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| **REGULATIONS OF THE SERVICE INFRASTRUCTURE FACILITY ON THE RAILWAY SIDING OF****POLSKI TABOR SZYNOWY - WAGON SP. Z O. O. IN OSTRÓW WIELKOPOLSKI** |
| Prepared and approved by: | Polski Tabor Szynowy - Wagon sp. z o.o.Electronically signed by Radosław Andrzej PacewiczDate: 2023/12/0614:19:26 +01'00'Radosław Pacewicz – President of the Management Board |
|  | Ostrów Wielkopolski, December 2023 |

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| List of terms and abbreviations used in the Regulations |
|  | Act | Act of 28 March 2003 on railway transport |
|  | Regulation | Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to rail-related service facilities and services (Text with EEA relevance) |
|  | Regulations | these regulations of the Service Infrastructure Facility referred to in Art. 36 f. section 1 of the Act |
|  | Railway siding | railway siding operated by Polski Tabor Szynowy - Wagon sp. z o.o. in Ostrów Wielkopolski |
|  | Service infrastructure facility | A service infrastructure facility located on the railway siding of Polski Tabor Szynowy - Wagon sp. z o. o. in Ostrów Wielkopolski, intended in whole or in part to provide parking services or, also referred to as the "Facility" |
|  | Service Infrastructure Facility Operator | Polski Tabor Szynowy - Wagon sp. z o.o. in Ostrów Wielkopolski, also called "Operator" |
|  | Agreement for access to the Facility | Agreement for access and use of the Service Infrastructure Facility managed by the Operator of the Service Infrastructure Facility, also referred to as the "Agreement" |
|  | Application for access to the Facility | an application submitted by a Railway Carrier interested in access to the Service Infrastructure Facility, also referred to as the "Application" |
|  | Price list | price list of fees for access and use of the Service Infrastructure Facility |
|  | Statute of the Service Infrastructure Facility | a document prepared by the Operator of the Service Infrastructure Facility, which is an integral part of the network statute, which specifies the railway infrastructure elements included in the Service Infrastructure Facility and determines whether the Facility is intended to be made available |
|  | Railway carrier | an entrepreneur authorized to provide railway transport, including an entrepreneur providing only traction services, on the basis of a license and a single safety certificate, or an entrepreneur authorized to perform railway transport on the basis of a safety certificate. The category of railway carrier also includes rolling stock operators (e.g. ROSCO), also known as the "Carrier" |
|  | Railway carrier license | A document confirming the entrepreneur's ability to perform the function of a railway carrier in the territory of the Republic of Poland and the European Union Member States or European Free Trade Association (EFTA) Member States - parties to the Agreement on the European Economic Area. |
|  | Uniform security certificate | a document confirming that the railway carrier has established a safety management system and the ability to safely conduct business in the planned area of activity |
|  | Private infrastructure | railway infrastructure used solely to meet the own needs of its owner or its manager, other than the transport of passengers |
|  | Security certificate | a document confirming the ability to safely conduct railway traffic and perform railway transport, issued to entities exempt from the obligation to obtain a single safety certificate and safety authorization |
|  | Access track | track(s) ensuring the connection of the service infrastructure Facility with the infrastructure of the adjacent infrastructure manager or track(s) ensuring the connection between Facilities within one railway siding |
|  | Parking tracks | tracks intended specifically for the temporary parking of railway vehicles or trains of railway vehicles between two periods of their operation |

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| Technical support point | A place where repairs, modernization and maintenance of rolling stock are carried out |
| Working days | days of the week from Monday to Friday from 7:00 a.m. to 3:00 p.m., excluding public holidays |
| Conflict between submitted applications | a situation in which at least two Railway Carriers submitted applications for access to the Facility at the same time |
| Coordination | the process of resolving conflicts between submitted requests for access to the Facility |
| Technological break | temporary limitation of making the Facility of service infrastructure available to railway carriers established by the Operator, used to carry out investment, modernization, renovation and ongoing maintenance works |
| Railway siding operation regulations | Operating regulations of the siding of Polski Tabor Szynowy - Wagon sp. z o.o. in Ostrów Wielkopolski |
| President of UTK | President of the Office of Railway Transport |

Concepts used in the Regulations other than those indicated above should be interpreted in accordance with the provisions of law, in particular the Act, the Regulation and other implementing acts.

Purpose of developing the regulations

1.1

Basic information

1

The Regulations of the Service Infrastructure Facility define the principles of cooperation between the Operator of the Service Infrastructure Facility described in point. 2 and a railway carrier interested in access to the Facility or using this Facility.

Moreover, the Regulations specify the conditions under which access to the Service Infrastructure Facility is granted.

* 1. Legal basis

The legal basis for the development of the Regulations by the Service Infrastructure Facility Operator is Art. 36f of the Act and Art. 4 of the Regulation.

* 1. Resolution of the management board

The Regulations of the Service Infrastructure Facility are subject to approval by the Management Board of Polski Tabor Szynowy - Wagon sp. z o.o.

* 1. Term
1. The Regulations are valid from 1 February 2022 until the date of their repeal

2 Data of the Operator of the Service Infrastructure Facility

|  |  |
| --- | --- |
| Company | Polski Tabor Szynowy - Wagon spółka z ograniczoną odpowiedzialnością |
| Address | ul. Wrocławska 93, 63-400 Ostrów Wielkopolski |
| NIP number | 954-272-79-09 |
| KRS | 0000391105 |
| Telephone | +48 512 143 925+48 512 143 923 |
| E-mail | marketing@polskitabor.pl |
| Website address: | https://polskitabor.pl/ |

3 Facilities covered by the Regulations and their types

* 1. These Regulations apply to the Facilities located on the PTS Siding in Ostrów Wielkopolski.
	2. The OIU consists of:
		1. technical support point consisting of buildings and structures constituting Annex No. 4 to these regulations;
		2. parking tracks including tracks no.: 501, 503, 505, 507, 509, 511, 513, 515, 517, 527, 805, 819, 822 along with access tracks to the Facility - parking track.
	3. The list of railway tracks included in the Facility is presented in the table below:

|  |  |
| --- | --- |
| Type of services provided | Track |
| Parking tracks | 501,503,505,507,509,511,513,515,517,527,805, |

|  |  |
| --- | --- |
|  | 819,822 |

* 1. Other railway infrastructure included in the siding of Polski Tabor Szynowy - Wagon sp. z o.o. in Ostrów Wielkopolski constitutes private infrastructure and is used exclusively for the needs of the Operator of service infrastructure facilities.
	2. The service infrastructure facilities made available to railway carriers have been specially adapted to provide the services indicated in point 3.1 of the Regulations.

Technical parameters

4.1

Detailed technical conditions for access to the Facility

4

|  |  |
| --- | --- |
| Location of the service infrastructure facility | The service infrastructure facility is located on the railway siding of Polski Tabor Szynowy - Wagon sp. z o.o. which branches off at the Ostrów Wielkopolski station from track No. 407 with turnout 260 at km 85.541 of railway line No. 272 Kluczbork - Poznań Główny. The middle of turnout No. 260 is the beginning of the siding and the beginning of the access track No. 450. At km 0.13170 of the length of the siding from track No. 450, with turnout No. 264, track No. 500 branches off to the siding.The distance from the axis of the checkpoint (Ostrów Wielkopolski station) to the starting point of the siding is 713 m. |
| Track width | 1435 mm |
| Electrification | The facility is not equipped with a traction network |
| Permissible axle load on the rail | 200 kN/axle taking into account the permissible speed on the tracksside roads (10 km/h). |
| Maximum driving speed on the Facility's tracks | * 10 km/h – Basic maximum speed
* 10 km/h – Pulling wagons
* 5km/h – Pushing wagons
* 3 km/h – Driving to an occupied track when the locomotive is pushing wagons
* 3 km/h Pushing or pulling wagons with a shunting locomotive under the shifting gears
* 3 km/h Delivery or collection of wagons from loading points (repair points)
* 3 km/h Passage of the locomotive through the wagon weighbridge
* 3 km/h Driving next to buildings, ramps and loading equipment
* 3 km/h Driving through railway crossings
* 3 km/h Access to standing wagons
* 3 km/h Access to the end of the tracks (to the supporting trestles)
* 3 km/h Driving next to storage yards
* 3 km/h Driving through entrance gates on the plant premises, production halls
* 3 km/h Rolling through places where people are working near the tracks
* 3 km/h Driving in unfavorable weather conditions limiting visibility
* 3 km/h Maneuvering with human force or a road tractor
 |

|  |  |
| --- | --- |
|  | * at a speed allowing the maneuvering train to be stopped immediately - in difficult weather conditions
 |
| Building gauge | GPL-1 |
| Railway traffic control​ | Non-centralized, manually by the Carrier's maneuvering team |

1. Detailed information on technical parameters and local restrictions can be found in the Railway Siding Operating

Regulations.

1. The Carrier cannot enter the Facility with special vehicles or vehicles with an exceeded gauge.
2. There are no additional technical restrictions on the access of railway vehicles to the Facility other than those mentioned above.
3. The Operator may consent to access to the Facility by railway vehicles exceeding the parameters (one or more) referred to in the table above, after obtaining a written request from the Carrier.
	1. Terms of use of the Facility
4. The operator of the service infrastructure facility has railway vehicles that may be operated on the tracks included in the Facility.
5. Independent movement of the Carrier's rolling stock from the point of contact with the railway infrastructure manager to repair stations or parking tracks is carried out using the Operator's vehicles.
6. The Carrier's locomotives are allowed to drive to the service infrastructure facility with the help of an employee designated by the Operator - after prior arrangement.
7. The Operator does not provide a maneuvering team to operate the Facility.
8. When the Carrier performs maneuvers in the Facility, the Carrier's maneuvering radio communication is used.
9. Access to the technical support point and tracks may take place on working days from 7:00 a.m. to 3:00 p.m., excluding holidays and holidays.
10. Access to the Service Infrastructure Facility is provided within the time period agreed by the parties.
	1. Application of the Operator's regulations

The rules specified in the Railway Siding Operating Regulations and in internal regulations, which are available from the Service Infrastructure Facility Operator, apply to the Service Infrastructure Facility.

Purpose of the service infrastructure facility

5.1

Scope of providing the Service Infrastructure Facility

5

* 1. OIU is intended to provide railway carriers with the following services:
		1. as part of the function of parking tracks:
			1. possibility of parking empty freight wagons with a total length not exceeding

the useful length of the tracks for a period specified in a separate agreement,

* + - 1. The operation of the operator's locomotive while moving an empty freight wagon;
		1. as part of the technical support function:
1. inspection, repair, modernization of freight wagons,
2. the operation of the operator's locomotive while moving an empty freight wagon;
	1. In connection with the provision of the services referred to in point 1, the Operator enables the use of railway infrastructure, including turnouts, and provides information on railway traffic required to use the Facility.
	2. Restrictions on the operation of the Service Infrastructure Facility

The operator does not provide services related to:

* provision of traction network devices. The siding on which the Facility is located is not electrified;
* railway traffic control, which is operated manually by the Carrier's maneuvering team performing transport on the railway infrastructure included in the Facility.
	1. Restrictions on the transport of dangerous goods

The Operator of the Service Infrastructure Facility does not consent to access to the Service Infrastructure Facility of railway wagons used for the transport of dangerous goods and high-risk goods within the meaning of the Regulations for the International Carriage of Dangerous Goods by Rail, section 1.10 of the RID or Annex No. 2 to SMGS, both loaded and empty.

* 1. Restrictions on access to the Service Infrastructure Facility
1. Access to the Facility may be limited in the following cases:
	1. planned outages related to, construction, renovation, modernization, maintenance work

(technological break);

* 1. unplanned outages, which may result from, among others:
		+ acts of force majeure, including strikes, blockades, demonstrations;
		+ damage to railway infrastructure, in particular traffic control devices;
		+ threats to traffic safety or transport safety;
		+ preventing or stopping the passage of the Carrier's railway vehicle as a result of failure by this vehicle or its employees to meet the requirements specified in the Agreement on access to the Facility, the Act and the regulations issued on its basis and the requirements specified in internal regulations;
		+ extension of the planned restrictions referred to in section 1;
		+ the need to ensure the security and defense of the country;
		+ decisions of a state administration body, in particular the President of UTK.
1. The operator of the service infrastructure facility informs the Railway Carrier with which the Facility Access Agreement was concluded about planned traffic restrictions two weeks in advance before the restriction is introduced. Notification may be made in writing, via e-mail or fax.
2. In the event of the restrictions referred to in point b above, the Operator of the service infrastructure facility shall immediately notify the Railway Carrier with whom the Agreement for access to the Facility was concluded. Notifications may be made outside the channels referred to in section 2, including by telephone.
3. The operator of the service infrastructure facility will immediately notify the Railway Carrier about the removal of the obstacle to access to the service infrastructure facility.

General information

6.1

Facility sharing procedure

6

1. Providing access to the service infrastructure facility consists in enabling railway carriers to use the services

referred to in point 5.1 of the Regulations.

1. The process of providing the Facility with service infrastructure includes: concluding an agreement for access

to the Facility, submitting and considering an application for access to the Facility.

1. The Operator of the Service Infrastructure Facility provides railway carriers with access to the provided

Service Infrastructure Facility on equal and non-discriminatory terms.

In order to coordinate the operation of the Service Infrastructure Facility and optimize throughput, the Operator may indicate additional requirements regarding the organization of the access process to the Service Infrastructure Facility.

1. he possibility of using and access to the Service Infrastructure Facility is also available to Railway Carriers from other European Union Member States in the scope of Facilities located on the railway network to which they are entitled to access.
2. The Operator takes all possible actions to comply with all submitted requests for access to the Facility, but is not obliged to incur any expenses that are necessary to achieve this goal.
3. The condition for obtaining consent to access the Service Infrastructure Facility is that the Railway Carrier must have a valid license to perform rail transport of goods, referred to in Art. 43 section 1 of the Act and a valid safety certificate/single safety certificate issued by the President of UTK, referred to in Art. 17e of the Act, or a security certificate pursuant to the principles referred to in Art. 17e sections 2 and 3 of the Act.
4. Railway vehicles used by Railway Carriers must meet the technical conditions specified in the Regulation of the Minister of Infrastructure of 12 October 2005 on general technical conditions for the operation of railway vehicles and have a certificate of technical efficiency issued by the Railway Carrier in accordance with the Regulation of the Minister of Infrastructure of 15 February 2005 on certificates of technical efficiency of railway vehicles confirming that the vehicle is technically efficient.
5. The railway carrier is obliged to mark railway vehicles in accordance with the rules set out in the Regulation of the Minister of Infrastructure of 12 October 2005 on general technical conditions for the operation of railway vehicles.
6. Railway vehicles must have appropriate documents in accordance with the Regulation of the Minister of Transport of 2 November 2006 on documents that should be present in a railway vehicle.
	1. Wniosek o dostęp do Obiektu infrastruktury usługowej
7. Railway carriers interested in providing access to a service infrastructure facility are obliged to submit an Application for access to the facility to the Operator of the service infrastructure facility.
8. The template of the Application for access to the Facility is Appendix 1 to the Regulations. The application may be modified if necessary.
9. The application should be submitted electronically to an e-mail address biuro@polskitabor.pl
10. It is possible to submit an application orally or by telephone, which must be confirmed in writing to be valid within 48 hours of submission. The Operator will communicate regarding the application with the person indicated in the application as the contact person.
11. Together with the first application for access to the Facility, the Railway Carrier is obliged to submit:
	1. a copy of the valid license and the single safety certificate/security certificate/security certificate. The railway carrier is also obliged to inform the Operator in writing about any change, loss of validity, suspension or revocation of documents authorizing the use of the Facility;
	2. a current copy of the extract from the National Court Register,
	3. a declaration that there are no bankruptcy or liquidation proceedings pending against him,
	4. a statement that he has read the Regulations and accepts the conditions.
	5. a statement that all railway vehicles using the Service Infrastructure Facility meet the requirements specified in the Act, regulations issued on its basis and the Regulation;
	6. a declaration that the Carrier's employees performing activities directly related to the management of railway traffic and driving railway vehicles meet the requirements specified in the Act and the regulations issued on its basis.
12. Applications should be submitted at least 14 business days before the planned date of use of the service infrastructure facility.
13. The Operator confirms the submission of the Application by entering the date and time of acceptance on its original and copy. The date of submission of the application in the form of an e-mail message is the date of confirmation of receipt of the e-mail message.
14. If the application contains formal or substantive errors, the Operator requests the Carrier to supplement/correct the application within at least 2 business days.
15. The application will be processed within a maximum of 14 days from the date of receipt of the application. Positive consideration of the application will be confirmed by the signature of the Operator's employee.
16. In special cases, the Operator allows the provision of ad hoc services to the Carrier, i.e. carrying out current or emergency repairs, taking into account the current capacity of a given service infrastructure Facility. These services may not cause disruptions in the implementation of the Operator's own needs of the service infrastructure facility.
	1. Agreement for access to the Service Infrastructure Facility
17. The railway carrier acquires the right to use the services provided at the Facility after concluding an Agreement for access to the Facility with the Operator, referred to below.
18. Information obtained by the Operator of the service infrastructure facility in connection with the conclusion of the contract constitutes a business secret.
	1. Refusal to provide the Service Infrastructure Facility
19. The Operator of the Service Infrastructure Facility has the right to refuse the Railway Carrier access to the

Facility in the following cases:

* 1. The railway carrier may perform the planned railway transport on economically comparable terms using another provided Facility,
	2. positive consideration of the application for access to the Facility would require the Operator to incur any expenses necessary to achieve this goal,
	3. due to the lack of sufficient capacity, a positive approval of the Application for access to the Facility would prevent this Operator from meeting its justified own needs or fulfilling obligations arising from contracts previously concluded with other Railway Carriers,
	4. due to the poor technical condition of the railway vehicle, which threatens the safety of railway traffic,
	5. the railway carrier submitted an application for access to the Facility on dates or hours when the Operator does not make the Facility available,
	6. one of the conditions for limiting the use of the Facility, referred to in points 5.2 - 5.5, occurred.
1. The Operator justifies the refusal of access to the Facility in writing, stating the reason for the refusal to provide access. In the case referred to in point c, the Operator of the Service Infrastructure Facility is obliged to indicate to the Railway Carrier an additional facility that will enable it to perform rail transport on economically comparable terms.
2. The refusal should be delivered to the Railway Carrier within 7 days from the date of submitting the application for access to the Facility.
3. The Operator of the Service Infrastructure Facility has no right to refuse access when the Railway Carrier informs the Operator that the manager of the facility, which was indicated by the Operator as an alternative, has refused access to it.
4. A template for the notification of access refusal is attached as Appendix 2 to the Regulations.

6.5 Conflicts between Facility access requests

1. The conflict resolution process is coordinated by the Service Infrastructure Facility Operator.
2. If the Operator receives a request for access to the Facility that conflicts with another request or with access already granted, it will first check whether it is possible to accept the additional request at a different date or time.
3. If the Railway Carrier is interested in access to the Service Infrastructure Facility at a different time, the Operator may propose another time or day on which access to the Facility is possible.
4. If the Railway Carrier is not interested in another date and in order to complete the request it is necessary to modify the already granted access or the already submitted application, the Operator of the service infrastructure facility contacts the Railway Carriers involved in the conflict. The Operator provides the interested Carriers with the necessary information about conflicting requests without disclosing the identity of the other Carriers. If possible, after agreeing a positive solution with the conflicting Railway Carriers, it modifies the allocated access or agrees other dates for access to the Facility with the other Railway Carrier.
5. In order to ensure optimal fulfillment of the needs of Railway Carriers, it is possible for the Operator to propose changes to the allocated/requested access time or the start/end time of access to the Service Infrastructure Facility.
6. In a situation where the coordination process does not result in a solution acceptable to all its participants, the Operator assigns access to the Facility to one Carrier, taking into account technical and operational conditions and the best use of access to the Facility.
7. The Operator of the Service Infrastructure Facility is not obliged to take actions such as changing the opening hours of the Service Infrastructure Facility or take other actions requiring additional financial outlays in order to make the Facility available to the Railway Carrier.
8. The operator of service infrastructure facilities does not specify priority criteria for granting capacity in the event of conflicting applications.

7 The amount of fees

1. For access to the Facility, the Operator charges a fee in the amount specified in the Price List, constituting Appendix 3 to the Regulations.
2. Detailed conditions of access to the Facility are specified in the Agreement.
3. The Operator does not provide a system of discounts for railway carriers.
4. Five times the rate specified in the Price List is charged for non-contractual use of the Service Infrastructure Facility.
5. In case of using the service provided at the technical support point, the Carrier may use the parking tracks free of charge, but no longer than 30 days before the agreed date of commencement of the provision of services at the technical support point and 30 days after the end of the provision of this service.

Mode of change

8.1

Final Provisions

8

Draft changes and updates to the Regulations (with the scope of planned changes clearly indicated) will be announced on the website https://polskitabor.pl/ at least 14 days before the changes and updates come into force. In the period between the announcement of the project and the entry into force of the Regulations, Carriers may submit comments and reservations regarding the proposed changes in writing or by telephone.

* 1. Information

Each interested entity can download the Regulations from the website https://polskitabor.pl/ All information and explanations regarding the content of the Regulations, as well as comments and reservations can be submitted to the e-mail address / telephone number described in point 2 of the Regulations.

It is also possible to order a copy of the Regulations in paper version at the numbers and e-mail addresses indicated above.

* 1. Appendices:
1. Appendix template of the application for access to the Facility;
2. Appendix sample refusal to provide access to the Facility.
3. Appendix price list of fees for access to the Facility
4. Appendix list of buildings and structures included in the Facility - technical support point;

Appendix 1

**APPLICATION FOR ACCESS TO A SERVICE INFRASTRUCTURE FACILITY**

|  |  |
| --- | --- |
| ***Application number (completed by the Operator)*** | ***Date and time of receipt of the application (completed by the Operator)*** |
| ***Data of the Operator to whom the request is sent:*** | **Polski Tabor Szynowy Sp. z o.o.****ul. Wrocławska 93, 63-400 Ostrów Wielkopolski****KRS No. 0000391105****NIP 954-272-79-09** |  |
| **A. APPLICANT'S DATA** |
| Company: | Full address (in accordance with the one indicated in the National Court Register / relevant national register): |
| Phone number: | E-mail adress: |
| KRS/appropriate national register: | NIP: |
| REGON: | Contact person (name, surname, telephone number): |
| **B. DESCRIPTION OF THE SERVICE ORDERED / please uncheck the service you wish to order /**  |
| **B.I TECHNICAL SUPPORT POINT:** |
| B.I.1 Inspection, repair and modernization services for freight wagons ꙱ |
| **B.II PARKING:** |
| B.II.1 Parking of empty freight wagons ꙱ |
| **C. VEHICLE DATA** |
| No. | Type of services provided(indicate the number 1-6 according to point B) | Vehicle(series/type) | Maintenance level(if applicable) | Date and time of vehicle return | Date and time of vehicle collection | Maintenance System Documentation DSU (sequential DSU number attached to the application, if applicable) | Additional notes |
| 1 |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |

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| **D. ADDITIONAL COMMENTS BY THE APPLICANT (space for additional comments)** |
|  |
| **5. STATEMENTS** |
| I declare that the employees who will participate in the operation of the facility meet the requirements specified in the Railway Transport Act and the regulations issued on its basis. ꙱I declare that the railway vehicles intended to use the facility meet the requirements specified in the Railway Transport Act and the regulations issued on its basis. ꙱I declare that I have read the OIU Regulations and accept their content ꙱ |
| **F. DATA REGARDING COMPLETION OF THE APPLICATION** |
| Date and legible signature of the person acting on behalf of the Applicant | Date and legible signature of the person acting on behalf of the Applicant |
|  | 1. Vehicle maintenance system documentation ꙱
2. copy of the license; ꙱
3. a copy of a valid single safety certificate/security certificate; ꙱
4. power of attorney; ꙱
5. current copy of the National Court Register; ꙱
6. …………………………… ꙱
7. ………………………….. ꙱
 |
| **G. INFORMATION CONCERNING THE WAY OF EXAMINING THE APPLICATION (to be completed by the Operator)** |
| *Information whether the application was approved or rejected (in whole or in part). Negative consideration of the application is tantamount to denial of access to the Facility.* |

Appendix 2

I DENY ACCESS

|  |  |
| --- | --- |
| Cause |  |
|  | ꙱ possibility of carrying out the planned rail transport on economically comparable terms using another provided facility,꙱ the necessity for the operator to incur expenditure necessary to achieve this goal,꙱ lack of sufficient capacity, positive consideration of the application for access to the facility would prevent this Operator from meeting its justified own needs or fulfilling obligations arising from contracts previously concluded with other railway carriers,꙱ due to the poor technical condition of the railway vehicle, which threatens the safety of railway traffic,꙱ the railway carrier has submitted an application for access to the facility on dates or hours when the Operator does not make the facility available,꙱ one of the grounds for limiting the use of the facility referred to in points 5.2 - 5.5 occurred.꙱ Other: ………………………………………………………………………………………. |

Appendix 3

Price list of fees for access to the service infrastructure facility located on the PTS siding in Ostrów Wielkopolski

|  |  |
| --- | --- |
| Service | Rate |
| Parking of empty freight wagons | PLN 2 per hour/per vehicle – in the case of a two-axle wagonPLN 2.5 per hour/per vehicle – in the case of a four-axle wagonPLN 3 per hour/per vehicle – in the case of a six-axle wagon |
| P3 level overview of wagons | According to individual arrangements |
| P4 level overview of wagons | According to individual arrangements |
| P5 level overview of wagons | According to individual arrangements |
| The operation of the operator's locomotive while moving the Carrier's empty freight wagon along the Operator's track infrastructure | PLN 120/15 minutes of work |

\* in the case of vehicle parking services, the rates given in the table above are increased to three times the rate after three months of using the Service Infrastructure Facilities - parking tracks.

Appendix 4

List of buildings and structures included in the Facility - technical support point

Buildings

1. wood regeneration building, inventory no. 101/1
	* usable area 1,661.27 m2
	* number of storeys – 1
	* structure: frame structure, reinforced concrete, ceilings made of hollow core slabs, roof covered with felt. The building is equipped with electricity, water and sewage, technical gases and central heating installations.
	* purpose: production, processing and repair of wagon parts.
2. building, extension of the painting cabin - line AAE, inventory no. 101/10
	* usable area: 269.76 m2
	* number of storeys – 1
	* structure: frame structure, steel, curtain walls made of sandwich panels. The building is equipped with electrical installation
	* purpose: building of fans and gas heaters
3. building, annex to the small detail paint shop, inventory no. 101/11
	* usable area: 199.8 m2
	* number of storeys – 1
	* structure: frame structure, steel, curtain walls made of sandwich panels. The building is equipped with electricity and gas installations
	* purpose: painting cabin building
4. engine room extension building - line AAE inventory no. 101/12
	* usable area: 73.2 m2
	* number of storeys – 1
	* structure: frame structure, steel, curtain walls made of sandwich panels. The building is equipped with electricity and gas installations
	* purpose: building of gas heaters and central heating boiler
5. shot-blasting plant extension building - line AAE inventory no. 101/13
	* usable area: 308.4 m2
	* number of storeys – 1
	* structure: frame structure, steel, curtain walls made of sandwich panels. The building is equipped with electricity and technical gases
	* purpose: building of the engine room of the wagon shot blasting plant, dust collector and gas heater
6. production building - dismantling hall, inventory no. 101/16
	* usable area 4,794.32 m2
	* number of storeys – 1
	* structure: frame structure, reinforced concrete, gable walls with steel structure, brick and glass filling, reinforced concrete roof covered with roofing felt. The building is equipped with electrical installations, technical gases, water and sewage systems and gas radiator installations
	* purpose: wagon repair hall (disassembly of wagon components), wagon wheel pressure testing station.

Part of the building is two-story, made of ceramic brick, ceiling and roof made of prefabricated concrete slabs. Covering with roofing felt. The building is equipped with electricity, gas, water and sewage, and central heating installations.

* + purpose: social and administrative facilities, kitchen with dining room, gas boiler room.
1. production building - dismantling hall, inventory no. 101/17
	* usable area 14,096.95 m2
	* number of storeys – 1
	* structure: frame structure, reinforced concrete, steel gable walls, brick and glass filling (upper part of the curtain wall - eternit boards), post-tensioned concrete girders, roof with corrugated boards, covered with felt. The building is equipped with electrical installations, technical gases, water and sewage systems and gas radiator installations
	* purpose: wagon repair and construction hall, production and processing of components
2. production building - dismantling hall, inventory no. 101/18
	* area usable area 18,034.2 m2
	* number of storeys – 1
	* structure: frame structure, reinforced concrete, steel gable walls, brick and glass filling (upper part of the curtain wall - eternit boards), post-tensioned concrete girders, roof with corrugated boards, covered with felt. The building is equipped with electrical installations, technical gases, water and sewage systems and gas radiator installations
	* purpose: wagon repair and construction hall, production and processing of components, production of wagon bogies, processing of wheel sets. The building houses a shot-blasting cabin and a wagon bogie painting shop
3. building - painting shop II technological line inventory no. 101/22
	* usable area 1,340.96 m2
	* number of storeys – 1
	* structure: frame structure, reinforced concrete, walls made of silicate bricks, roof made of corrugated boards, covered with roofing felt. The building is equipped with electrical, ventilation and fire protection installations
	* purpose: shot-blasting and wagon painting cabin
4. building - paint shop next to the PB hall, inventory no. 101/23
	* usable area: 2,588.96 m2
	* number of storeys – 1
	* structure: frame structure, reinforced concrete, walls made of silicate bricks, roof made of corrugated boards, covered with roofing felt. The building is equipped with electrical, ventilation and fire protection installations
	* purpose: wagon painting shop
5. sewage treatment plant and primer building, inventory no. 101/28
	* usable area: 726.85 m2
	* number of storeys – 1
	* construction: brick walls, concrete roof, covered with roofing felt. The building is equipped with electrical, ventilation and central heating installations.
	* purpose: spray painting shop for wagon bogies, washing facility for wagon bogies, social facilities. Part of the building decommissioned
6. compressor station building, inventory no. 101/31
	* usable area 1,710.11 m2
	* number of storeys – 1
	* structure: reinforced concrete structure, brick filling, reinforced concrete roof, covered with roofing felt. The building is equipped with electricity, water and sewage, central heating.
	* purpose: air compressor station, UTB workshop
7. chassis painting shed inventory no. 101/41
	* usable area 823.08 m2
	* number of storeys – 1
	* structure: A-15 type shelter, steel structure (pillars, trusses, purlins) covered with eternit slates. The shed is equipped with electrical installation
	* purpose: wagon painting shop, currently out of operation
8. warehouse hall inventory no. 104/2
	* usable area 1,095.04 m2
	* number of storeys – 1
	* structure: steel structure (columns, trusses, purlins), steel sheet covering. The building is equipped with electrical installation
	* purpose: spare parts warehouse
9. warehouse shelter inventory no. 104/11
	* usable area 845.49 m2
	* number of storeys – 1
	* structure: A-15 type shelter, steel structure (pillars, trusses, purlins) covered with eternit slates. The shelter is equipped with electrical installation
	* purpose: warehouse of wagon equipment and elements

Building structures

1. shed at the wood regeneration building, inventory no. 291/39
	* usable area: 991 m2
	* number of storeys – 1
	* structure: steel structure, roof covered with eternit slates. The shelter is equipped with electrical installation
	* purpose: storage area for regenerated wagon elements
2. wagon demolition shelter – PT department, inventory no. 291/41
	* usable area: 3,671 m2
	* number of storeys – 1
	* structure: steel structure, roof covered with eternit slates. The shelter is equipped with electrical installation and technical gases
	* purpose: disassembly of wagon components, wagon cleaning station
3. overhead crane overpass – steelworks warehouse, inventory no. 223/3
	* length of the overpass 128.8 meters
	* structure: reinforced concrete flyover columns, post-tensioned beams
	* purpose: supporting structure of overhead cranes - loading and unloading of metallurgical materials
4. overpass - inventory no. 223/4
	* length of the overpass 305.3 meters
	* structure: foundation footings - reinforced concrete, steel flyover columns, steel truss beams
	* purpose: supporting structure for technical gases and compressed air pipelines