RU change request, the non-RU applicant indicates the date on which the allocated capacity will be transferred to the new RU for further usage; when doing so, the non-RU applicant cancels the train route authorization made by the RU originally identified to use the allocated capacity.

9. The new RU shall authorize the acceptance of the train path for usage at term 7 days from the date of indication by the applicant who is not a carrier (non-RU), but not later than:
   1) 40 days before the planned start of the train, which applies to the passenger carriage the timetable of which will be made public;
   2) 7 days before the planned start of the train, which applies to the passenger carriage in occasional service, the timetable of which will not be made public;
   3) 24 hours before the planned start of the train, which applies to the paths of freight trains, non-commercial passenger trains, and light-running locomotives.

   The change of RU takes place at the time of authorization of the train path covered by the application by the new designated RU.

   In the absence of the train path authorization by the RU within 7 days from the date of indication by the applicant who is not a carrier (non-RU), the capacity may be released by the PLK SA.

10. PLK SA develops the draft RRJ and releases its part relevant to the applicant for approval, for which the deadlines established in **Annex 8.1** apply.

11. Within 1 month from being served the draft RRJ identified in section 10 can accept it or raise reservations or suggest changes to the draft RRJ part relevant to the applicant and not conforming to the requirements stated in the Annual Timetable Path Request submitted by the applicant.
    The reservations to the draft RRJ shall be served in a table the specimen of which is shown in **Annex 8.2**. The table shall be served editable (in MS Excel) to this e-mail address: id@plk-sa.pl

    If the applicant takes no position towards the draft RRJ by the deadline identified above, PLK SA deems the draft RRJ to have been accepted without reservations.

12. PLK SA will consider the reservations and suggested changes applicable to the draft RRJ.

    If PLK SA cannot apply the reservations or suggested changes discussed in section 11, the applicant will be notified in 14 business days from the date on which it served the draft RRJ reservations or suggested changes to PLK SA.

    The applicant may withdraw the Annual Timetable Path Request which the draft RRJ does not conform to in 5 business days. PLK SA will treat all non-withdrawn the Annual Timetable Path Request as accepted.

    If PLK SA applies the reservations or suggested changes discussed in section 11, it will agree on the draft RRJ with the applicant in 14 business days from the date of serving the reservations or suggested changes.

13. PLK SA develops RRJ from the approved draft RRJs.

    PLK SA will notify the applicant of the allocated train paths by **12 September 2025**.

    The Notice of Allocated Paths is issued against the applicant's acceptance of the paths by way of their authorization in ISZTP by **8 September 2025**.

    The train paths left without the applicant's authorization will not be listed in the Notice of Allocated Paths.

    PLK SA allows the interested applicants and RUs to download the finished RRJ in an electronic format from ISZTP and www.plk-sa.pl after **15 September 2025**.

    PLK SA authorizes the applicants and RUs to use the documents provided in electronic formats.

14. PLK SA authorizes real-time access of the applicants to the RRJ in development. This is done via ISZTP.

15. The contacts from which information concerning the fulfilment of the Applications for Train Path Allocation follow:
    1) For domestic passenger traffic:
       e-mail: wnioski.pas@plk-sa.pl
       city tel.: (00 48) 22 473 20 17; railway tel.: (922) 473 20 17
       city fax: (00 48) 22 473 23 59
    2) For international passenger traffic:
       e-mail: miedzynarodowe.pas@plk-sa.pl
       city tel.: (00 48) 22 473 28 76; railway tel.: (922) 473 28 76
       city fax: (00 48) 22 473 23 59
    3) For freight traffic:
       e-mail: wnioski.tow@plk-sa.pl
       city tel.: (00 48) 22 473 32 08; railway tel.: (922) 473 32 08
       city fax: (00 48) 22 473 23 59

Regulations regarding the allocation of train routes, resulting from the planned organization of train traffic on the Warszawa Zachodnia - Warszawa Wschodnia section of railway line No. 448 Warszawa Zachodnia - Warszawa Rembertów, privileged for provincial transport, i.e. for RP, RO, RA train types - for the period of modernization of railway line No. 2 [Warszawa Zachodnia - Terespol] on the section Warszawa Zachodnia - Warszawa Wschodnia

16. On the Warszawa Zachodnia - Warszawa Wschodnia section of railway line No. 448 [Warszawa Zachodnia - Warszawa Rembertów] (suburban cross-city line), privileged for regional transport, i.e. for RP, RO, RA train types - PLK SA plans to allocate 15 pairs of passenger train routes to applicants per hour, while 1 pair of train routes per hour remains in PLK SA's reserve.
17. After providing the applicants with the RRJ project referred to in paragraph 10, PLK SA provides applicants with a list of available free train routes on the privileged section of line No. 448, as referred to in subsection 2.4.1.
18. As part of submitting comments on the RRJ project, as referred to in paragraph 11, applicants may apply for the allocation of free capacity for the above-mentioned section of railway line 448 and make the necessary changes in applications for the allocation of train routes within the RRJ, provided that the station **Warszawa Wschodnia** cannot be the starting or ending station of a train route.

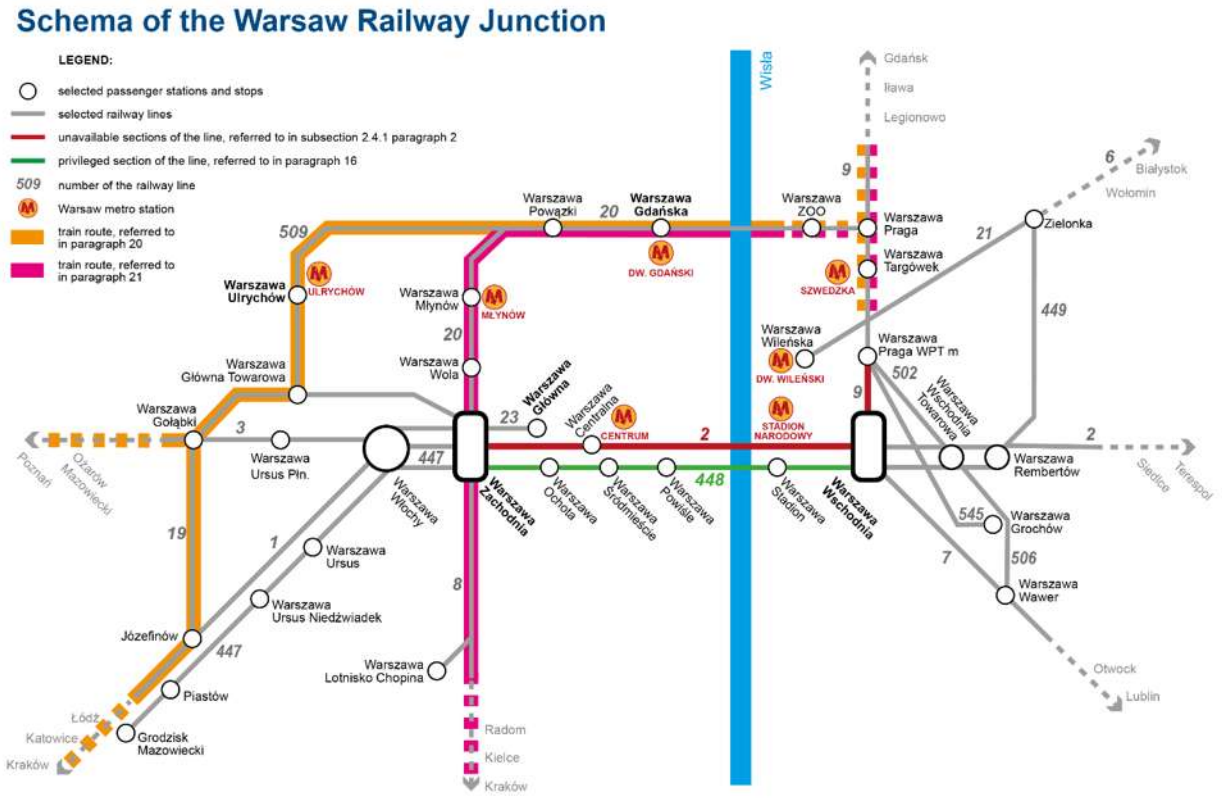
Traffic organization through the Warszawa Gdańska station

19. **Warszawa Gdańska** station serves as a substitute (alternative station) for the Warszawa Centralna and Warszawa Wschodnia stations (long-distance part).

    For inter-regional passenger trains passing through the Warszawa Gdańska station, PLK SA plans to allocate 6 pairs of train routes per hour to applicants.
20. For regional passenger trains (running before the start of the modernization through the Warszawa Centralna station) and inter-regional passenger trains passing through the Warszawski Węzeł Kolejowy (Warsaw Railway Junction, hereinafter referred to as "WWK") in transit, i.e. not starting and ending their run in the WWK area - all applications for the allocation of train routes should be submitted with inclusion of the passage through the **Warszawa Gdańska** station, with the following assumptions:
    1) the maximum waiting time at the Warszawa Gdańska station is 8 minutes;
    2) for trains travelling from/to Warsaw on the railway line No. 1 Warszawa Zachodnia - Katowice or on the railway line No. 3 Warszawa Zachodnia - Kunowice, the route through the station **Warsaw Ulrychów** should be indicated.
21. **On the Warszawa Zachodnia P9 – Warszawa Gdańska section** of the railway line No. 20 Warszawa Główna Towarowa – Warszawa Praga - the following train traffic is only allowed:
    1) regional passenger trains;
    2) inter-regional passenger trains from/to the direction of railway line No. 8 Warszawa Zachodnia - Kraków Główny.

22. Trains travelling from/to the direction of railway line No. 9 Warszawa Wschodnia Osobowa - Gdańsk Główny - assembled from wagon trains, will be routed through the station **Warszawa Gdańska** in transit through the WWK area, i.e. without starting and ending the run at the Warszawa Gdańska station.

    Commercial ending/starting of inter-regional passenger trains at the **Warszawa Gdańska** station is permitted as part of the use of a specific number of routes planned for a given type of transport. Applications for route allocation for these trains must include a section intended as a service train to/from the parking station (without shunting work at the Warszawa Gdańska station).



Organization of westbound WWK traffic

23. For inter-provincial trains ending/starting their run in Warsaw, travelling from/to the west, applications should be submitted with inclusion of the end/start station: Warszawa Zachodnia or Warszawa Główna. Depending on the stage of implementation of the modernization phases, it is expected that trains will be able to reach the Warszawa Centralna station.

Organization of eastbound WWK traffic

24. For inter-provincial trains ending/starting their run in Warsaw, travelling from/to the east, applications should be submitted with inclusion of the end/start station: Warsaw East.

Non-commercial passenger trains

25. Applications for the allocation of non-commercial passenger train routes from/to commercial trains starting or terminating at stations:
    1) Warszawa Zachodnia;
    2) Warszawa Wschodnia;
    3) Warszawa Gdańska;
    4) Warszawa Główna

    - must be submitted in one application with the commercial train.

4.5.2. Late Annual Timetable Path Requests

PLK SA does not allow the Late Annual Timetable Path Requests for international trains within the Annual Timetable after the Annual Timetable Path Request submission deadline, indicated in **Annex 8.1**.

4.5.3. Ad-Hoc Path Requests

1. Applications for Ad-Hoc Path Allocation (IRJ) can be submitted via ISZTP **from 8 July 2025**, pursuant to the procedure listed in subchapter 4.1 and 4.2 section 1 to 17, as follows:
   1) for domestic train paths, the submission deadline is:
      a) 40 calendar days before the scheduled departure date of passenger trains whose timetable is to be made public;
      b) 7 calendar days before the scheduled departure date of occasional service passenger trains, the timetable of which will not be made public;
      c) 5 business days before the scheduled departure of freight trains, non-commercial passenger trains, and light-running locomotives;
   2) for the international train paths which must be coordinated with foreign IMs, the applicant shall use ISZTP or the OCTOPUS interface active part to make the submission to the Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] of jurisdiction over the border rail station, under supervision of the OSS unit, and the submission deadline is:
      a) 40 calendar days prior to the scheduled departure date of passenger trains whose timetable is to be made public;
      b) for freight trains and non-commercial passenger trains:
         – 7 business days before the scheduled departure date of the train run which enters the railway network of an adjacent foreign RNE-affiliated IM, +2 business days for each RNE-affiliated IM;
         – 20 business days before the scheduled departure date of the train run which enters the railway network of an adjacent foreign non-RNE-affiliated IM, or 25 business days prior to the scheduled departure date of the train run which enters the railway networks of more than one adjacent foreign non-RNE-affiliated IM;
2. A non-RU applicant who requests a train path shall identify the RU who will carry out the train run and that RU shall authorize the request by the deadline established in section 1. If the request is missing the RU authorization, it will not be released for timetabling.
3. As far as reasonably possible, PLK SA accepts the Ad-Hoc Path Request for a freight train or a non-commercial passenger train to develop IRJ for a single train run past the deadline established in section 1 point 1 letter c and point 2 letter b. The submission date of the Ad-Hoc Path Request must allow PLK SA to submit to the applicant the developed draft IRJ or to notify the applicant if the Ad-Hoc Path Request submitted cannot be fulfilled, in either case at least 2 hours from the scheduled start of the train or light-running locomotive, whereas the provisions of section 2 shall apply.
4. If an Ad-Hoc Path Request is submitted at least 72 hours prior to the scheduled departure of the train, PLK SA guarantees a period of 36 hours to respond either by releasing the developed IRJ to the applicant or, as applicable, notifying the applicant if the Ad-Hoc Path Request submitted cannot be fulfilled.
5. PLK SA does not allocate capacity against an Ad-Hoc Path Request submitted less than 6 hours prior to the planned start of the train (including non-commercial passenger train) or 2 hours in prior of the requested run of an light-running locomotive.

6. The Ad-Hoc Path Request submitted within the time limits established in subchapter 4.5.1 section 1 will be processed by PLK SA, following which PLK SA releases the complete IRJs to the applicants between **15 September 2025** and **19 September 2025**.

   For a non-RU applicant, the Ad-Hoc Path Request shall be authorized by the RU identified therein by **12 September 2025**.

   If the request is missing the RU authorization, it will not be released for timetabling.

7. The Ad-Hoc Path Requests for train runs between **14 June 2026** and **12 December 2026** submitted past **23 January 2026** will be examined by PLK SA once PLK SA issues the timetable change to the applicants (with the planned update to happen on or after **14 June 2026**), which will be between **3 March 2026** and **9 March 2026**.

   For a non-RU applicant, the Ad-Hoc Path Request shall be authorized by the RU identified therein by **2 March 2026**. If the request is missing the RU authorization, it will not be released for timetabling.

8. During the development of timetable changes, i.e. between the dates indicated in Appendix 5.2, in the columns marked as “START OF CONSTRUCTION” and “END OF CONSTRUCTION”, there shall be restrictions on the allocation of capacity within the IRJ requests and modifications of the route by the applicant for the dates at which the traffic organisation in question applies, with the exception of requests concerning trains activated in exchange for cancelled trains under the framework of IRJ, which will be considered by PLK SA without undue delay.

9. When submitting an Ad-Hoc Path Request, the applicant can elect to check the “akceptacja projektu” [“acceptance of the draft“] box for the timetable. This will enable the applicant to accept the IRJ or to raise reservations. If the “akceptacja projektu” [“acceptance of the draft“] box is left unchecked, the applicant is understood to have accepted the draft IRJ and the IRJ will be ordained in 5 minutes after production of the draft IRJ.

10. Ad-Hoc Path Requests are examined for the remaining capacity by considering these items in the listed order:
    1) The train runs to be carried out under obligation from the transport laws;
    2) Restrictions resulting from:
       a) The necessary provision of the capacity to maintain the railway infrastructure;
       b) The feasibility of diverting the pre-arranged international train paths within an RFC;
    3) The best possible usage of capacity, including, in the case of freight traffic, TC and TD intermodal trains meeting the conditions for running at passenger speeds set out in subsection 2.3.7 section 2;
    4) The scheduled train run date;
    5) The order of Application submission.

11. Draft IRJ is developed by PLK SA in 5 business days from the submission of the Ad-Hoc Path Request.

12. The deadline identified in section 11 can be extended:
    1) For the Ad-Hoc Path Request applicable to international and multi-network paths, given the time required to approve the IRJ at the points of contact between the railway lines of different IM’s;
    2) In agreement with the applicant, for the train paths which require detailed approvals (e.g. occasional service trains for mass events);
    3) Whenever necessary to accept changes of secondary train paths requested by other applicants.

13. The draft IRJ is released to the applicant once the final approval of the requested train path is made by notification in the ISZTP application.

14. For the Ad-Hoc Path Requests identified in sections 1 and 12, PLK SA has 5 business days to notify the applicant if the Request meets the formal requirements and identify the date of production of the draft IRJ.

15. If an IRJ cannot be produced from an Ad-Hoc Path Request, PLK SA suggests to the applicant substitute solutions which enable the train run (e.g. via a different way, which is as short as possible and with the parameters approximate to the requested ones, or in a different train run time configuration), and proceeds to produce the IRJ with the applicant’s approval.

16. The draft IRJ for which the applicant has chosen the “acceptance of the draft” box should be accepted in 6 calendar days. If the Ad-Hoc Path Request is made by the applicant in less than 6 days prior to the scheduled start of the train, the Request should be accepted at least 2 hours before the scheduled departure.

    If no acceptance is served, PLK SA rejects the Ad-Hoc Path Request and charges the cost of Ad-Hoc Path Request processing. If the train path is accepted, the applicant will automatically receive the ordained train path.

17. Having allocated the train paths under IRJ, the non-RU applicant shall use the ISZTP website tab identified in subchapter 4.8.1 section 2 to change the RU identified to use the applicant-allocated capacity in the Ad-Hoc Path Request. In its RU change request, the non-RU applicant indicates the date on which the allocated capacity will be transferred to the new RU for further usage; when doing so, the non-RU applicant cancels the train route authorization made by the RU originally identified to use the allocated capacity.

18. The new RU shall authorize the acceptance of the Ad-Hoc Path Request for fulfilment at term 7 days from the date of indication by the applicant who is not a carrier (non-RU), but not later than:
    1) 40 days before the planned start of the train, which applies to the passenger carriage the timetable of which will be made public;
    2) 7 days before the planned start of the train, which applies to the passenger carriage in occasional service, the timetable of which will not be made public;
    3) 24 hours before the planned start of the train, which applies to the paths of freight trains, non-commercial passenger trains, and light-running locomotives.

    The change of RU takes place at the time of authorization of the train path covered by the application by the new designated RU.

    In the absence of the train path authorization by the RU within 7 days from the date of indication by the applicant who is not the carrier (non-RU), the capacity may be released by the PLK SA.

19. PLK SA does not develop simplified timetables as construed under Article 30(10) of the Act. For the requests made less than 5 days before the scheduled start of the train, PLK SA develops the train timetable according to the principles applicable to IRJ.

Viewing train paths on traffic diagrams

20. To provide the applicants with the information concerning the remaining capacity available in IRJ, PLK SA allows the applicants to display via ISZTP or SKRJ, the traffic charts of all applicant trains, complete with the data of train type, train number, path request number, train route, and run date, without identification of the RUs of applicants other than those who display the traffic charts.

21. If applicants agree to mutual visibility of their train paths on the traffic charts, the information listed in section 20 will also include RU identification; if displayed in SKRJ, the data also includes an overview of the Request and generation of data reports.

    The agree to mutual visibility of train paths on the traffic charts should be obtained for an indefinite period and remain in force until consent is revoked.

    The agree to mutual visibility of train paths on the traffic charts and any changes to this should be sent to:

    PKP Polskie Linie Kolejowe S.A.
    Centrum Zarządzania Ruchem Kolejowym
    03-734 Warszawa, ul. Targowa 74
    e-mail: idoi@plk-sa.pl

4.5.4. Coordination Process

1. For coordination of train connections, PLK SA organises and attends timetabling conferences with concerned applicants and passenger RUs.

   The arrangements from the international conferences on timetables of international passenger and freight trains agreed with the representative of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*], applicant and the RU representative are binding.

   The dates of timetabling conferences are specified in **Annex 8.1**.
2. In the case of conflict between the submitted path allocation requests, PLK SA ensures the best possible fulfilment of submitted requests by carrying out consultation with the interested applicants, according to priority rules referred to in subchapter 4.5.5.
3. For multi-network paths, PLK SA conducts a coordination process identical to the process applicable to single-network paths, with consideration of the arrangements for cooperation with other IMs.
4. If there are difficulties in determining multi-network paths, PLK SA manages arrangements with other IMs and applicants to reach a compromise satisfactory to all stakeholders.
5. For the arrangements, PLK SA may suggest:
   1) Modification of path parameters;
   2) A change of the time of train handover/takeover at the contact point with other IM;
   3) Restrict or change the date of train runs;
   4) Modification of colliding train paths.

4.5.5. Dispute Resolution Process

1. In the case of conflict between train paths, a coordination process is carried out by PLK SA.

   During the coordination process, PLK SA provides the stakeholding applicants with essential information (on paper or electronically) concerning the requested conflicting paths, without disclosing the identity of all remaining applicants unless they agree to such disclosure, as well as concerning the criteria applied in the train path allocation process.

   PLK SA proposes solutions to resolve the conflict promptly after its discovery, respecting the priorities of train paths allocation specified in subchapter 4.5.1 section 2. The proposal of resolution might consist in:
   1) Allocation of another time configuration for the requested train paths;
   2) Development of a timetable to run the trains on different paths than specified in the Applications for Train Path Allocation;
   3) Reduction of the time of the train run through the congested infrastructure section by reduction of the number of stops, reduction of the duration of stops, reduction of the train weight, and/or deployment of a traction vehicle with superior traction parameters;
   4) The application of:
      a) Timetable options for the colliding train paths on their dates;
      b) Restrictions – on particular dates - on the traffic of selected trains.

   PLK SA informs about the criteria to be taken into account in the process of train path allocation and identifies the requests for allocation of the train paths equivalent in the priority of capacity allocation.

   The proposed solutions are discussed during the coordination process.
   The applicant may make comments and propose possible modifications for the submitted requests which PLK SA implements as technical and operating capabilities allow.

   The lack of the applicant's response in 5 business days from being served by PLK SA a proposal of conflict resolution shall be considered as acceptance of the proposal.

   In the case of a conflict between train paths from the same applicant or when it is impossible to establish the planned train connections, the applicant's decision is overruling.

As a result of the coordination process, a compromise solution is developed.

2. The times for international train takeover and handover at border crossings are arranged at the international conferences.

   In the case of a conflict between international and domestic train paths, PLK SA proposes a solution which respects the principles of coordination referred to in section 1.

3. If the process of coordination does not result in a solution satisfactory to all the stakeholders, PLK SA allocates the train path with consideration of the technical and operating preconditions and the best usage of capacity on the accessible railway lines, and the feasibility of changing the times of takeover or handover of the trains at the points of contact between the IMs or the border crossings.

4. In the event of difficulties in establishing paths for multi-network trains, PLK SA and the stakeholding IM propose a solution, in consideration of the coordination procedure referred to in section 1 and the available capacity of both IMs concerned.

   The adopted solutions are submitted to the applicants as a draft timetable draft for approval in accordance with subchapter 4.5.1.

5. For capacity allocation disputes (this applies to requests with the same routing priority), PLK SA:
   1) Requests the interested applicants to present their position in the dispute within 4 business days;
   2) Having received their position, analyses them in 4 business days:
      a) In the case of equal priorities, an analysis is made for a better usage of the capacity; the capacity is first allocated to the paths with a better usage;
      b) In the case of equal priorities and identical usage of capacity, the analysis examines the parameters of the path, including gross and number of days of train running; the capacity is first allocated to the path with more days of train running or with the higher gross;
      c) If all the parameters are identical, the capacity is first allocated to the applicant who has planned more train paths on the same railway line section in the previous timetable;
   3) Informs the applicants of the resolution reached no later than 10 business days after the date of receipt of the notice of dispute over the allocation of capacity.

4.6. Congested Infrastructure

1. If, despite the actions referred to in subchapter 4.5.4 section 2, it is not possible to fulfil the path allocation requests as expected by the applicants, PLK SA promptly notifies the President of UTK and the involved applicants, that the railway line or its section, as applicable, is congested, without prejudice to the circumstances referred to in § 7(11)(1) of the Regulation. PLK SA notifies about the railway line or its section where lack of capacity is expected in the next RRJ development period.

2. PLK SA releases the results of capacity analyses for congested railway lines or sections to the President of UTK, complete with a plan for capacity increase according to the principles established to in the Regulation.

3. The train paths on congested railway line sections are allocated according to the results of the bid referred to in § 7(11)(4) of the Regulation and carried out according to the principles established in **Annex 8.3**.

4.7. Exceptional Transport and Dangerous Goods

1. PLK SA performs activities related to carriage of exceptional consignments and dangerous goods (including High-Risk Goods) in accordance with its regulations specified in **Annex 3**.

2. The requirements and information concerning exceptional transport and dangerous goods (including High-Risk Goods) are specified in subchapters 3.4.3 and 3.4.4.

4.8. Rules After Path Allocation

1. Once annual path capacity is allocated, the concerned applicant may submit:
   1) a request for modification of allocated capacity in accordance with subchapter 4.8.1;
   2) a request for new train path allocation under the RRJ update in accordance with subchapter 4.8.1 or IRJ in accordance with subchapter 4.5.3;
   3) cancel a train route in accordance with subchapter 4.8.4.
2. Regardless of the actions indicated in section 1, PLK SA may make changes in the timetable as required by changes in the railway infrastructure parameters or changes resulting from new construction, repair or maintenance of railway lines, according to the principles established in subchapter 4.8.2.

4.8.1. Rules for Path Modification by the applicant

1. **From 3 November 2025** PLK SA will allow applicants to request modification of allocated capacity.
2. Modification of the allocated capacity is possible exclusively by submitting a request via ISZTP, tab: “Modyfikacja przydzielonej zdolności przepustowej” [Modification of allocated capacity] or via the OCTOPUS interface active part.
3. For the requests referred to in section 2, the applicant indicates the request to be modified and the extent of requested modification.
4. PLK SA processes the requests for modification of allocated capacity submitted as part of the RRJ update, within the deadlines and the range of established in sections 12 to 14 and outside of the RRJ update deadlines. The examination considers:
   1) Changes to the traction unit type;
   2) Increase of the train gross weight (for freight trains, the increase cannot be more than 1200 tonnes);
   3) Changes to the train set length;
   4) Changes to the maximum axle load;
   5) Changes to the train types.
5. A modification which changes train run durations shall be introduced within the remaining capacity, or against the concerned applicants consent for introduction of secondary changes to the train paths which are in conflict with the modified path.
6. A modification which does not change train run durations will be automatically ordained and the concerned applicant shall immediately receive the timetable with these changes.
7. In the case of a modification of the allocated capacity, the applicant does not cancel the allocated train path. In this case, PLK SA does not levy a reservation charge - subject to subchapter 5.6 section 5.
8. The applicant’s acceptance of the capacity allocated against the request specified in section 2 is equivalent to the applicant's cancellation from the previously allocated capacity the request concerns.
9. A train weight reduction of does not require submission of a request for train path modification. PLK SA permits submission of requests for the modification until the concerned train starts.
10. PLK SA, during the RRJ validity period and provided that remaining capacity is available, allows the passenger RUs to make the following modifications in 40 days prior to the scheduled departure of the train:
    1) Merging of train routes;
    2) Addition of trains stops to the existing train path;
    3) Removal of trains stops to the existing train path;
    4) Modification of the type of stop (only for getting on / only for getting off).

11. It is not possible to change the RU entitled to use the capacity allocated to the applicant who is not a carrier (non-RU) during the consideration by PLK SA of an application for modification of the train path submitted by the RU designated to perform the train path.

Annual Timetable (RRJ) update

12. PLK SA commits the RRJ update which becomes effective on **14 June 2026**. The RRJ update is regulated by the following schedule:

	Specification	Deadline
1	Submission of path allocation requests	12 to 23 January 2026
2	Development of the draft RRJ from the submitted path allocation requests	13 January to 6 February 2026
3	Release of the draft RRJ	9 February 2026
4	Analysis of and reservations for the draft RRJ	10 to 13 February 2026
5	Implementation or rejection of the reservations and proposed changes	16 to 25 February 2026
6	RRJ acceptance	26 to 27 February 2026
7	Marking train connections, transfer of wagons and transfers of train sets in ISZTP	8 to 27 February 2026
8	Train timetable ordination	2 March 2026
9	Train running period	14 June to 12 December 2026

13. PLK SA introduces more RRJ updates for freight trains within the limits of remaining capacity according to the following schedule:

	Specification	Time	Time	Time	Time
1	Submission of path allocation requests	11 to 12 November 2025	4 to 5 May 2026	27 to 28 May 2026	1 December 2025 **(K)**
2	Development of the draft RRJ from the submitted path allocation requests	13 to 20 November 2025	6 to 12 May 2026	1 to 9 June 2026	2 to 10 December 2025 **(K)**
3	Release of the draft RRJ	21 November 2025	13 May 2026	10 June 2026	11 December 2025 **(K)**
4	Analysis of and reservations for the draft RRJ	24 to 25 November 2025	14 to 15 May 2026	11 to 12 June 2026	12 December 2025 **(K)**
5	Implementation or rejection of the reservations and proposed changes	26 to 27 November 2025	18 to 19 May 2026	15 to 17 June 2026	15 to 17 December 2025 **(K)**
6	Acceptance of the train timetable	28 November 2025	21 May 2026	18 June 2026	18 December 2025 **(K)**
7	Train timetable ordination	1 December 2025	22 May 2026	19 June 2026	19 December 2025 **(K)**

	Specification	Time	Time	Time	Time
8	Train running period	7 April to 12 December 2026	7 September to 12 December 2026	5 October to 12 December 2026	2 February to 12 December 2026 **(K)**

(K) *Correction by IRJ requests*

14. The update comprises:
    1) Preparation of the proposals for changes to allocated train paths, the change of which is necessary due to the change of railway infrastructure parameters (PLK SA will enable the generation of a report from ISZTP for the changes in train timetables resulting from the changes in railway line parameters);
    2) Examination of the allocation requests for new train paths;
    3) Examination of the requests for modification of allocated train paths by:
        a) Reduction of the train path, provided that 30% of the original path remains unchanged and no cancellation is submitted from the date of the update;
        b) Extension of the train path, provided that no cancellation is submitted from the date of the update;
        c) Changes in the locations and duration of train stops;
        d) Changes to the train set length;
        e) Changes to the maximum axle load;
        f) Changes in the gross train weight;
        g) Changes to the traction vehicle series;
        h) Changes in the declared braking mass percentage;
        i) Changes in the train line speed;
        j) A train run on a partially altered way, provided that 30% of the original path remains unchanged.
15. PLK SA allows modifications of the path allocation request with the exception of train path cancellation, which can only be made according to the procedure specified in subchapter 4.8.4.
16. PLK SA examines the path requests submitted via ISZTP within the time limits specified in sections 12 and 13 pursuant to the procedure listed in subchapter 4.1 and 4.2 sections 1 to 17, as follows.

    If requests are submitted for updating the train paths allocated to the applicant under the RRJ, in addition, the notification form for application to the annual timetable correction must be completed, in accordance with the specimen shown in **annex 8.4** and send it to email: id@plk-sa.pl.
17. The path requests which concern modification of the train timetable are examined by PLK SA with consideration of:
    1) The priority of train paths allocated under RRJ;
    2) For the train paths allocated under RRJ, the principles established in subchapter 4.5.1;
    3) For the train paths allocated under IRJ, the principles established in subchapter 4.5.3;
    4) For new train paths, the principles established in subchapter 4.5.3.
18. For a notice of changes made as part of the RRJ update which result in changes to the timetables of other applicants, the RRJ update is done once those applicants approve it.
19. As part of the RRJ update, it is permitted to apply for new capacity to the limits of the remaining capacity available.

    The requests made by a non-RU applicant require authorization of the train paths by the RU identified to use the capacity. The authorization shall be made by the request deadlines specified in sections 12 and 13.
20. Having received the draft RRJ, the applicant either approves it or notifies of its reservations or proposed changes. The reservations and proposed changes cannot apply to the components not included by the applicant in its path requests. If the applicant does not relay its position on the draft RRJ by the deadlines established in sections 12 and 13, PLK SA will deem the draft RRJ to be accepted without reservations.

21. If PLK SA cannot fully implement the reservations or make the proposed changes identified in section 18:
    1) PLK SA prepares the draft RRJ which includes the applicant's reservations to the maximum reasonable extent;
    2) PLK SA notifies the applicant;
    3) The applicant accepts the draft identified in point 1, or cancels the allocated capacity in whole or in part.
22. The applicant's refusal to accept the draft of the train timetable change to the extend specified in section 21 point 3 is tantamount to the applicant's cancellation of its submitted requests.
23. PLK SA ordains the timetable change according to the agreed parts of the draft timetable change.
24. PLK SA allows the interested applicants and RUs to download the finished RRJ in an electronic format from ISZTP and www.plk-sa.pl after the ordinance date identified in section 12 or 13, respectively.
25. Under the framework of annual timetable update, referred to in section 12, PLK SA introduces changes in train timetable due to change of railway infrastructure parameters.

4.8.2. Rules for Path Alteration by the IM

Alterations (done by ZRJ) for which train path allocation requests are not considered

1. PLK SA, at the deadlines specified in **Annex 5.2**, introduces changes in the train timetable, necessary due to changes in the railway infrastructure parameters which result from maintenance, revitalization or upgrading of the railway lines.
   Each such change depends on:
    1) The type of work to be carried out and the associated restrictions;
    2) The type and volume of train traffic at each location.
2. During the ZRJ development PLK SA may introduce changes within the same carriage service segment in agreement with the applicant to improve the coordination of train connections and eliminate obstructions to rail passengers, provided that these changes enable the train to run instead of forcing train run cancellation. The changes can be introduced to:
    1) Remove or add commercial train stops;
    2) Change the start time of the train within a time interval of +/- 60 minutes and, if this condition cannot be satisfied, within the first feasible remaining capacity period;
    3) Start additional non-commercial passenger trains or light-running locomotives as required to maintain proper circulation of the train formations;
    4) Change the type, length, and/or gross weight of the train;
    5) Change the train run days if a cancelled train was running within +/- 120 minutes or the interval between the nearest trains was extended too much;
    6) Secondary change of a train not participating in a given closure / speed limit, provided that train transitions or stops "zd" (team change) are marked in the RRJ applications.
3. In the case of capacity shortage, PLK SA proposes alternative routes, including alternative paths with exceptional consignments, which – if accepted by the applicant – will be changed by PLK SA automatically and free of charge, together with the preparation of consent for transporting an exceptional consignment on a new path, without having to request approval again.
4. After consultations with applicants, PLK SA cancels those trains which cannot run on a live track or via diversionary routes.
5. If a conflict between train paths of equal priority occurs, PLK SA chooses the optimal solution in terms of line capacity usage by prioritising the applicant whose train results in a better usage of railway line capacity. The priority is given in consideration of: train run time, train running period, planned operating duty, train path length, routing feasibility, and impact on other railway network sections.
6. Once the process of draft ZRJ project development begins, PLK SA notifies the applicant via e-mail about capacity shortage or restriction.

If the applicant intends to introduce substitute transport, the applicant shall provide information about the routes, path length, train run times, and dates of substitute transport vehicle running.
The information shall be given in 14 calendar days (at least 6 business days) of receiving the notice of capacity shortage or restriction.
If the timing specifications of substitute transport is not delivered, PLK SA reserves the right to train cancellation without accommodation of the substitute transport organised by the applicant.

7. The regulations concerning substitute transport introduced by the railway undertaking (RU) are established in **Annex 16**.
8. The Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] sends the draft domestic or international passenger traffic ZRJ via ISZTP separately to each of the concerned applicants for approval no later than 60 calendar days prior to the date of the planned change of traffic management, respecting the deadlines established in **Annex 5.2**. The applicant approves the submitted draft ZRJ within 10 calendar days according to the deadlines established in **Annex 5.2**, or notifies PLK SA of its reservations or suggested changes within the same time limit.
In up to 10 calendar days from receiving the reservations or proposed changes to the draft ZRJ submitted by the applicants, PLK SA implements them, corrects the platform edge occupation plan, and ordains the ZRJ in 40 calendar days at the latest prior to the effective date of ZRJ pursuant to **Annex 5.2**. PLK SA releases the developed ZRJ to the applicants via ISZTP with e-mailed notification of the release.
9. The Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] sends the draft freight traffic ZRJ via ISZTP separately to each of the concerned applicants for approval no later than 35 calendar days prior to the date of the planned change of traffic management, pursuant to **Annex 5.2**. The applicant approves the submitted draft ZRJ within 14 calendar days or notifies PLK SA of its reservations or suggested changes within the same time limit.
PLK SA implements the changes proposed by the freight applicants in the draft ZRJ's in up to 5 calendar days from the submission of the proposed changes and ordains ZRJ. PLK SA releases the developed ZRJ to the applicants via ISZTP with e-mailed notification of the release.
10. If PLK SA have no technical and operational possibilities to implement the reservations of an applicant to the proposed changes, the applicant can accept the PLK SA-proposed changes as the optimum solution under specific circumstances or cancel the proposed capacity in whole or part, where the latter results in cancellation of a train in whole or part. If the applicant cancels the train path as a result of a change in the time of start of the train by at least +/- 60 minutes in comparison to the path requested in timetable, PLK SA does not charge a reservation fee.
If, without a reasonable cause, the applicant does not agree to the proposed changes or submit requirements impossible to meet due to technical or operational considerations, PLK SA has the right to qualify ZRJ as being effective.
The applicant has the right to demand from PLK SA the rationale for which the applicant's requirements were considered unfeasible.
If the applicant does not respond, it is tantamount to its acceptance of the submitted proposal and approval of ZRJ without reservations.
11. For international and cross-border train paths, PLK SA has the ZRJ (including diversionary routes) approved by foreign IMs [DB InfraGO AG (Germany), SŽ (Czech Republic), ŽSR (Slovakia), BC (Belarus), UZ (Ukraine), LTG Infra (Lithuania), RŻD (Russia)].
12. If necessary to issue a ZRJ correction, PLK SA notifies the applicants about the changes in the timetable and the deadline for submission of their approval or reservations for the changes. This deadline is a minimum of 24 hours from the time of the notice, unless PLK SA agrees to a shorter deadline with the applicants. If the applicants do not reply to the notice by the deadline, PLK SA will deem there are no reservations to the proposed ZRJ correction. The provision of section 10 shall apply accordingly.
13. It is not possible to change the RU entitled to use the capacity allocated to the applicant who is not a carrier (non-RU) during the development of changes for a given train traffic organisation in the 2025/2026 timetable, i.e. between the dates indicated in the **Annex 5.2** in columns marked as "BEGINNING OF CONSTRUCTION" and "COMPLETION OF CONSTRUCTION".

4.8.3. Non-Usage Rules by the applicant

1. During the execution of the timetable, a train path usage below the 70% threshold in the last period may result in forfeiture of the right to train path use.
2. For railway infrastructure sections with insufficient capacity, a train path usage below the 90% threshold in the last period may result in forfeiture of the right to train path use.
3. The forfeiture of the right to train path use referred to in sections 1 and 2 shall be preceded by an examination of the train path usage in one or more of the previous months. PLK SA notifies the applicant about the examination start date and the loss of the train path which may result no sooner than on the first day of the month after the month in which the examination is performed.

4.8.4. Rules for Cancellation by the applicant

1. If the applicant does not intend to use the allocated capacity, the applicant shall cancel the allocated train path or its part in advance.

   Cancellation of the allocated train path is made in ISZTP by authorized personnel.

   In this case, PLK SA levies a reservation charge for whole requested and allocated train path or its unused part in the amount specified in subchapter 5.6.
2. PLK SA receives the cancellation of allocated train path from the date of submission of the notice of train path allocation specified in subchapter 4.5.1 section 13.
3. The confirmation of the cancellation of allocated train path or its part is generated automatically in ISZTP and sent to the applicant's e-mail address.

   In the event of an ISZTP failure not attributable to the applicant, the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] notifies the applicants about the foreseeable obstructions and the procedure of cancellation without ISZTP, with the specimen shown in **Annex 6.4**.
4. Submission of a request for cancellation of allocated capacity with erroneous data renders the cancellation rejected.

4.9. TTR for Smart Capacity Management

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA), are currently working on revising international timetabling processes (TTR). Detailed information on the project can be found at https://ttr.rne.eu/ and https://www.forumtraineurope.eu/services/ttr/.

4.10. Capacity Allocation Principles for the RFCs

Provision in force until 30 September 2025

For the railway lines which belong to the Rail Freight Corridors identified in subchapter 1.7.1, the predetermined international train paths and reserve capacity are allocated by C-OSS. The principles and procedures of train path allocation by C-OSS are published in CIDs for each RFC.

The detailed information is available in English on the RFC websites:

1) Baltic-Adriatic Rail Freight Corridor No. 5: https://www.rfc5.eu/;
2) Rail Freight Corridor North Sea-Baltic No. 8: https://www.rfc-nsb.eu/;
3) Amber Rail Freight Corridor No.11: https://www.rfc-amber.eu/.

Provision in force from 1 October 2025 to 31 December 2025

For the railway lines which belong to the Rail Freight Corridors identified in Subsection 1.7.1, the predetermined international train paths and reserve capacity are allocated by the C-OSS. The principles and procedures of train path allocation by C-OSS are published in CIDs for each RFC. Detailed information is available in English on the websites of each corridor:

1) Rail Freight Corridor 5: https://www.rfc5.eu/;
2) Rail Freight Corridor 8: https://www.rfc-nsb.eu/.

Provision effective from 1 January 2026

For the railway lines which belong to the Rail Freight Corridors identified in Subsection 1.7.1, the predetermined international train paths and reserve capacity are allocated by the C-OSS. The principles and procedures of train path allocation by C-OSS are published in CIDs for each RFC. Detailed information is available in English on the websites of each corridor:

1) Baltic - Adriatic Rail Freight Corridor (RFC BA): https://www.rfc5.eu/;
2) North Sea - Baltic Rail Freight Corridor (RFC NS-B): https://www.rfc-nsb.eu/.

5. SERVICES AND CHARGES

5.1. Introduction

1. PLK SA provides the following services:
   1) Minimum access to the railway infrastructure which includes the services specified in subchapter 5.3 section 1;
   2) Access to service facilities, which includes the services specified in section 2 and 3 of Annex 2 to the Act, as applicable;
   3) Other services.
2. The use of the railway lines or sections of lines for which timetable is not-prepared, is regulated as stated in **Annex 15**.

5.2. Charging Principles

1. PLK SA applies the same charging principles to all applicants/RUs for the whole railway network under PLK SA management.
2. The principles for charge pricing are based on Article 33 of the Act and Section 10 of the Regulation.
3. The Rules of determining unit rates of basic and shunting charge, including the procedure for determination of railway line section categories, are established in **Annex 9.2**.
4. When determining the basic charge, PLK SA provides for the application of the part of the unit rate related to the type of carriage operation different than 0 PLN/pockm [*PLN per one train kilometre*], after taking into account the results of the market analysis, referred to in § 21(17) of the Regulation.

   The principles for application of the unit rate part related to the type of carriage and the unit rate value are specified in **Annex 9.1**.
5. For the usage of the railways or railway sections reported as congested to the President of UTK in congestion periods referred to in Article 34(1) of the Act, PLK SA levies an elevated basic charge from the bid winner, starting from the first day of the RRJ validity period. The elevated basic charge is determined according to the bid managed with respect to the principles discussed in **Annex 8.3**.
6. The basic charge referred to in subchapter 5.3 is determined according to the allocated train path.
7. The basic charge referred to section 6 is reduced by one half of amount which PLK SA would pay the RU for a train delay attributable to PLK SA, if the train delay is equal to the extension of the train run duration and the reduction is no more than one half of the basic charge specified in section 6, if changes are made to the timetable as specified in subchapter 4.8.2, which result in an increase of the train run duration by at least 10 minutes or 10% of the total train run duration while the train path does not change or becomes longer.
8. In the case of a train run diversion for reasons attributable to PLK SA, the basic charge referred to section 6 is calculated in accordance with the principles specified in „**Procedura rozliczeń opłat za przejazdy pociągów realizowane drogami okrężnymi w związku z prowadzonymi robotami torowymi na sieci PKP Polskie Linie Kolejowe S.A.**” [*The Charge Billing Procedure for Diversionary Train Runs due to Track Work in the Railway Network of PKP Polskie Linie Kolejowe S.A.*], available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Warunki udostępniania infrastruktury i regulaminy* ► ► *Trasy modelowe* [*Model train paths*].

9. Whenever an exceptional transport is required which halts traffic on the adjacent track, the RU pays the basic charge referred to in subchapter 5.3 for the use of both tracks.
10. The charge list for the 1435 mm track gauge railway infrastructure usage is shown in **Annex 9.1**.

5.3. Minimum Access Package and Charges

1. The minimum access to the railway infrastructure includes:
   1) Handling of the capacity allocation request;
   2) Approval for use of the railway infrastructure, including its track points and junctions within the allocated capacity;[2]
   3) Train control, including signalling and release of information on train traffic;
   4) Provision of the information required to implement or operate the carriage services for which capacity has been allocated;
   5) Access to electrical supply equipment for traction current, where available.
2. The charge for the minimum access to the railway infrastructure with the services listed in section 1 includes:
   1) The basic charge for the services provided as a part of the minimum access to the railway infrastructure, as related to the completed train run;
   2) The shunting charge for the services provided as a part of the minimum access to the railway infrastructure, related to completed shunting;
   3) The charge for the stabling of railway vehicles for at least 2 hours on tracks not a part of a service facility.
3. The unit rate of the basic charge is determined as the total of the unit rate part dependent on the mass of the train and the railway line category, the unit part rate dependent on the train traction, and the unit rate part for the type of performed carriage.
4. The unit rate part of dependent on the mass of the train and the railway line category is determined as the product of the average unit rate dependent on the mass of the train and the railway line category and the differentiating factors of the average unit rate by the train mass and the average railway line section category.
5. The detailed information concerning the procedure for basic charge and shunting charge determination is shown in **Annex 9.2**.
6. The charge for the stabling of railway vehicles for at least 2 hours on tracks not a part of a service facility is determined as the product of the stabling duration and the unit charge.
7. The charges for the minimum access to the railway infrastructure, referred to in section 1 and the reservation charges referred to subchapter 5.6, are paid by the applicant/RU according to the specific principles stated in the Allocation Agreement or Usage Agreement, as applicable.

[2] According to the ruling of the Court of Justice of the European Union of 10 July 2019, case no. C-210/18, the construction of Annex II to Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area shall be that “passenger platforms” referred to in Annex I to the same Directive are elements of railway infrastructure and the operation of which is included in the minimum access package per 1(c) of Annex II, and the provision has been implemented in Annex 2 to the Act, 1(2), and implemented in the Network Statement, subchapter 5.3 section 1 point 2.

Fines

8. In the case of railway vehicles whose stabling on the tracks causes a capacity restriction at the stations: **Gdańsk Port Północny**, **Gdynia Port**, **Szczecin Port Centralny** and **Świnoujście**, PLK SA charges the RU with a financial penalty for stops from 4 hours.
   Amount of the unit rate of financial penalty:
   1) for an interval of 4 to 7 hours of stabling – 5 - times the unit rate in PLN/hour;
   2) for an interval of 7 to 9 hours of stabling – 25 - times the unit rate in PLN/hour;
   3) from 9 hours of stabling – 125 - times the unit rate in PLN/hour.

   The financial penalty applies to the stabling of railway vehicles for trains starting from the stations listed above. The penalty shall not be charged to the RU if the prolonged stoppage of the RU's railway vehicles is due to reasons attributable to PLK SA.
9. In the event the dispatcher notifies the competent Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] of a railway vehicles stabled:
   1) on the mainline and passing tracks, causing operational obstruction;
   2) in cross-border traffic for trains running in the direction of Poland, resulting in reduced capacity on designated tracks at stations: **Chałupki**, **Dorohusk**, **Kuźnica Białostocka**, **Małaszewicze Południowe**, **Medyka**, **Rzepin**, **Siemianówka**, **Trakiszki**, **Węgliniec**;

   and it is necessary to remove the railway vehicles, PLK SA charges a financial penalty from the RU determined for the first 12 hours of stabling, started after the deadline specified in the notification, in the amount corresponding to three times the unit rate for stabling.

   In cross-border traffic, the penalty will be calculated from the 4th hour after the dispatcher has given the notification.

   For each additional 12 hours of stabling, the financial penalty shall be determined taking into account the rate increased, in relation to the rate of the previous 12-hour period of stabling, by three times the unit rate for stabling.

   The dispatcher shall specify in the notification, given by telephone and by e-mail, the date on which the railway vehicles are to be removed, together with a proposal as to where they are to be moved, indicating in the first instance another free track at the station concerned.

   If there is no free track at a station, PLK SA shall indicate another free track at another station where it is possible to park railway vehicles.

   Stabling of railway vehicles, after their moving, will be counted as stabling on a public track, and when the RU indicates another moving location, according to the rules applicable to that location / track.

   The penalties referred to above shall not be charged to the RU if the extended stabling of the RU's railway vehicles is due to:
   1) reasons attributable to PLK SA,

   or
   2) from border controls by government administration authorities (e.g. customs, veterinary, sanitary control), provided that this is demonstrated by documentary evidence by the RU.

5.4. Additional Services and Charges

1. The additional services include:
   1) Development of the conditions for and ordering of exceptional transport, as discussed in subchapter 2.1.5 of the Service Facilities Regulations.
   2) Access of RUs to information media for publishing of RU commercial information, including:
      a) Access to PLK SA's information media surface
      b) Access to the installation substructures for RU's information media;
   3) Access to the installation substructures for ticket vending machines, ticket validators, and ticket-vending outlets (e.g. kiosks, container units, etc.).

2. The access to the installation substructures for RU's information media applies only to the locations at which an insufficient number of PLK SA's information media is installed and PLK SA does not plan to add new information media. The RU's information media shall conform to the specification requirements established in the **Guidelines for Passenger Infrastructure Fixed Signage Ipi-2** *[Wytyczne dla oznakowania stałego infrastruktury pasażerskiej Ipi-2]*, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* [*Instructions of PKP Polskie Linie Kolejowe S.A.*].

   The access to the installation substructures for ticket vending machines, ticket validators, and ticket-vending outlets (e.g. kiosks, container units, etc.) is processed on a case by case basis, depending on the installation site conditions and the technical capabilities of PLK SA.
3. PLK SA levies a charge for RU's access to the information media surfaces at train platforms or platform access ways for publishing of RU's commercial information. The charge rates are specified in **Annex 9.1**.
4. The fees for access to the surface specified in section 1 point 3 are determined by the PLK SA Regional Departments with case by case calculation.

5.5. Ancillary Services and Charges

1. PLK SA provides an ancillary service of timetable study development on applicant's request.
2. The request for timetable study development shall be submitted according to the principles referred to in subchapters 4.1 and 4.2.
3. The production of a train timetable study does not guarantee any train path allocation.
4. PLK SA can provide the applicant with the timetable study not later than 7 calendar days against the request for train timetable study submitted via ISZTP or the OCTOPUS interface active part, or notifies the applicant if PLK SA cannot develop the timetable study.
5. PLK SA charges a fee for timetable studies. The unit rate per hour of study work is established in **Annex 9.1**.
6. PLK SA charges the following fees for the accepted requests for timetable studies:
   1) For the development of a train path study for which modification of the POS database or development of special train run conditions is not required, e.g. calculation of a train path to verify the feasibility of run with the applicant-specified gross value, axle load, where the train path is developed as request, the following charge applies:

The length of the path	% of the unit hour rate
to 50 km	20%
above 50 to 100 km	40%
above 100 to 200 km	60%
above 200 to 300 km	80%
above 300 km	100%

   2) For the development of a train path study which requires a POS database modification or development of special train run conditions, PLK SA calculates an individual charge.

5.6. Penalties for Non-usage and Cancellation

1. The reservation charge collected from the applicants for non-usage of allocated capacity if:
   1) the non-RU applicant does not identify the RU who is to use the allocated capacity, or the RU identified by the applicant does not conclude a Usage Agreement with PLK SA;
   2) the RU applicant does not conclude a Usage Agreement with PLK SA;

   - shall be 100% of the basic charge for the planned train run, but no less than **1000 PLN**.

   PLK SA does not collect a reservation charge if the RU requested the President of UTK to issue a decision on capacity usage and the President of UTK issued the decision identified in Article 30d of the Act.
2. If the RU does not use, for reasons attributable to it, all or part of the allocated train route, the reservation fee for the unused section of the allocated train route shall be:
   1) **100%** of the basic fee for a scheduled train route if the allocated train route has not been cancelled;
   2) **25%** of basic fee for planned train route in the case when resignation from the allocated train route was submitted less than **12 hours** prior to scheduled train launch.
   3) **20%** of basic fee for planned train route in the case when resignation from the allocated train route was submitted not less than **12 hours** and less than **36 hours** prior to scheduled train launch.
   4) **15%** of basic fee for planned train route in the case when resignation from the allocated train route was submitted not less than **36 hours** and less than **72 hours** prior to scheduled train launch.
   5) **10%** of basic fee for planned train route in the case when resignation from the allocated train route was submitted not less than **72 hours** and less than **30 days** prior to scheduled train launch.
   6) **0%** of basic fee for planned train route in the case when resignation from the allocated train route was submitted later than **30 days** prior to scheduled train launch.
3. *(repealed)*
4. The reservation fee referred to in para. 2 is **0%** of the basic fee for the planned train route when the non-usage of the allocated train route is an effect of a ZRJ route request which concerns a modification in the allocated train route.
5. If a portion of the allocated capacity is not used because the RU modified the parameters of the allocated train bath by reducing the planned train's weight, a reservation fee shall be collected at **50%** of the basic charge reduction resulting from reducing the train's weight.
6. The handling charge for the capacity allocation request collected from the applicants when no capacity is allocated against the request – and with the exception of non-allocation due to reasons attributable to PLK SA, is **100 PLN**.

5.7. Performance Scheme

5.7.1. General Principles and Objectives

1. To minimise disruption and improve the performance of the railway network in terms of train run delays, a Performance Scheme is established which includes:
   1) The train run delay tolerance within which a train is deemed to run on schedule;
   2) The expected percentage share of the RU trains which will not be delayed due to the RU's fault;
   3) The train delay compensation;
   4) The sanctions for disruption of the railway network operations;
   5) The scheme of incentives for the RUs which achieve the mean annual performance above the threshold level specified in the Performance Scheme.

2. The trains running ‘on schedule’ shall be the RU’s passenger and freight trains the maximum delay of which that occurs on the path for the arrival at the stopping points requested by the Applicant and located in the PLK SA-managed railway network does not exceed 5 minutes for passenger trains and 15 minutes for freight trains.

   Trains not meeting these criteria (running unscheduled) are subject to compensation settlements for their delay in accordance with the rules set out in subchapter 5.7.2.

3. It is assumed that during the validity period of the 2025/2026 Timetable (RRJ), the percentage share of the RU trains which will not be delayed due to the RU’s fault in the total number of RU started trains, expressed as the “RU’s eligible punctuality” will be determined by performance under the 2024/2025 Timetable (RRJ).

   The Operations and Passenger Service Office of PLK SA [*Biuro Eksploatacji i Obsługi Pasażerskiej PLK SA*] notifies each RU who achieves the mean annual eligible punctuality performance.

4. The RU shall be eligible to receive train delay compensation for the passenger and freight trains of the RU the maximum delay of which that occurs on the path for the arrival at the stopping points requested by the Applicant exceeds 5 minutes for passenger trains and 15 minutes for freight trains, and this does not apply to the trains identified in subchapter 5.7.2 section 3 point 4.

5. PLK SA charges penalty from the RU for all actions disruptive to the railway network operations under the circumstances identified in subchapter 5.7.3. section 11.

6. PLK SA pays an incentive to the RU under the circumstances identified in subchapter 5.7.3. section 15.

7. The eligible punctuality by carriage service segments is determined as an indicator of the percentage share of the number of trains which run on schedule and without any delay attributable to the RU. The indicator is the mean value of the annual RU performance identified in section 3, weighed with the number of trains of each RU. The indicator for the 2025/2026 Timetable is:
   1) **92,33 %** of passenger trains;
   2) **71,42 %** of freight trains.

8. The Performance Scheme applicability discussed in section 1 points 4 and 5 includes the RUs who concluded Usage Agreements with PLK SA by the first day of the 2024/2025 Timetable.

5.7.2. Performance Monitoring

Principles and procedure for train delay cause determination and attribution of responsibility

1. Each train delay cause shall be qualified for eligibility according to the principles established in the **Instruction on control of passenger and freight trains route Ir-14** *[Instrukcja o kontroli biegu pociągów pasażerskich i towarowych Ir-14]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe* [*Rail traffic and transport*].

2. The stations (commercial points) for the billing of train delay compensation are railway stations within the jurisdiction of PLK SA.

3. The billing does not apply to the following train delays:
   1) Resulting from the deployment of emergency rescue train sets running to the site of hazardous event or near-miss on railway lines. Train delays caused by the run of an emergency rescue train will be identified with the reason codes mapped to specific hazardous events and near-misses;
   2) Resulting by an emergency situation or events, which, regardless of the attribution of fault, will be qualified as external or secondary reasons not attributable to PLK SA and the RU concerned (delay reason code group 8 and 9 per Annex 1a to **Instruction on control of passenger and freight trains route Ir-14**).

An exception is the train delays identified with reason codes 90-1, 90-2, 90-4, and 95-1 (and only if the actual delay reason remains undetermined in the reference period): the estimation and billing of train delay compensations are managed per **Instruction on the management of serious accidents, accidents and incidents in rail transport Ir-8** *[Instrukcja o postępowaniu w sprawach poważnych wypadków, wypadków i incydentów w transporcie kolejowym Ir-8]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Ruch i przewozy kolejowe* [*Rail traffic and transport*].

3) Qualified with reason code 23-1 (Traction current equipment: Contact system voltage drops, outages, and loss) reason code 23-2 (Outages in energy distribution from the power utility distribution network to non-traction current customers) due to reasons attributable to power utilities with which contracts for electricity distribution services or umbrella contracts containing provisions of contracts for electrical power purchase and electrical power distribution services have been concluded (assigned to “Transport Services – Energy” account in SEPE);
4) Of the trains carrying passengers and freight started against path requests submitted less than 5 days prior to the scheduled train start, and of the trains which do not carry passengers and freight, of traction vehicle, and maintenance and repair trains (PW, PX, TH, TS, LP, LS, LT, LZ, ZG, ZN, and ZU). If the run of any of these train types resulted in secondary delay of a passenger or freight train, the parties to which the delay(s) is(are) attributed shall pay compensation to the RUs whose trains are delayed;
5) occurring on PLK SA's network due to reasons attributable to foreign infrastructure manager or railway undertaking performing train journeys on foreign manager's network.

4. The delays of passenger trains awaiting movement which result from the train connections will be eligible if:
   1) listed in SEPE and EDR (“Elektroniczny Dziennik Ruchu” – Electronic Traffic Log), tab “Skomunikowania / Przejścia składu” (Train set connection / transfer), and those not listed in SEPE and EDR for which the time interval between the scheduled arrival of a train and the scheduled departure of another train enables passenger interchange, as secondary delay from the delayed train running to a train communication (interchange) point performed by the RU's disposition;
   2) The specific train connection was requested by an RU carrying passengers to an interchange point and the effective timetable has no time interval for passenger interchange, which means that the train arriving to the train connection point arrives on schedule, yet at a time which prevents passenger interchange, or – if an awaiting train departs, the qualification is assigned to the RU who carries passengers and plans that they interchange to an awaiting train. In this case the awaiting train delay shall be the primary delay with reason code 51-6, with the penalty chargeable from the RU who requests a train connection and whose train runs with passengers to the interchange point;
   3) if, during the use of the railway infrastructure, there are restrictions on its usage caused by an emergency or crisis which force the RU to deploy substitute transport, the resulting train delays and the delays between the connected trains are qualified with the Secondary Reasons group reason code 94-1.
5. The procedure for the eligibility qualification of train delays resulting from protracted running times:
   1) A train delay (including a delay of traction vehicle) caused by a running time protracted by speed restrictions not specified in the applicable timetable shall be qualified as attributable to PLK SA with reason code groups 24, 25, 29, and 30, or reason codes 32-1 or 39-1, as applicable to the speed restriction reason;
   2) The protracted running time caused by the run of the train in the track direction opposite to the main track shall be qualified according to the actual cause of delay not included in the timetable.

6. The procedure for the eligibility qualification of freight train delays:
   1) If operational disturbances prevent continued run of an RU train, the parties of the relevant Usage Agreement coordinate to have the RU decide to remove the traction team. The RU shall provide a traction team for the concerned train within 300 minutes from the cessation of the cause which prevents the run or from the notice of feasibility of continued running to given PLK SA. If the RU fails the foregoing requirement, a train delay of up to 300 minutes shall be eligible for the primary reason of the delay, while a train delay of over 300 minutes shall be eligible for the Secondary Reasons group reason code 93-3.
   2) If operational disturbances prevent the start or continued running of a train, PLK SA notifies the affected RU and the train is cancelled or finishes its run at an intermediate station, requalified as the train run end station. The billing of the train delay in SEPE is done until the train run end station;
   3) If the occupancy rate of the station of origin's tracks or other reasons attributable to the owner of the railway siding not managed by the RU or PLK SA prevents scheduled dispatch of the train from the station, the train delay is qualified as reason code 41-1, "Secondary delays in the PLK SA railway network attributable to the IM who hands over the train";
   4) If the occupancy rate of the station of origin's tracks or other reasons attributable to the owner of the railway siding not managed by the RU or PLK SA prevents arrival of the train to the station without any prior train delay along its path, the train delay is qualified as reason code 40-1", "Secondary delays in the PLK SA railway network attributable to the IM who takes over the train";
   5) For the delay of a train dispatched ahead of schedule, the train delay compensation billing begins from the point the actual train run starts coinciding with the train's timetable. The secondary delays of passenger and freight trains caused by a train running ahead of schedule shall be charged from the RU (the train owner).

5.7.3. Financial Model

Compensations

1. The amount of compensation due for the railway undertaking for one minute of train delay shall be established on the basis of average cost of making railway infrastructure available for passenger and freight trains, determined according to rates given in price list for train timetable 2025/2026, calculated on the basis of operational work performed during one minute, defined in train-kilometres (defined on the basis of train timetable data in the second half of 2024 and in the first half of 2025).

   The compensation rate for 1 minute of train delay is determined as the quotient of the total of the following products:
   - the operational duty completed by freight trains in the second half of 2024 and in the first half of 2025;
   - the freight traffic run time factor;
   - the average railway infrastructure access rate for freight trains under the 2025/2026 timetable;

   and:
   - the operational duty completed by passenger trains in the second half of 2024 and in the first half of 2025;
   - the passenger traffic run time factor;
   - the average railway infrastructure access rate for passenger trains under the 2025/2026 timetable;

   with the dividend being the total of operational duty completed by freight and passenger trains in the second half of 2024 and the first half of 2025.

   The run time factor is determined separately for freight and passenger traffic as the quotient of the operational duty completed in the second half of 2024 and the first half of 2025 and the total train run time in minutes.

The compensation rate for 1 minute of train delay against the 2025/2026 timetable is **5,94 PLN** (say: five PLN and 94/100).

The calculation of the compensation rate for 1 minute of train delay is based on the actual train running times. This ensures that the calculation considers factors like: the share of liability for train traffic disturbance, the recoverability of normal traffic conditions, and the average train delay times.

2. The number of train delay minutes eligible for train delay compensation is determined by the highest difference between the actual arrival time at the commercial stop point requested by the applicant and located in the PLK SA-managed railway network and the scheduled arrival time. The highest difference is chosen from the entire train path.
3. The product of the determined train delay minutes eligible for train delay compensation and the compensation rate for 1 minute of train delay is the train delay compensation payable to the RU who owns the delayed train.
4. If a train delay for which compensation is due, is caused by multiple reasons and attributed to different entities, the allocation of the train delay minutes and the compensation amount discussed above, SEPE calculates the compensations by percentage share. The calculation result is the “debit minutes”.
5. The percentage share is calculated by totalling all non-zeroed train delay minutes logged from the train run start station to the location at which the train delay reached its maximum, with distribution to the entities responsible for the delay and the individual train delay reasons (codes). The ratio of the number of train delay minutes allocated to each entity responsible for the train delay and the determined number of train delay minutes eligible for train delay compensation payment is determined by the percentage share of the entity in the train delay.
6. The percentage share multiplied by the number of train delay minutes eligible for train delay compensation payment determines the number of debit minutes (for the entities responsible for the train delay and the specific train delay reasons) gives the product which is multiplied by the compensation rate for 1 minute of train delay. The result determines the compensation size payable to the RU who owns the delayed train by the entities responsible for the train delay.
7. Based on the documentation managed by PLK SA and referred to in section 10 point 3, PLK SA shall determine – for all actors of the carriage process who contributed to the train delay – the percentage share in the number of train delay minutes determined in accordance with section 5;
8. In accordance with train delay percentage share referred to in section 5, PLK SA determines the number of train delay minutes allocated to each entity responsible for the train delay in relation to the number of train delay minutes determined in accordance with section 6. The number of train delay minutes (the debit minutes) is calculated automatically in SEPE [system tab: “Plan wykonania” ► “Rozliczenie planu wykonania” (Execution plan ► Account for execution plan)]. Once SEPE calculates the number into the compensation amounts (“Billing”), that number is the rationale for the issue of debit notes.
9. In order to limit the volume of secondary train delays subject to compensation payments, a maximum of 300 minutes is attributed to the primary cause in the event of a prolonged train delay (i.e. lasting more than 300 minutes).

   The remainder of the minutes missing to cover the actual delay at the point of origin - is described by code 91-1 of the 'Derived (secondary) delays' group.

   Code 91-1 shall be used to describe further secondary delays of the same already delayed train as a consequence of the original long-term cause.

   If the passage of a delayed train described in this way causes secondary delays to other trains, the party responsible for causing the primary delay shall be held liable.
10. PLK SA coordinates the payment of train delay compensation as follows:
    1) PLK SA pays compensation to the RU if the RU trains identified in subchapter 5.7.1 section 4 are delayed by PLK SA (or its subcontractors) or other RUs;
    2) The RU pays train delay compensation to PLK SA for the delays the RU causes to other RU’s trains identified in subchapter 5.7.1 section 4;

3) The train delay compensation calculations based for each reference period is the authorized documentation managed by PLK SA and approved with the RU concerned. The documentation is managed in SEPE [system tab: “Plan wykonania” ► “Rozliczenie planu wykonania” (Execution plan > Account for execution plan)]. It is called the train delay compensation billing of PLK SA’s receivables and payables, which is automatically generated by SEPE.
4) The train delay compensations are settled in monthly cycles. Each month of train delay compensation must be completed by the 40th day after the reference period. If the compensation rate for 1 minute of train delay changes during the December ZRJ, December is billed twice and separately for the previous and the new timetable. The billing includes the train delays which the RU qualify with Code „R” in SEPE. If PLK SA fails to clarify the RU’s claim of train delay reasons, the train delay compensation is charged from PLK SA.

Penalties for railway operation disruptions

11. PLK SA charges financial penalty from each RU whose actions disrupt the railway operations if all of the following conditions are satisfied:
    1) The RU fails to achieve the eligible punctuality per carriage segments referred to in subchapter 5.7.1 section 7;
    2) The RU fails to achieve the eligible punctuality referred to in subchapter 5.7.1 section 3;
    3) The RU fails to achieve or exceed the punctuality threshold established in § 18 of the Regulation.
12. The penalty amount is determined as the product of:
    1) The number of running trains of the RU in the 2025/2026 Timetable validity period;
    2) The difference of the RU’s qualified punctuality referred to in subchapter 5.7.1 section 3 and the RU’s punctuality achieved in the 2025/2026 Timetable validity period;
    3) The rate for 1 minute of train delay;
    4) The arithmetic mean of the number of train delay minutes attributable to the RU.
13. The financial penalty amount charged from the RU shall not exceed **0.1%** of the basic charge billed to the RU in the 2025/2026 Timetable validity period.
14. A one-off penalty charge will be made on the basis of a note issued by PLK SA no later than on **31 March 2027.**

Incentives for exceeding the Performance Scheme performance threshold

15. PLK SA pays a cash incentive to the RU if all of the following conditions are fulfilled:
    1) The RU achieves a punctuality performance above the punctuality threshold per carriage segment specified in subchapter 5.7.1 section 7;
    2) The RU achieves a punctuality performance above the eligible punctuality threshold specified in subchapter 5.7.1 section 3;
    3) The RU achieves or exceeds the punctuality threshold established in § 18 of the Regulation.
16. The incentive amount is determined as the product of:
    1) The number of running trains of the RU in the 2025/2026 Timetable validity period;
    2) The difference of the RU’s punctuality performance achieved in the 2025/2026 Timetable validity period and the RU’s qualified punctuality referred to in the 2024/2025 Timetable validity period;
    3) The average route length of non-delayed trains;
    4) The average rate dependent on the train weight (mass) and railway line category specified in **Annex 9.1**.
17. The incentive amount payable from the RU shall not exceed **0.1%** of the basic charge billed to the RU in the 2025/2026 Timetable validity period.
18. A one-off payment of the premium will be made on the basis of an invoice from the RU no later than on **31 March 2027**.

5.7.4. Governance and Dispute Resolution System

1. The principles of train delay reconciliation, complaint handling, and dispute resolution:
   1) the RU is required to verify and authorise the quality of train run in the SEPE (in module “Autoryzacja” [Authorisation Module]). Access to the Module is granted to the RU in accordance with the procedure in subchapter 6.4 section 2.
   After checking the train by PLK SA employees, the RU shall carry out authorisation no later than within 5 days after the end of the train run by indicating the option "T – approval" or in case of objections the option "R – complaints".
   If the train is not authorised to run in SEPE within the aforementioned time limit, the RU shall be deemed to have agreed to the qualified causes of delay and no further complaints can be made to SEPE for that train;
   2) in case of raising an objection by RU in SEPE regarding the correctness of description of the cause of train delay (marking in SEPE the option "R – complaints"), designated employees of Railway Traffic Management Centre of PLK SA *[Centrum Zarządzania Ruchem Kolejowym PLK SA]* (IDDE) are obliged to take immediate action on the RU's objections and give full answers to the submitted complaint not later than within 7 days from the moment of submitting the complaint recorded in SEPE (including obtaining necessary information from other PLK SA's organizational departments);
   3) in case of lack of RU's agreement on the manner of complaint handling in the scope of description of causes of train delays at the dispatching level of Railway Traffic Management Centre of PLK SA *[Centrum Zarządzania Ruchem Kolejowym PLK SA]* (IDDE), after completion of stages listed in para. 1 and 2, the RU shall submit a complaint within 5 days to the Office of the Railway Traffic Management Centre of PLK SA *[Centrum Zarządzania Ruchem Kolejowym PLK SA]* (ID) at: id@plk-sa.pl;
   Railway Traffic Management Centre of PLK SA *[Centrum Zarządzania Ruchem Kolejowym PLK SA]* (ID) shall consider the complaint within 7 days and shall inform the RU of the manner in which the complaint has been handled;
   4) if, after the above procedures have been carried out, the RU still has objections concerning the validity and correctness of its complaint, it shall have the right to submit an appeal within 5 days to the PLK SA Office of Operations and Passenger Services [*Biuro Eksploatacji i Obsługi Pasażerskiej PLK SA*] at: ies@plk-sa.pl. The PLK SA Office of Operations and Passenger Services [*Biuro Eksploatacji i Obsługi Pasażerskiej PLK SA*] considers the appeal within a maximum of 5 days and informs the RU of the outcome of the appeal;
   5) at the final stage of the process of handling the complaint, objections and appeals, on the train delay reason qualification by the PLK SA Office of Operations and Passenger Services [*Biuro Eksploatacji i Obsługi Pasażerskiej PLK SA*], all questionable and unexplained train delay reasons resulting from incorrect performance of the railway infrastructure assets are attributable to PLK SA;
   6) where the cause has been established and pointed to the RU as being at fault, and the RU considers that it is not responsible for the delay, the burden of proving this shall lie with the RU, on the basis of data in the RU's possession and as accepted by the Manager;
   7) in case when, at any stage of complaint process (complaint or appeal), additional explanations are required, which may cause extension of processing time, then the Office of Railway Traffic Management Centre of PLK SA *[Centrum Zarządzania Ruchem Kolejowym PLK SA]* (ID) and the PLK SA Office of Operations and Passenger Services [*Biuro Eksploatacji i Obsługi Pasażerskiej PLK SA*] are obliged to inform the RU about that, together with indication of time limit for processing of the case and justification of its extension.
2. The detailed procedure and scope of settlement of compensation for train delays under the Performance Scheme shall be specified in the Usage Agreement.

5.8. Changes to Charges

1. The charge system referred to in subchapter 5.2, remains unchanged in the 2025/2026 Timetable validity period, taking into account the article 33, section 21 of the Act – subject to section 3 below.
2. The "List of 1435 mm track gauge railway lines managed by PKP Polskie Linie Kolejowe S.A. with assigned price categories" in **Annex 9.3** will be updated at deadlines listed in **Annex 5.2** on which the changed traffic management becomes effective.
3. The principles of calculation and the amounts of fines for operating difficulties on the PLK SA network are defined in subsection 5.3.

5.9. Billing arrangements

Billing principles

1. The billing of applicants and RU for provided carriage services is done according to the procedure established in the Allocation Agreements or the Usage Agreements, as applicable.
2. Each billing of payables is made with a 21-day payment term from the date of invoicing.
3. The default in payment will have interest accrued.
4. For the charges specified in this Chapter the VAT (value added tax) applies as established in separate regulations of law.

Financial guarantees

5. PLK SA may request the applicant/RU to submit a financial guarantee referred to in Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014.
6. The financial guarantee can only be submitted in the form of:
   1) Advance payments for advance reduction and billing of the future obligations to pay for the services rendered in the minimum access package;
   2) guarantees from financial institutions that undertake to settle payment obligations for services provided as minimum access package when they fall due.
   A guarantee issued by a bank or insurance company not supervised by the KNF *<pol. Komisja Nadzoru Finansowego>* [Polish Financial Supervision Authority] or issued by a foreign credit or insurance institution not notified to the KNF requires a counter-guarantee from an entity supervised by the KNF or from a foreign credit or insurance institution notified to the KNF (the tab: banking sector entities and insurance market entities on the KNF website: https://www.knf.gov.pl/).
   The guarantee may not be issued by bank or insurance company in receivership, restructuring, bankruptcy or liquidation proceedings.
   The guarantee should be issued by a bank or insurance company whose business is sound, prudent and stable.
   The above-described institutions, if coming from the territory of the Russian Federation and the Republic of Belarus, are considered by PLK SA as a highly unlikely to be able to meet the above requirement.
   Consequently, PLK SA considers that the issuance of a bank or insurance guarantee by a bank or insurance company originating from the aforementioned area does not constitute security for the to the Allocation or Usage Agreement.
7. PLK SA bases its request for a financial guarantee on the credit rating of the applicant or RU from no more than two years ago and issued by a rating agency or another professional credit rating or scoring entity.

8. If requested to do so by the applicant or RU, PLK SA will notify it of the credit rating issued by a professional credit rating or scoring entity.
9. The amount of financial guarantee required by PLK SA from the applicant or RU is equivalent to the estimated gross amount of charges for the services ordered from the minimum access package related to train service and the estimated gross charges for shunting or stabling trains accrued for maximum two consecutive billing reference periods. The validity period of the financial guarantee issued by a financial institution must include the whole timetable period and 2 subsequent months after the timetable expiry.
10. PLK SA applies the following financial guarantee requirements:
    1) For non-RU applicants:
        a) If the credit rating or score is positive, PLK SA will not request a financial guarantee issued by a financial institution, provided that the current liabilities of the RU identified to use the allocated capacity are settled in 60 days from the date of maturity;
        b) If the credit rating or score is negative (or no rating or score is established), PLK SA has the right to request a financial guarantee issued by a financial institution to secure the future liabilities of the RU identified to use the allocated capacity;
    2) For RUs:
        a) If the credit rating or score is positive, PLK SA will not request a financial guarantee, provided that the current liabilities of the RU identified to use the allocated capacity are settled in 60 days from the date of maturity for the access services;
        b) If the credit rating or score is negative but the RU was not in default with a mature payment for more than 30 days in the last 12 months, PLK SA will not request a financial guarantee, whereas PLK SA has the right to request a financial guarantee if the current liabilities for the access services rendered are not paid in 30 days from the date of maturity;
        c) If the credit rating or score is negative but the RU was in default with one or more mature payments for more than 30 days in the last 12 months, PLK SA has the right to request a financial guarantee for future liabilities, and the financial guarantee shall be presented in 10 days prior to the first day of the month in which the train runs begin.
11. PLK SA has the right to request supplementation of the existing financial guarantee or an ancillary financial warranty in the following circumstances:
    1) If the value of payment for the services ordered from the minimum access package and related to train runs and the estimated charges for rail vehicle shunting and stabling exceeds the thresholds established in section 9 within a period of 2 months;
    2) When PLK SA uses a part of or the whole financial guarantee to offset the default financial liabilities of the RU.
12. If the financial guarantee is not submitted or complemented as requested by the deadline established by PLK SA in the Allocation Agreement, the non-RU applicant is summoned to submit a financial institution guarantee in 10 days of notice.
13. If the financial guarantee is not submitted or complemented as requested by the deadline established by PLK SA in the Usage Agreement, the non-RU applicant is summoned to submit a financial institution guarantee in 10 days of notice or to make advance payment in 7 days of notice. Failure to submit or complement the financial guarantee required from the RU according to the summons (and the financial guarantee shall be understood as advance payment or a financial institution guarantee, as applicable) may result in PLK SA's application to the President of UTK for termination of the Usage Agreement.
14. The financial institution guarantee should be submitted according to the specimen attached to the Allocation or Usage Agreement. PLK SA accepts financial guarantees the provisions of which differ from the specimen after prior approval of the divergent financial guarantee contents.
15. The details of submission, complement and payment of financial institution guarantees are established in the Allocation or Usage Agreement, as applicable.

16. PLK SA does not demand the submission of a financial institution guarantee against the payment made directly to PLK SA for the services rendered under the minimum access package, where the payer is a competent authority pursuant to Regulation (EC) No. 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos. 1191/69 and 1107/70.

6. OPERATIONS

6.1. Introduction

1. Railway traffic on PLK SA's lines is operated according to prepared timetable on the basis applications of train path allocation.
2. The composition of wagons or other rail vehicles coupled with traction vehicle or a single traction vehicle complete with signalling and prepared for a run receives the status of a train at the moment of the notice of readiness to depart from the start station.
3. The train status is granted to all trains incoming from the networks of other IMs (with a delay of no more 18 hours, in accordance with Section 7 of Annex VII to Directive 2012/34/EU) or from service facilities or private infrastructure, according to the valid timetable.
4. The train status expires when:
   1) The train arrives to the end station specified in the timetable or leaves the PLK SA-managed railway network;
   2) The train driver notifies an intermediate station it is impossible to continue the run due to reasons attributable to the RU or there is no notice of readiness to depart after 24 hours from arrival to an intermediate station.

   When the train status expires, the train starts again after allocation of a new train path.
5. The principles of notification of train readiness for departure by authorized RU personnel specified in section 2 are regulated in the **Instruction on operating railway traffic Ir-1** *[Instrukcja o prowadzeniu ruchu pociągów Ir-1]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe [Rail traffic and transport]*.
6. The notice of readiness to depart is deemed served in the deadline which requires PLK SA to execute the train run according to the relevant Usage Agreement only when the notice is made before the scheduled train departure, at the time fixed in the technical regulations; this does not apply to a traction team change after which the notice of readiness to depart shall be made in a time which facilitates the on-schedule train departure.

   In the case of breach of the deadline for the notice of readiness to depart according to the principles specified above, the RU shall have no right to claim complaint on the train run punctuality.

6.2. Operational Rules

1. The RU shall comply with the principles and conditions of traffic operation on railway lines specified in the Polish Regulation of the Minister of Infrastructure of 18 July 2005 on the general requirements for railway traffic operation and signalling.

   The RU employees who perform activities directly related to railway traffic safety are bound to comply with the safety regulations referred to **Annex 3** in part A.

   Each applicant and RU who operates on the PLK SA-managed railway infrastructure shall comply with the internal regulations specified in **Annex** 3 in part B.

   For cross-border traffic, additional railway traffic management regulations apply as established in separate arrangements, regulations, or instructions/guidelines.

2. The internal regulations are published in the PLK SA Bulletins available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Biuletyn PKP Polskie Linie Kolejowe S.A.* [*Bulletin of PKP Polskie Linie Kolejowe S.A.*]
3. The Instructions and other internal regulations of PLK SA, listed in **Annex 3**, are published on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* [*Instructions of PKP Polskie Linie Kolejowe S.A.*]
4. PLK SA notifies the applicants about changes in the PLK SA internal regulations listed in **Annex 3** and the changes to the arrangements, regulations or instructions/guidelines effective for the cross-border traffic referred to in section 1 with enough advance to allow the applicants to prepare for the changes and no later than 30 calendar days before effective date of the change.
5. The arrangements, regulations, and instructions / guidelines referred to section 1, the abstracts from current technical regulations, and schematic plans of operating control points are available on www.plk-sa.pl, by logging in to ISZTP, or via the OCTOPUS interface passive part. The RU may request the competent PLK SA Regional Department of jurisdiction to release free-of-charge electronic versions of the documents missing from the foregoing resources; if required, the competent PLK SA Regional Department of jurisdiction delivers training to the RU personnel against a training charge.
6. The essential information concerning the conditions of access to cross-border railway line sections are available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Warunki udostępniania infrastruktury i regulaminy* ► *Podstawowe informacje o warunkach korzystania z odcinków transgranicznych* [*Basic information concerning the conditions of access to cross-border railway line sections*].
7. Train drivers operating on the PLK SA-managed network have to speak Polish. For cross-border traffic carried out on the railway line sections within the local border agreements with the EU Member States neighbouring the Republic of Poland, the RU may request waiver of the requirement to understand and communicate on CEFR Level B1 for one or more drivers. The requests for waiver of the language requirements shall be sent at the following address:

   PKP Polskie Linie Kolejowe S.A. Centrala
   Biuro Eksploatacji i Obsługi Pasażerskiej
   03-734 Warszawa, ul. Targowa 74
   e-mail: ies@plk-sa.pl

   The procedure of waiver of cross-border traffic driver language requirements are established in **Annex 14**.

6.3. Operational Measures

6.3.1. Principles

1. Each train route is preceded by train dispatch-level planning of train start, during which the RU provides the required information via the SEPE Planning Module. Access to the Module is granted to the RU in accordance with the procedure in subsection 6.4 para. 2.

   Train dispatching planning includes all freight trains and:
   1) non-commercial passenger trains (service trains, trains not carrying passengers);
   2) bulk locomotives;
   3) maintenance and repair trains;

   - for which the applicant has indicated at least one type of restriction in section F [RESTRICTIONS] in the train route application.

   Train dispatching planning does not include passenger trains carrying passengers (commercial passenger trains), except for the cancellation of these trains or the inclusion of an exceptional consignment (PN) in a passenger train carrying passengers (commercial passenger train).

For trains which carry dangerous goods (TN), including High-Risk Goods (TWR) and exceptional consignments (PN), the RUs provide additional information to SEPE. The information concerns the planned formation of the concerned train which will include coaches with:

1) dangerous goods (TN), by entering (selecting):
   a) PLK SA's Railway Traffic Management Centre (IDDE) exposition to start or switch on a TN consignment,
   b) the number of all coaches with TN in the train,
   c) the relation of the TN consignment on the train: from/to, i.e. the switch-on and switch-off stations of the coaches;
2) High-Risk Goods (TWR), by entering (selecting):
   a) PLK SA's Railway Traffic Management Centre (IDDE) display to launch or switch on the consignment from TWR,
   b) The number of coaches per UN Number and Hazard;
   c) The route of the High-Risk Goods consignment on the train: origin and destination, which respectively mean the station of coupling and uncoupling the coaches with specific UN Numbers and hazards;
3) With exceptional consignments, where the RU shall select:
   a) PLK SA Railway Traffic Management Centre (IDDE) to activate or switch on an exceptions consignment,
   b) number of coaches with exceptional consignment (PN),
   c) The restriction type, e.g. gauge overrun, axle load overrun, long rail consignment, or High Cube consignment;
   d) The route: origin and destination, which respectively mean the station of coupling and uncoupling of the coaches;
   e) The route of the exceptional consignment on the train, i.e. the station of origin and the station of destination;
   f) The number of permit for international or domestic exceptional transport (PN), as applicable, and the attached ordinances for exceptional transport (it is recommended to append all ordinances for the entire exceptional transport route), or the permit for exceptional transport which itself is an ordinance for international or domestic exceptional transport.

With regard to the planned inclusion of coaches with dangerous goods (TN), including High-Risk Goods (TWR), in the train setup, the operator is obliged to include in the SEPE the “List of railway vehicles in the train setup”, respecting the form and standards of the file, indicated in Clause 1a and the "**Instruction on the handling of dangerous goods by rail Ir-16”**.

The regulations on how to deal with the transport of dangerous goods (TN), including High-Risk Goods (TWR), are contained in the **"Ir-16 Manual on the Handling of Dangerous Goods by Rail",** listed in **Annex 3**, are published on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Ruch i przewozy kolejowe [Rail traffic and transport].*

In case of passenger trains carrying passengers (commercial passenger trains) with exceptional consignments (PN), railway undertaking notifies by telephone information concerning PN, referred to above, to the relevant territorially (start-up or switching on) exposition of PLK S.A. Railway Traffic Management Centre (contact as per **Annex 4.3**), to receive a proof of planning.

If it is technically impossible to plan a train route with dangerous products (TN), including High-Risk Goods (TWR) or exceptional consignments (PN), in SEPE, the RU shall report the above information by telephone to the territorially competent (activation or connection) branch of the PLK SA Railway Traffic Management Centre (contact details in **Annex 4.3**), where it shall receive documentary confirmation of the planning.

2. The RU shall deliver the information referred to in paragraph 1at least 180 minutes before the scheduled departure of the train.

   In justified cases, after receiving approval of relevant PLK S.A. Railway Traffic Management Centre, it is allowed to transmit information about inclusion of coaches with:
   1) hazardous goods (TN);
   2) High-Risk Goods (TWR);
   3) exceptional consignments (PN);

   in less than 180 minutes, but no later than 60 minutes before the scheduled departure of the train.
3. For each deviation from the Timetable, the train traffic is controlled according to the train priority levels identified in subchapter 4.5.1 section 3, reflecting the capacity usage and minimisation of train delays. For freight traffic, the highest priority is given to on-schedule trains.
4. The dispatcher of PLK S.A. Railway Traffic Management Centre dispatching centre territorially competent for place of train activation can permit departure of a declared ready to depart, for reasons attributable to railway undertaking, with delay not longer than 12 hours.

   PLK SA accepts trains reported with a delay without 12-hour time limit, if the delay is attributable to PLK SA or in emergency or crisis situations.

   A delayed train accepted for a run is conducted according to the train run times from the timetable applicable to the train route.
5. In the case of an unplanned change of traction or conductor teams, the RU shall agree with the train dispatcher at the competent Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] on the station at which the team will change.
6. The PLK SA personnel responsible train traffic control issue commands the traction vehicle drivers as required to ensure traffic safety and operating on the PLK SA-managed railway lines.
7. Whenever required by technical and operational concerns or the need for efficient usage of railway lines to adjust the carriage service management to new conditions discovered during operation on railway lines or sections of lines, PLK SA notifies the RUs of the adjustments the requirement potentially applies to.
8. The procedure for verification tasks by authorized PLK SA personnel is established in **Annex 11**.
9. Run of substitute transport by RU, caused by potentially dangerous events or situations or unplanned track closures, not included in ZRJ, is executed by operational coordination with relevant Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] (according to **Annex 4.3**).

   Before introducing substitute transport, the RU must inform the relevant Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] giving the following information:
   1) day and hour of substitute transport introduction;
   2) specification of trains replaced by substitute transport;
   3) route of substitute transport.

   The aforementioned information should also be submitted in electronic form to the e-mail address of the relevant Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA].*

6.3.2. Operation Regulation

1. The detailed principles for train traffic control is established in the **Instruction on operating railway traffic Ir-1** *[Instrukcja o prowadzeniu ruchu pociągów Ir-1]*.
2. For operation of ERTMS/ETCS, the detailed train traffic control principles apply as established in:
   1) **Instruction on operating vehicles provided with level 1 ERTMS/ETCS devices Ir-1a** *[Instrukcja o prowadzeniu ruchu pociągów z wykorzystaniem systemu ERTMS/ETCS poziomu 1 Ir-1a]*;
   2) **Instruction on operating vehicles provided with level 2 ERTMS/ETCS devices Ir-1b** *[Instrukcja o prowadzeniu ruchu pociągów z wykorzystaniem systemu ERTMS/ETCS poziomu 2 Ir-1b]*.
3. The principles and procedures for shunting on PLK SA-managed railway lines are established in **Instruction concerning shunting operations Ir-9** *[Instrukcja o technice wykonywania manewrów Ir-9]*.
4. The Manuals identified in sections 1 to 3 and listed in **Annex 3**, are published on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* [*Instructions of PKP Polskie Linie Kolejowe S.A.*].

6.3.3. Disturbances

Special Measures for Disturbances and Unforeseeable Issues

1. In an emergency or a crisis, in particular those which result from the needs of state defence and security, PLK SA suspends or restricts railway traffic and determines the extent of carriage process modifications.
2. PLK SA has the right to request the RU to appoint its representatives to the crisis management teams appointed and established in the PLK SA structures for emergencies and crises.
3. The procedure for emergencies and crises are established in the following:
   1) "Principles of the railway crisis management system organisation during emergencies and crises on the railway lines managed by PKP Polskie Linie Kolejowe S.A. and in the buildings and other structures intended for processing of personnel and cargo" (henceforth the "Emergency and Crisis Organisation Principles");
   2) "Principles for the monitoring of current operating and carriage duty and the procedure for hazards, crises, and other events on the railway lines managed by PKP Polskie Linie Kolejowe S.A. and in the buildings and other structures intended for processing of personnel and cargo" (henceforth the "Emergency Monitoring Principles");
   3) Establishment – with reference to the Emergency and Crisis Organisation Principles and the Emergency Monitoring Principles – of the "Emergency response procedure for natural disasters, terrorism, or sabotage (with task response modules to applicable alarm levels and CRP alarms levels), strikes, and protests concomitant to lockouts of railway tracks and facilities, and engineering failures" (henceforth the "Crisis Response Procedures").
4. Within the applicability of the railway crisis management system, whenever it is required to cancel trains within the jurisdiction of the Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*], the order to cancel trains is made by the regional crisis management team leader and if the team has not been appointed, the order to cancel trains is given by the Head of the Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] after notification of the concerned RUs.

   Within the applicability of the railway crisis management system, PLK SA and the RU bear all relevant costs from the action taken to maintain traffic access or technical security of the railway lines.
5. Within the applicability of the railway crisis management system, whenever it is required to stop the train traffic in the whole railway network, this decision is made by the Railway Crisis Management Team Leader, its Deputy, or the Railway Crisis Management Centre Leader or its Deputy.

Response procedure for railway service hazards and near misses

6. For a railway service event (being a severe accident, an event or an incident) or a near miss, the actors of the train run shall act in compliance with the Polish Regulation of the Minister of Infrastructure and Construction of 16 March 2016 on serious accidents, accidents and incidents in rail transport and the internal regulations specified in **Annex 3**.

   Detailed rules for notification about hazardous events and near-misses, the procedure for appointment and operation of relevant railway committees hazards, the rules for qualification of hazardous events and near-misses, and the principles of documenting the applicable proceedings are established in the **Instruction on the management of serious accidents, accidents and incidents in rail transport Ir-8** [Instrukcja o postępowaniu w sprawach poważnych wypadków, wypadków i incydentów w transporcie kolejowym Ir-8]**,** listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe [Rail traffic and transport].*

7. Each personnel member of an RU and PLK SA who discovers a potential or actual railway event (especially a hazardous event or a near-miss, as contemplated in section 6) on a railway operation sites shall:
   1) Use all possible and available measures to eliminate the hazard, prevent its escalation, and contain its consequences;
   2) Notify the employee of the nearest PLK SA operating control point.

8. If a hazardous event or a near miss referred to in section 6 results or may result in direct hazard of environmental damage or an actual environmental damage, contamination of railway infrastructure components, or a risk of explosion, fire or other hazard to railway operations, each personnel member of an RU and PLK SA shall notify the employee of the nearest PLK SA operating control point who relays notifications according to the regulations listed in section 6 and who mediates in the deployment of all possible measures for hazard elimination and prevention.

9. PLK SA and the RU shall:
   1) Aid all injured;
   2) Cooperate to minimise the negative impacts of the events or near-misses referred to in section 6;
   3) Cooperate in removal of damage and the fastest possible recovery of railway traffic;
   4) Cooperate in the investigations on the root causes of the event or the near miss referred to in section 6;
   5) Cooperate in removal of the sources and effects of environmental contamination.

10. After completion of an investigation concerning a hazardous event or near miss referred to in par. 6, causing damage to one of the parties, the estimated value of which does not exceed the net amount of PLN **50.000,00**, the Director of PLK S.A. Regional Department competent for the area of the hazardous event or near miss appoints a **Damage and Liability Assessment Team.**

    The team is not authorised to verify the correctness of the identification of the causes of hazardous events or near miss by the committee authorised to do so. The team's task is to facilitate the settlement of the damage by consensually establishing the proportions that determine the parties' contribution to the causes of the event resulting in the damage and assessing the documentation presented by the injured party to ensure that the conditions necessary to settle the damage are met.

    The team may also be appointed by the railway undertaking if a team has not been appointed by the director of PLK S.A. Regional Department within 14 days from the date of completion of the railway committee's work or, in the case of a near miss, the drafting of the final report or memo, when an investigation has not been opened or PLK S.A. is not a party to the proceedings.

    The basis for the operation of the Damage and Liability Assessment Team shall be as follows: for hazardous events, the final report of findings of the relevant railway committee or the report of the State Railway Accident Investigation Committee, and for near misses, the final report from the investigation process or, if no investigation has been opened, a memo.

The Damage and Liability Assessment Team includes duly authorized representatives of the RU and PLK SA. The authorizations for the PLK S.A. members of the Damage and Liability Assessment Team are issued by the Director of the PLK S.A. Regional Department competent for the area of the hazardous event or near miss and for the railway undertaking - the person indicated in the Usage Agreement.

Persons who have participated in the work of the railway committee may be appointed to the team.

In the event of a hazardous event or near miss referred to in par. 6 involving a major accident, environmental damage or an imminent threat of environmental damage, the team shall, in addition, involve an employee of the Regional Department in charge of environmental protection competent for the area of the hazardous event.
Each meeting of the Damage and Liability Assessment Team has minutes produced by the Team appointing side and signed by all Team members. The minutes of the last meeting determines the method and deadlines for financial billing, aside from the ascertained damage worth and liability. In the case of a dispute between the Parties, the minutes of the last meeting should allow recording of the position of each Team member who raises objections to the Team findings.

If the Damage and Liability Assessment Team members are effectively served the notice of location and time for the Team meeting and a Team member fails to provide the Damage and Liability Assessment Team Leader with the notice of inability to attend and its rationale until the actual start of the Team meeting, the findings of that Team meeting shall be binding.

Determination of the damage value is made solely within the financial competence of the Team members. If, in the course of the Team's work, the value of the damage is estimated to be more than **PLN 50,000.00** net, the provisions of paragraph 11a shall apply accordingly.

11. Findings of the team referred to in par. 10 are binding for all parties of the proceeding.
If it is not feasible to agree on the damage worth and liability applicability of the parties, these will be established with legal means.

Claims on account of a hazardous event or near miss referred to in par. 6, not caused by PLK SA., in which PLK SA. is not a party to the proceedings, are pursued by the concerned entities on their own.

11a. After completion of proceedings on an event or potentially dangerous situation referred to in par. 6, causing losses to one of the parties, the estimated value of which exceeds the net amount of **PLN 50.000,00** and the liability for covering the losses lies with PLK SA, the director of PLK SA railway lines company competent for the place of occurrence of the event or potentially hazardous situation, within 7 working days, shall forward the case to the organisational unit of the PLK SA Head Office competent for loss adjustment service, which within 14 days from the date of receiving the documentation concerning the claim, decides to refer the case to a third-party providing comprehensive property claims services, in order to determine the amount of loss and liability for it, of which the railway lines company competent territorially for the place of damage shall notify the parties concerned.

The third-party entity providing comprehensive property claims handling services, to which the case has been referred by PLK SA, shall undertake actions related to settlement of the damage immediately, but no later than within one month from the date of submission of documentation by PLK SA.

The basis for the operation of the third-party entity providing comprehensive property claims handling services shall be as follows: for hazardous events – the final report of findings of the relevant railway commission or the report of the State Commission for Railway Accident Investigation, and for near misses, the final report from the investigation process, or if no investigation has been opened, a memo, and in each case, the source documentation on the basis of which the injured party or its Insurer addressed its claims to PLK SA.
In the absence of receipt of complete source documentation confirming the validity of the claim of the injured party or their Insurer, the external entity competent for comprehensive property claims settlement is entitled to request the supplementation of the relevant documents from the injured party or their Insurer.

A third-party entity providing comprehensive property claims handling services is not authorised to verify the correctness of the causes of a hazardous event or near miss identified by the commission authorised in this respect.

Notwithstanding the above, the RU, at any stage of the proceedings, may refer the case to a third-party comprehensive property claims handler of its choice to determine the amount of damage and liability for them.

If no agreement can be reached on the value of the damage caused and the extent of the parties' liability, the party may assert its rights through litigation.

12. If, as a result of a near miss referred to in section 6, the PLK SA railway infrastructure is damaged, the repairs of the damaged components is made by PLK SA or outsourced by PLK SA.
13. For the train runs carried out by PLK SA or an RU to remove the consequences of a hazardous event or a near miss discussed in section 6 and present on the PLK SA -managed railway lines, no train timetable is prepared and the train runs according to the internal regulations of PLK SA listed in **Annex 3**.

Procedure for Other Disturbances in Operations

14. When train timetable deviations occur attributable to the parties of a Usage Agreement (including due to a hazardous event or near miss), both parties bear mutual responsibility for the difficulties in operation of the railway lines before the parties themselves and other railway line users.
15. Pursuant to the Act, in the event of a hazard to the traffic safety or the safety of carriage of passengers and cargo, PLK SA shall to suspend restrict traffic on the affected railway line (or its part).
16. PLK SA immediately notifies the concerned RUs about the operational disturbances which affect the operations of the RUs, the consequences of the disturbances, and the response to the disturbances.

    The information concerning the operational disturbances in the PLK SA-managed railway network are relayed according to Chapter 4 in the **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** [Zasady monitorowania bieżącej pracy eksploatacyjno-przewozowej I postępowania w czasie wystąpienia zagrożeń, sytuacji kryzysowych, innych wydarzeń na liniach kolejowych zarządzanych przez PKP Polskie Linie Kolejowe S.A. oraz w budynkach i budowlach przeznaczonych do obsługi osób i rzeczy], listed in **Annex 3,** available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Inne [Other].*

    If the event of operational disturbances caused by an engineering failure or an accident and with a potential impact on the cross-border traffic in the railway infrastructure of other IMs, PLK SA immediately notifies the affected IMs about the disturbances and cooperates with the IMs to recover undisturbed cross-border traffic.
17. In the event of operational disturbance, PLK SA responds (having submitted proposals the response to the RU) to recover normal operational conditions.

    For this purpose, PLK SA makes final and binding decisions for the RUs. The decisions particularly concern: reduction of train line speed, diversionary train traffic, deployment of substitute traction units, train cancellation, reduction of train routes, merging of trains, interchange of passengers from the trains cancelled on the path to the nearest trains with a similar running direction (and also operated by other RUs), and additional train stopping.

    Once a train releases passengers to another train, it continues along its path as a non-commercial passenger train to a railway station coordinated with the RU.
18. In case of operational disturbances, in order to restore the possibility of travelling, PLK SA has the right to use / dispatch a railway vehicle of the RU with the RU's staff or employ (dispatch to perform relevant activities) the RU's employee (signalman, shunter, auditor) with relevant qualifications to move the rolling stock of another RU from the route.

Information on the disposition of the above employees must be included in the telephonogram (or other order), which is the basis for subsequent billing on this account.

In case of lack of qualification (for the carriage of passengers or goods) by the dispatched driver, he/she shall inform the train dispatcher of this fact.

The above shall also apply when it is necessary to remove damaged rolling stock from a train that has been stopped on the main track at a station due to a defect in the rolling stock preventing it from continuing its journey, or when the stopped train blocks or significantly impedes the passability of a station or route.

The use of a railway vehicle of the RU or the employment (dispatching) of an employee of the RU by PLK SA may be applied in order to pull the rolling stock to the nearest station where there are conditions for its parking or to move the damaged rolling stock from the main track to the side track at a station and to help to perform the required brake test after removing the rolling stock from the train.

In situations of operational disturbances, RU's employees carry out PLK SA's instructions to restore normal operating conditions.

The costs of dispatching a railway vehicle of the RU or employing an employee of another RU to retrieve the RU's rolling stock shall be borne by the RU for which the removal service has been or was to be provided.

The settlement of costs on this account shall be made in accordance with the rules contained in the Usage Agreement, taking into account the provisions of subsection 3.3.

In the event that the RU determines that it is not reasonable to charge the cost for the rolling stock retrieval service or the duration of the service, the RU shall submit a complaint with the reasoning to the following address: ius@plk-sa.pl.

PLK SA re-verifies the legitimacy of charging the cost for the service of collecting the rolling stock and, in case of necessity of verifying the duration of this service, applies to the operator who performed the service.

In case of legitimacy of the complaint submitted by the RU, PLK SA adjusts the settlement of cost on this account.

19. For the recovery of railway traffic on a mainline or station track under the circumstances contemplated in section 18, PLK SA has the right to deploy railway technical emergency teams.

    The costs of railway technical emergency team deployment are charged by PLK SA from the RU if traffic was halted due to reasons attributable to the RU.

    Before the costs are charged, PLK SA provides the concerned RU with the calculation of the railway technical emergency team deployment costs.

20. The RU and PLK SA shall cover the documented direct costs (i.e. except for the overheads and profit margins) of the emergency response required to ensure the safety and continuity of railway traffic by elimination of the impact of hazardous events or near misses (according to the qualification governed by the **Instruction on the management of serious accidents, accidents and incidents in rail transport Ir-8** *[Instrukcja o postępowaniu w sprawach poważnych wypadków, wypadków i incydentów w transporcie kolejowym Ir-8]***,** listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► ► Ruch i przewozy kolejowe [Rail traffic and transport]* - if the reasons for the costs are attributable to the RU and PLK SA, respectively.

21. Reimbursement of the charges billed for the costs of liquidation of hazardous event or near miss impact, operation of RU’s traction vehicle for elimination of operational disturbances referred to in section 18, including those caused by PLK SA, and other billing is appropriately made both by PLK SA and the RU within the terms of payment established in a bilateral agreement to credit PLK SA or the RU, as applicable.

22. Whenever a freight RU who uses:
    1) Service Facilities of terminal load tracks specified in subchapter 7.3.3;
    2) Service Facilities of stabling tracks specified in subchapter 7.3.5 applicable to the tracks located at truck aprons, dock ramps or other sites which facilitate handling of loads and not under management of PLK SA;

    completes train unloading and leaves an empty train formation in a way which obstructs other freight RUs on the same tracks for handling of aggregate material, the obstructed RU shall report to the train dispatcher of territorially competent Regional Department of the Railway Traffic Management Centre of PLK SA [*Centrum Zarządzania Ruchem Kolejowym PLK SA*] a proposal of shunting the empty railway cars to another track and securing them there.

    The PLK SA train dispatcher will agree (by phone and e-mail) with the RU whose empty train occupies the track to shunt the train wagons to another track located in the same shunting area (for large train stations) and the shunting operation will be made by the obstructed RU.

    The costs resulting from the empty train formation shunting shall be charged to the RU who has left the empty train and billed by PLK SA against an invoice issued by the obstructed RU who removed the empty train formation, pursuant to the principles explained in section 18.

    In the event of a hazardous event or a near miss during the shunting of the train formation, the procedure to comply with is established in the **Instruction on the management of serious accidents, accidents and incidents in rail transport Ir-8** *[Instrukcja o postępowaniu w sprawach poważnych wypadków, wypadków i incydentów w transporcie kolejowym Ir-8]***,** listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Ruch i przewozy kolejowe [Rail traffic and transport]*.

Procedure for Rolling Stock Emergencies during Train Runs

23. The detection of emergency conditions in running rolling stock caused by overheated axle boxes, overheated brakes, or other deformation of wheel rolling surface is facilitated by dSAT devices (Rolling Stock Emergency Detection devices) used on the railway lines.
24. The live tracking of rolling stock emergencies caused by failure of the running gear and non-compliance of wagon loading is managed in SID, a master IT system. Each RU can access SID by submitting an application for access to the following address:

    PKP Polskie Linie Kolejowe S.A. Centrala
    Biuro Automatyki
    03-734 Warszawa, ul. Targowa 74
    e-mail: iat@plk-sa.pl
25. In the case of operational disturbances caused by dSAT detection of a failure of wheelsets and other running gear components of a rolling stock, the concerned RU shall respect the dSAT indications and follow the emergency detection procedures established in detail in the **Technical and operational guidelines for devices for the detection of states of emergency in rolling stock Ie-3** [Wytyczne techniczno-eksploatacyjne urządzeń do wykrywania stanów awaryjnych taboru Ie-3], listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Akty prawne i przepisy* ► ► *Instrukcje PKP Polskie Linie Kolejowe S.A.* ► *Automatyka i telekomunikacja* [*Automation and telecommunications*].
26. The threshold values of the parameters controlled by the dSAT are specified in Guidelines referred to in section 25.
27. The rolling stock removed from service by dSAT-detected violation of the threshold values shall be eligible for maintenance by its RU.

Procedure for the Response to Violation of Axle Load Limits, Linear Load Limits (per 1 Track Metre), and Unbalanced Loading of Consignments

28. If trackside dSAT devices detect that a railway vehicle violates axle load limits, linear load limits (per 1 track metre), and unbalanced loading of consignments, the respective train dispatcher calls the traction vehicle driver by radiotelephone to explain the violation type and location.

    The traffic dispatcher recommends to continue the run with a reduced speed, which is determined from the “Operating Regulations for dSAT Devices”, to a station of removal from service, where violating railway vehicle must be removed from the train set and stabled (if possible) on a track which is not a main track, a passing siding or a rampside track for disposal by the RU.

29. Having removed the affected railway vehicle from service, its RU shall prepare it for continued run so that the railway vehicle is no longer in violation of the monitored parameters or, alternatively, performs the procedure of exceptional consignment qualification per the **Instruction on the carriage of exceptional consignment on the 1435 mm track Ir-10** *[Instrukcja o przewozie przesyłek nadzwyczajnych po torze 1435 mm Ir-10]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► ► Ruch i przewozy kolejowe [Rail traffic and transport]*.

    The RU’s personnel member confirms the fact of adjustment of the out-of-service railway vehicle parameters to the permitted line parameters and the intend of releasing the vehicle to carriage service. This confirmation is done as a declaration at the train dispatch-level planning (at the address listed in **Annex 4.3**). The written declaration shall specify the RU’s name, the railway vehicle number, the train number and dates of running, and the RU personnel member’s signature.

Procedure for Dynamic Overload Detection

30. Dynamic overload is an additional load of the wheel on the rail. It is generated during the run of the railway vehicle as a result of malfunction in the running gear detected by dSAT devices as a dynamic component of the vertical wheel force applied to the rail.

    The limit value of the dynamic overloads on ribbon-railed tracks detected by dSAT devices is $Q_{GRAN} \geq 350$ kN.

31. If trackside dSAT devices detect a railway vehicle which violates the dynamic overload limit value, the respective traffic dispatcher calls the traction vehicle driver by radiotelephone to explain the violation type and location (i.e. the axle number in sequence from the train’s head).

    The traffic dispatcher recommends to continue the run with a reduced speed, which is determined from the “Operating Regulations for dSAT Devices”, to a station of removal from service, where violating railway vehicle must be removed from the train set and stabled (if possible) on a other tracks which are not a mainline tracks, a passing siding or a rampside track for disposal by the RU.

32. Once the vehicle has been deactivated, the RU shall prepare the vehicle for further journey (e.g. by replacing a wheelset) so that it does not exceed the permissible parameters, or shall carry out the procedure for declaring the consignment exceptional in accordance with the ‘Instruction for the carriage of exceptional consignments on a 1,435 mm Ir-10 track’, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Ruch i przewozy kolejowe [Rail traffic and transport].*

    The fact that the parameters of the deactivated vehicle have been adjusted (repair has been made) to the permissible parameters of the line and the intention to activate the said vehicle for transport shall be confirmed by the RU’s employee by sending a repair record and a written statement on the completion of the repair, at the stage of dispatcher planning (contact details according to **Annex 4.3**).

    The written statement shall specify the RU's name, the railway vehicle number, the train number and dates of running, and the RU personnel member's signature. Procedure for Dynamic Overload Detection.

33. If trackside dSAT devices detect violation of the dynamic overload warning threshold, Q_{OSTR} ≥200 kN in a wheel of the passing railway vehicle, the respective traffic dispatcher calls the traction vehicle driver by radiotelephone to explain the violation type and location, requesting the driver to acknowledge the call with the driver's full name and RU name.

Procedure for Detection of Pantograph Failure

34. If a technical facility personnel member or an electric traction unit driver detects defects or failure, there is an exchange of information via radiotelephone between the traffic dispatcher and the electric traction unit driver about the type of failure and its location.

    In this case, the electric traction unit is stopped and its driver shall follow the guidelines specified in the applicable Manual for the traction vehicle driver.

35. If a traffic dispatcher is called by an electric traction unit driver who reports detected defects or failure of a pantograph, the traffic dispatched follows the **Instruction on the management of serious accidents, accidents and incidents in rail transport Ir-8** *[Instrukcja o postępowaniu w sprawach poważnych wypadków, wypadków i incydentów w transporcie kolejowym Ir-8]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci ► Akty prawne i przepisy ► Instrukcje PKP Polskie Linie Kolejowe S.A. ► Ruch i przewozy kolejowe [Rail traffic and transport]*.

35a. In case the Pantograph Malfunction Detection System is installed on a section of line, the traffic signalman shall, after receiving information about pantograph malfunction, follow the **Operating instructions for the pantograph emergency detection system DSAP Iet-11** *["Instrukcja eksploatacji systemu detekcji stanów awaryjnych pantografów DSAP Iet-11"]*, listed in **Annex 3**, available on www.plk-sa.pl, website tab: *Klienci i kontrahenci / Akty prawne i przepisy / Instrukcje PKP Polskie Linie Kolejowe S.A. /* Elektroenergetyka kolejowa *[Railway power engineering].*

International Contingency Management (ICM) on RFCs

Provision in force until 30 September 2025

36. For railway traffic disturbances with significant international impact, it is required to coordinate ICM (International Contingency Management).

    Rail Freight Corridors (RFCs) provide support in ICM operations and communication. The RFCs, in cooperation with IMs, have developed and published documentation of alternative diversionary paths and operational scenarios for ICM.

    The information concerning the ICM on the RFCs which cross the PLK SA-managed railway network is available in English on the following websites:

    1) **Baltic-Adriatic Rail Freight Corridor 5 (RFC5)**: https://www.rfc5.eu/, website tab: *Our activities /* ICM;
    2) **North Sea-Baltic Rail Freight Corridor 8 (RFC8)**: https://www.rfc-nsb.eu/, website tab: *Customer /* International Contingency Management;
    3) **Amber Rail Freight Corridor (RFC11)**: rfc-amber.eu, website tab: *Downloads /* Traffic Management.

Provision in force from 1 October 2025 to 31 December 2025

36a. For railway traffic disturbances with significant international impact, it is required to coordinate ICM International Contingency Management). Rail Freight Corridors (RFCs) provide support in ICM operations and communication. The RFCs, in cooperation with IMs, have developed and published documentation of alternative diversionary paths and operational scenarios for ICM. The information concerning the ICM on the RFCs which cross the PLK SA-managed railway network is available in English on the following websites:

1) **Freight Corridor 5 - Baltic - Adriatic (RFC5)**: https://www.rfc5.eu/, under: Our activities / ICM;
2) **Freight Corridor 8 - North Sea - Baltic (RFC8)**: https://www.rfc-nsb.eu/, under: Customer / International Contingency Management.

Provision effective from 1 January 2026

36b For railway traffic disturbances with significant international impact, it is required to coordinate ICM International Contingency Management). Rail Freight Corridors (RFCs) provide support in ICM operations and communication. The RFCs, in cooperation with IMs, have developed and published documentation of alternative diversionary paths and operational scenarios for ICM. The information concerning the ICM on the RFCs which cross the PLK SA-managed railway network is available in English on the following websites:

1) **Rail Freight Corridor Baltic - Adriatic (RFC BA)**: https://www.rfc5.eu/, under: Our activities / ICM;
2) **Rail Freight Corridor North Sea - Baltic (RFC NS-B)**: https://www.rfc-nsb.eu/, under: Customer / International Contingency Management.

37. Refer to the Handbook for International Contingency Management for more information. The Handbook for International Contingency Management is available on Incident Management or the RNE website.

The Handbook for International Contingency Management specifies the standards to enable freight service by rail on the highest possible level in the event of international disturbances and to ensure clarity of the disturbance status and its effects on the traffic flows to all stakeholders across Europe.

6.4. Tools for Train Information and Monitoring

SEPE (Operational Work Record System)

1. PLK SA keeps records of timetable implementation in SEPE.
SEPE is a web-based application that enables the completion of tasks related to the planning process, recording of the actual train run times, including the causes of delays, authorisation of completed runs, keeping a register of events, reporting, accounting, and visualisation of the train run in a graphic form.
2. PLK SA grants free access to the SEPE Planning and Authorisation modules to RUs. To access the modules: Planning and Authorisation – the RU submits an electronic application according to the model attached as **Annex 6.7** to the address indicated in the application.
3. Once access to the above modules has been granted, details on the initial launch are sent to the RU's e-mail address provided in the SEPE Application.
4. The RU is required to log into the system within 3 months of the date of granting access or the last login. After that date, a new SEPE access request must be sent in order to log in. The RU is responsible for keeping the password secure and the data entered into the SEPE System.
5. PLK SA enables RUs to obtain information on current traffic situation on the railway system by means of paid access to SEPE system - Module of the Train Traffic Chart, in which RU has the possibility to view traffic charts of real train routes of their own and other RU's in the scope of: train type, train and order number, route and schedule, travel times at individual traffic stations– without identification of the RU.
6. For information on the conditions for assigning an operator access to the Module of the Train Traffic Chartand the other modules of the SEPE system, please contact:

PKP Polskie Linie Kolejowe S.A. Centrala
Biuro Informatyki
03-734 Warszawa, ul. Targowa 74
e-mail: iin@plk-sa.pl

TIS (Train Information System)

7. TIS is a web application that supports international train management by providing real-time data on international trains. Relevant data is obtained directly from national systems and all information from different IMs can be combined by RUs into a single train journey from initial departure to final destination.
8. Data on international trains from the SEPE system are transferred to the TIS system in the scope of:
   1) RU's name,
   2) national and international train number,
   3) train route,
   4) scheduled and actual hours for the train to run through operational points,
   5) simplified delay codes (according to the UIC standard).
9. Additionally, it is possible to transfer information on domestic trains of a given RU to TIS.
   The application for the transfer of data on domestic trains to TIS should be submitted to the following address:

   PKP Polskie Linie Kolejowe S.A.
   Centrum Zarządzania Ruchem Kolejowym
   03-734 Warszawa, ul. Targowa 74
   e-mail: id@plk-sa.pl
10. Additional information is available at http://tis.rne.eu.

7. SERVICE FACILITIES

7.1. Introduction

The information concerning service facilities, the conditions for access to service facilities, the provision of services therein, and the service facility fees collected are specified in the Service Facilities Regulations available on www.plk-sa.pl, website tab: *Klienci i kontrahenci* ► *Warunki udostępniania infrastruktury i regulaminy* ► *Obiekty infrastruktury usługowej* [*Service facilities*].

7.2. Service Facility Overview (Non-PLK SA Managed)

1. The information concerning the service facilities not managed by PLK SA and connected to the PLK SA-managed railway network (including the websites which provide access regulations of the service facilities) is shown in **Annex 2.9**.

   Annex 2.9 features the information concerning service facilities sources by PLK SA or released by the respective service facility operators pursuant to Article 36f(3)(2) of the Act.
2. Information on selected railway infrastructure facilities can also be found in the Rail Facilities Portal designed for operators of service facilities - such as freight terminals, marshalling yards, etc.
   - to publish information about the services provided in their facilities.

7.3. Service Facilities Managed by the PLK SA

7.3.1. Common provisions

1. The capacity allocation of service facilities is governed by the rules established in the Service Facilities Regulations and subchapter 4.2 sections 21 to 32.
2. The applicability and procedure of access to service facilities is shown in subchapters 2.1 and 3 of the Service Facilities Regulations.
3. The details concerning the service facility fees are listed in Chapter 4 of the Service Facilities Regulations. The list of unit rates for the services is shown in Annex 7 to the Service Facilities Regulations.
4. For the service facilities managed by PLK SA, environmental restrictions apply as established in the principles shown in subchapter 2.4.2 sections 2 to 5.

7.3.2. Passenger Stations

PLK SA manages the following “Passenger station” service facilities:

1) Bystra Podhalańska;
2) Jerzmanice Lubuskie;
3) Łódź Fabryczna;
4) Turowo Pomorskie;
5) Warszawa Olszynka Grochowska;
6) Warszawa Zachodnia;
7) Włoszczowa Północ.

Information on the Passenger Station Service Facilities, including conditions of access, can be found in the Service Facilities Regulations.

7.3.3. Freight Terminals and Terminal Load Tracks

The information concerning the service facilities classified as freight terminals and terminal load tracks is shown in subchapter 2.1.4 and 2.2.4 of the Service Facilities Regulations.

The detailed technical conditions for access to terminal load tracks are listed in Annex 5 to the Service Facilities Regulations.

7.3.4. Marshalling Yards and Train Formation Facilities, including Shunting Facilities

The information concerning the marshalling yards is shown in subchapter 2.1.2 and 2.2.2 of the Service Facilities Regulations.

The detailed technical conditions for access to marshalling yards are listed in Annex 3 to the Service Facilities Regulations.

7.3.5. Storage Sidings

The information concerning the storage sidings and terminal load tracks is shown in subchapter 2.1.3 and 2.2.3 of the Service Facilities Regulations.

The detailed technical data of the storage sidings is shown in Annex 4 to the Service Facilities Regulations.

7.3.6. Maintenance Facilities

PLK SA does not provide maintenance facilities for railway vehicles at its service facilities.

7.3.7. Other Technical Facilities

PLK SA does not provide technical facilities, including cleaning and washing facilities for railway vehicles, at its service facilities.

7.3.8. Maritime and Inland Port Facilities

PLK SA does not provide maritime and inland port facilities at its service facilities.

7.3.9. Relief Facilities

PLK SA does not provide relief facilities at its service facilities.

7.3.10. Refuelling Facilities

PLK SA does not provide refuelling facilities at its service facilities.