

*Annex No. 1 to Resolution of
the „ŁKA” sp. z o.o. Board
No 128/2025 of 30.12.2025*



ŁÓDZKA KOLEJ AGLOMERACYJNA

REGULATIONS OF ACCESS TO A SERVICING INFRASTRUCTURE FACILITY

**– Railway Siding: ‘Technical Depot of „ŁKA” sp. z o.o. – Łódź
Widzew’**

*(introduced by Resolution of the "ŁKA" sp. z o.o. Board
No. 78/2017 dated 05.12.2017)*

as of 01.12.2023

*in the wording given by Resolution of the "ŁKA" sp. z o. o. Board. No. 128/2025
dated 30.12.2025*

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I. GENERAL PROVISIONS

1. Introduction

1. *Railway siding “Technical Depot of the Company “ŁKA” sp. z o.o. – Łódź Widzew”, located in Łódź (92-010) at ul. Lawinowa 71a, shall constitute one complex service facility intended to provide some of the services indicated in section 2 of Appendix 2 to the Polish Act on Rail Transport, i.e. services indicated in detail in Chapter II, section 7 of these Regulations.*
2. The right to administer the real estate where the railway siding ‘Technical Depot of “ŁKA” sp. z o.o. – Łódź Widzew” is located, pursuant to the Notary Deed dated on 10 November 2015 (Repertory A No. 4384/2015), is held by “Łódzka Kolej Aglomeracyjna” limited liability company, which, in accordance with the provisions of the Act on railway transport, within the framework of making the servicing infrastructure facility available, acts both as the operator of the facility and administrator of the infrastructure.
3. The user of the railway siding named: “Technical Depot of the Company „ŁKA” sp. z o.o. - Łódź Widzew” is “Łódzka Kolej Aglomeracyjna” spółka z ograniczoną odpowiedzialnością. Facility Security Clearance issued by the President of the Railway Transport Office is the document that authorises the User of the railway siding, i.e. „ŁKA” sp. z o.o., to use the Siding.
4. The entity cooperating with "Łódzka Kolej Aglomeracyjna" spółka z ograniczoną odpowiedzialnością in providing services related to access to the railway siding named "Zaplecze Techniczne Spółka "ŁKA" sp. z o.o. – Łódź Widzew" as a utility infrastructure facility is Stadler Polska Sp. z o.o. with its registered office in Siedlce (08-110), ul. Targowa 50, and acting on its behalf, Stadler Service Polska Sp. z o.o. with its registered office in Warsaw (02-092), ul. Żwirki i Wigury 16.

2. Definitions of abbreviations and terms used in the SIF Regulations

1. **“ŁKA” sp. z o.o.** – „Łódzka Kolej Aglomeracyjna” limited liability company.
2. **SIF Regulations** – Regulations of access to the servicing infrastructure facility, i.e. the railway siding: “Technical Depot of “ŁKA” sp. z o.o. – Łódź Widzew”.
3. **Operator** – “ŁKA” sp. z o.o. as an entity the operates in the field of administering the SIF or rendering at least one of the services listed in paragraphs 2 and 3 of Annex 2 to the Act of 28 March 2003 on railway transport to railway carriers.
4. **SIF** – a railway siding named: "Technical Depot of the Company "ŁKA" sp. z o.o. - Łódź Widzew" as a servicing infrastructure facility, i.e. a building including the land on which it is situated, and with installations and equipment, designated in whole or in part to render one or more services listed in paragraphs 2 and 3 of Annex 2 to the Act.
5. **Contract** – a contract which stipulates conditions of rendering SIF access services by the SIF Operator to a railway carrier.

6. **Act** – railway transport act of 28 March 2003 (consolidated text: Journal of Laws of 2023, item 1786, as amended)
7. **UTK** – the Railway Transport Office.
8. **PKP PLK S.A.** – PKP Polskie Linie Kolejowe S.A.
9. **Railroad** – a rail track or rail tracks including the elements listed in items 2–12 of Annex 1 to the Act, provided that they are functionally inter-related, regardless of whether they are administered by the same entity.
10. **Railway line** – a railroad determined by the administrator of the infrastructure adapted to operate train traffic.
11. **Train** – a rail vehicle or a unit of rail vehicles, which complies with the requirements specified for the train and to which the status of the train has been granted by the administrator of the infrastructure.
12. **Rail vehicle** – a vehicle adapted to move using its wheels on the rail tracks with or without traction.
13. **Shunting** – an intentional movement of a rail vehicle or of a unit of rail vehicles including the related activities on the railroad, with the exception of entry, departure and crossing of the train.
14. **Shunting rail unit** – rolling stock coupled with a rail vehicle with traction used to perform shunting. The rail vehicle with traction can be in front, behind or between the rail vehicles.
15. **Carrier** – an entrepreneur authorised to perform rail transport, including an entrepreneur providing only traction service pursuant to a licence and single safety certificate or entrepreneur authorised to perform rail transport pursuant to a security certificate.
16. **Employees of the Carrier** – employees or co-operants of the Carriers, who take part in performance of the Contract.
17. **Employees of the Operator** – employees of „ŁKA” sp. z o.o., as well as other individuals who take part in performance of the subject of the Contract on behalf of the above-mentioned entity.
18. **Rules of the railway siding operations** – Rules of the railway siding operations: “Technical Depot of “ŁKA” sp. z o.o. – Łódź Widzew”.
19. **Infrastructure capacity** – operational ability of the servicing infrastructure facility to perform a specified number of shunting journeys and services at a given time.
20. **Event** – a serious accident, accident or incident referred to in Article 4 (45), (46), and (47) of the Act.
21. **Incident** – any event other than the accident or the serious accident, in relation to rail traffic and impacting its safety.
22. **Operation Event** – an event not directly related to railway traffic, resulting in a disruption to operations and transport processes, e.g. a delay or restriction in

train traffic, danger or negative consequences for human life and health or property, not classified as a serious accident, accident or incident.

23. **Emergency situation** – a situation which, as a result of an emergency event occurring regardless of the will of the parties to the Contract, causes an interruption or a risk to the working process within the area of SIF, and prevents fulfilment of contractual obligations, where none of the parties to the Contract could foresee or prevent this event, keeping due diligence.

The emergency situation can result from:

- 1) The introduction within the whole territory of the county or in its part a state of emergency (natural disaster, state of emergency, or martial law);
- 2) Social protests (e.g. strikes);
- 3) State of terrorist threat and events of a terrorist nature;
- 4) Other unpredictable events such as: flood, fire, hurricane, landslide, long-lasting precipitation, epidemics and pandemics, hitting third parties, collisions with animals/animals entering clearance gauge, failures of external power grids or external communications networks, etc., including also those resulting from decisions taken by public authorities (government or local government administration), resulting in changes in the operations.

3. Objective and scope of the SIF Regulations

1. SIF Regulations have been drafted to lay down:
 - 1) Rules and conditions pursuant to which the Operator provides access to SIF to licensed rail carriers;
 - 2) Duties imposed on the Carrier's Employees who perform Shunting operations and other actions as part of their access to SIF;
 - 3) Conditions that must be met by the Rail Vehicles which perform shunting operations within SIF,
 - 4) Rules for determining the remuneration payable to the Operator for the rendering of services of providing access to SIF to the Carrier;
 - 5) Rules of procedure if an Event occurs during Shunting operations within SIF.
2. SIF Regulations are binding for:
 - 1) Employees of the Operator, and
 - 2) Employees of the Carrier,to the extent that they are involved in the performance of the Contract..
3. The provisions of the Regulations shall take into consideration required elements of the service facility description referred to in Article 4 of Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services”.

4. Legislation in force:

1. The Act,
2. Act of 27 April 2001 Law on environmental protection (consolidated text: Dz.U. of 2025, item 647, as amended).
3. Act of 16 July 2004 Telecommunication Law (consolidated text: Dz.U. of 2024, item 34 as amended).
4. Regulation of the Minister of Infrastructure and Construction of 7 April 2017 on making the rail infrastructure available (consolidated text: Dz.U. of 2024, item 602)
5. Regulation of the Minister of Infrastructure of 18 July 2005 on the general conditions to operate rail traffic and signalling (consolidated text: Dz. U. of 2025, item 100).
6. Regulation of the Minister of Infrastructure and Development of 11 January 2021 on the employees employed in jobs directly related with operating rail traffic and its safety and driving specific types of rail vehicles (consolidated text: Dz.U. of 2024, item 780, as amended).
7. Regulation of the Minister of Infrastructure of 24 November 2022 on the train driver's licence (Dz. U. of 2022, item 2574) ^[7]
8. Regulation of the Minister of Infrastructure of 1 December 2022 on the train driver's certificate (Dz. U. of 2022, item 2680 as amended). ^[7]
9. Regulation of the Minister of Infrastructure and Development of 3 April 2015 on health-related requirements, medical and mental health check-ups, and assessment of physical and mental capacity of persons applying for a train driver's certificate or to maintain its validity (consolidated text: Dz. U of 2019, item 340, as amended).^[7]
10. Regulation of the Minister of Infrastructure and Construction of 16 March 2016 on the serious accidents, accidents and incidents in the rail transport (Dz.U. of 2016, item 369).
11. Regulation of the Minister of Infrastructure of 12 October 2005 on the general technical conditions of using rail vehicles (Dz. U. of 2016, item 226, as amended).
12. Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (O.J. L 307 of 23 November 2017).

5. Contact details and information on business activity of the Operator

1. The Operator's headoffice and correspondence address:

**“Łódzka Kolej Aglomeracyjna” sp. z o.o.,
Generała Romualda Traugutta 25, 90-113 Łódź
E-delivert: AE:PL-50543-15665-VCJVI-23**

2. Direct contact with the Operator: Secretariat Tel. +48 42 236 17 00, e-mail: biuro@lka.lodzkie.pl ^[3]
3. National Court Register Number: **0000359408**.
4. Tax Identification Number: **725-202-58-42**.
5. REGON Number: **100893710**
6. Uniform Safety Certificate: No PL1020220089 of 9 Maj 2022 (valid until 25.05.2027).^[7]
7. FCS of the Siding: **No 234/UK/25** (valid until 20.12.2029), **No 221/UK.19**, **No 234/UK/14**.

a. Structure of the SIF Regulations, updating and submitting comments concerning the SIF Regulations

1. The SIF Regulations consist of a descriptive part, which lays down conditions of providing access to the SIF and using the SIF, and annexes which contain:
 - 1) Specification of elements of the rail infrastructure of SIF: “Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew” – Annex 1,
 - 2) List of internal regulations of „ŁKA” sp. z o.o. – Annex 2,
 - 3) The Siding Diagram – Annex 3,
 - 4) The Diagram of rail traffic security and control equipment in the Siding – Annex 4,
 - 5) Price list of services provided in the Railway Siding Servicing Infrastructure Facility (SIF): “Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew” – Annex 5,
 - 6) Request form for access to the servicing infrastructure facility (SIF) and concluding a contract – Annex 6,
 - 7) Request form for rendering services in relation to access to SIF – Annex 7.
2. Amendments to the SIF Regulations, including annexes to the SIF Regulations, shall be made in justified cases.
3. The amendments to the SIF Regulations that will influence provision of access to the SIF shall be published at: www.lka.lodzkie.pl, and the Carriers using the SIF will be additionally informed of such amendments by e-mail.
4. Comments and reservations to the content of the SIF Regulations shall be submitted to the following address:

“Łódzka Kolej Aglomeracyjna” sp. z o.o.,
90-051 Łódź,
ul. Aleja Marszałka Józefa Piłsudskiego 12
e-mail: biuro@lka.lodzkie.pl, tel.: +48 42 236 17 00, fax: +48 42 235 02 05
5. Amendments resulting from amendments to the applicable legal regulations shall be made within the deadlines laid down in these legal regulations.

II. DETAILED PROVISIONS

1. Description of SIF

1. Location of SIF:

Access to SIF, i.e. the siding “Technical Depot of “ŁKA” sp. z o.o. – Łódź Widzew” starts in Łódź Widzew Railway Station from the track No 104 using the following turnouts: No 24 – in 4,868 km (the Siding’s initial kilometre: 0,000) and No 47 – in 5,800 km, line No 17 Łódź Fabryczna – Koluszki, administered by PKP PLK S.A.

2. Characteristics of elements and description of technical characteristics of the rail infrastructure of the Railway siding ZT ŁKA made available shall be included in **Appendix 1** to the Regulations.

2. Limitations on the use of SIF taking into consideration technical characteristics of the positions made available.

1. The infrastructure can be limited or excluded from use during the process of using the rail infrastructure due to:

- 1) Technical damage to elements of the rail infrastructure;
- 2) Situation whose occurrence has been notified to the Operator, however the Operator was unable to prevent it, e.g. strike, blockade to rail traffic movement, protests, etc.;
- 3) Not allowing the rail vehicle to pass or stopping it due to the fact that the Vehicle or Employees of the Carrier do not comply with the requirements laid down in the Contract, the Act and regulations issued pursuant to the Act, and requirements laid down by the Operator in his internal regulations;
- 4) Occurrence of emergency situations, including the ones resulting from violent atmospheric changes and other of which the Operator has not been informed;
- 5) Occurrence of a risk to the safety of traffic, and situations in relation to the state’s security and defence;
- 6) Planned renovations, construction or modernisation of the infrastructure administered by the Operator.

2. The Operator shall notify immediately the rail Operator of the occurrence of the above-mentioned interruptions which affect the performance of the Contract by electronic mail.

3. The Operator, in accordance with the provisions of the Act (Article 36b (4)), may refuse access to SIF to the Carrier. The Operator shall justify his decision in writing and submit this written justification to the Carrier. In the case referred to in Article 36b (4) (1) of the Act, in refusal referred to in Article 36b (5) of the Act,

the Operator indicates another facility that will enable the Carrier to perform rail transport on economically comparable conditions.

4. Due to the lack of an overhead contact line in the inspection-repair hall above tracks No 24b and 25b, the entry of electric traction vehicles using these tracks shall be prohibited.

A type K Orion 140 road – rail vehicle, owned by the Operator, is used to transport electric rail vehicles along the tracks in the maintenance and repair shed not equipped with an overhead catenary (no. 24b and 25b). The type K Orion 140 road-rail vehicle may tow or push a maximum of 4 rail vehicles with a total mass of up to 320 Mg (tonnes).

5. Due to the limitations in the use of the type K Orion 140 road-rail vehicle as to the maximum number of fleet vehicles that may be towed at the same time, the maximum number of rail vehicles that may be brought into the maintenance and repair shed at the same time using the aboveroad-rail vehicle, onto the tracks equipped with scales used to measure wheel load, laser wheelset wear measurement system, underfloor lathe, stationary sandbox filling system (tracks no. 24b and 25b), and other technical areas referred to in chapter II, subsection 7, item 8 of the SIF Regulations is 4 rail vehicles with a total mass of up to 320 Mg (tonnes).
6. Due to the measuring programme used in the laser station on track No 25b, only the rail Vehicle with the length of up to 6 axles shall be allowed – the tested vehicles shall be supplied with ID plates.
7. Due to the way of service and construction details of the automatic washing stand erected on track No 23b, the maximum length of the rail Vehicle designated for washing is 65 m. The washing stand is adapted to wash electric traction sets FLIRT 3 series L4268/LM4268, NEWAG 36We.
8. Due to the necessity to switch off voltage in the overhead contact line above track No 23b during the process of washing a rail vehicle in the automatic washing stand, entry of electric traction vehicles - to de-ice them, remove human waste, supply with water, and remove dirt from the vehicle body - using this track from the western direction shall be prohibited.
9. Due to the application of a solution which uses outgoing pipeline couplings connected with the toilet tanks, emptying the toilet tanks at the human waste removal stand located on track No 23b of SIF is possible only when couplings of a specific type are used: extracting pipeline – 3” Camlock, rinsing pipeline – 1” Camlock.
10. The Operator may perform the water replenishment service for the Carrier only using the standard water tank coupling used by Stadler Polska sp. z o.o.
11. Due to the environmental conditions, any Shunting operations within the area of SIF are allowed only for the Rail Vehicles with fully closed WC system.
12. SIF is not adapted to handle dangerous goods and it is not involved in the process of their movement and layover.

13. The permissible axle load on the rails must not exceed 200 kN.
14. Movement of diesel traction rail vehicles on the tracks of the inspection-repair hall is forbidden. Such vehicles may be towed around the shed with their engines turned off, using the type K Orion 140 road-rail vehicle, subject to provisions of item 5 above.
15. Track 25 b restrictions:
 - 2 inspection pits with extended intertrack space, with a total length of 130 m (75 m and 55 m),
 - walkways running on both sides along the inspection pits, each with a height of 3.5 m and load capacity of up to 250 kg/m²;
16. Track 26 b restrictions:
 - 2 inspection pits with a total length of 130 m (75 m and 55 m);
17. In other technical areas referred to in subsection 7 item 1 section 10) below, limitations in the provisions of services for various types of Rail Vehicles may apply as a result of the following technical parameters of devices and infrastructure:
 - 1) inspection pit and lifting devices on track no. 24
 - lifting devices: 12 devices, each with a lifting capacity of up to 18 tonnes,
 - reinforced floor in the lifting device operating area along a 75-metre-long section,
 - inspection pit length: 75m
 - 2) overhead crane:
 - operating area: above tracks no. 24 and 25,
 - maximum lifting capacity – 16 tonnes.

3. Detailed requirements concerning the use of rail infrastructure provided by the Operator in terms of organisation and technology of the shunting operations performed in SIF

1. Shunting operations within SIF are carried out by shunting rolling stock with a traction vehicle, including the rail-road vehicle.
2. Shunting operations within SIF using thrusting method or using human force shall be forbidden.
3. Maximum speeds of shunting allowed within SIF are laid down in the Rules of the railway siding “Technical Depot of “ŁKA” sp. z o.o. – Łódź Widzew” operations.
4. Within SIF there are no restrictions concerning the position of traction vehicles in the Shunting Units resulting from the local conditions. The place where traction vehicle (also concerns rail-road vehicle) is positioned in the Train Set should solely result from the technology and the type of actions performed, and useful lengths of the tracks, on which shunting is performed, to make sure that

upon completing the actions the rolling stock does not stay on the turnouts or within their shunting limit signals, or does not block hardened crossings used for technical purposes, which are along the inspection-repair hall from the western and eastern direction (8 m wide).

5. Shunting of Train Sets between Łódź Widzew Station tracks and the SIF tracks shall be performed in accordance with the rules on non-piloted shunting movements.
6. Shunting of Train Sets in the Siding are performed from the front control booth of the traction vehicle (facing the direction of the movement) or by pulling the rail Vehicle by the rail-road vehicle, and they do not require support of the train driver crew, with the exception of movements involving entry to / exit from / the inspection-repair hall, and movements on the tracks in the hall.
7. Shunting of rail vehicles moving forward require support of the train driver crew within the whole area of SIF (vehicle pushing).
8. Any Shunting involving entry to / exit from / the inspection-repair hall or shunting performed on the tracks in the hall require support of the train driver crew.
9. When rail vehicles approach passages at the track level along the inspection-repair hall and the hardened yard in front of the hall, they are obliged to slow down to reach the maximum speed of 5 km/h and transmit the 'Attention' signal. Shunting movements on the passages and the yard can be continued if the road and pedestrian traffic within their area has been stopped.
10. Any exit of the rail Vehicle from the inspection-repair hall towards the above-mentioned passages and the yard must be preceded with the 'Attention' signal transmitted by the driver of the traction vehicle or of the rail-road vehicle using a sound warning device installed in these vehicles.
11. In cases of Shunting operations which requires pilotage of the train driver crew within SIF it is allowed to use a one-man crew composed only of the shunting manager who also performs the shunting operations.
12. Due to the limited length of graded tracks No 201 and 202, the Train Sets shunted within SIF from track to track with a change in the direction of movement and entering exiting the SIF area, cannot be longer than:
 - 1) 100,0 m – from the eastern direction (towards Koluszki);
 - 2) 57,0 m – from the western direction (towards Łódź Fabryczna).

This shunting can be organised using units of the length exceeding the above-mentioned lengths provided that:

- 1) The Carrier orders from the Infrastructure Administrator, i.e. PKP PLK S.A., the capacity required for the shunting which involves entry to the LCS Łódź Widzew switch tower;
- 2) An employee of the CS ŁKA switch post and the train dispatcher of the LCS ŁW switch station have mutually agreed the way of performing each

shunting operation of the unit, which requires crossing the boundary dividing switch towers of the Siding and LCS ŁW;

- 3) Special care and required speeds of the shunting have been maintained;
 - 4) Employees taking part in the shunting shall communicate using allocated radiotelephones and the signals, particularly during shunting operations without transmitting signals on manoeuvre shields.
13. Detailed information regarding organisation of Shunting operations, technical parameters of the technical rail infrastructure of the Siding and local constraints resulting from them are provided in Regulations for operation of the railway siding “Technical Depot of the Company “ŁKA” sp. z o.o. - Łódź Widzew” and the Instruction for organisation of shunting operations and arranging railway carriages (ŁKAr-8); Employees of the Carriers are obliged to be familiar with their provisions while performing tasks in relation to the access to SIF within SIF.
14. Regulations governing the operation of the rail siding “Technical Depot of the Company “ŁKA” sp. z o.o. - Łódź Widzew” and the above-mentioned instructions are available after the conclusion of the Contract.

4. Requirements and conditions concerning Employees of the Carrier in relation to the access to SIF

1. Employees of the Carrier who carry out operations which are directly related with shunting and drivers of Rail Vehicles who deliver assigned tasks within SIF under the access to SIF must comply with the conditions laid down in the Act and relevant implementing acts issued pursuant to the Act; they must also know provisions of the Regulations for operation of the railway siding “Technical Depot of the Company “ŁKA” sp. z o.o. - Łódź Widzew” as well as any other internal rules of the Operator, which concern rules of carrying out operations within SIF, managing railway traffic and SIF infrastructure maintenance in particular.
2. The Operator’s internal regulations which specify rules of safe management of railway traffic are laid down in **Annex 2** to these SIF Regulations.
3. After conclusion of the Contract the Operator will provide the Carrier with required internal regulations, free of charge in electronic form.

5. Requirements and conditions concerning the Rail vehicles in relation to the access to SIF

1. Rail vehicles eligible for Shunting shall comply with safety requirements and conditions defined by applicable law.
2. Wheels of Rail vehicles which perform Shunting operations within SIF should be able to cooperate with traffic control devices used within SIF as well as ensure uninterrupted work with radiocommunication devices used in the SIF grounds.

3. Within SIF, employees operating in SIF (staff of the switch post, train driver crew, inspector, and dispatcher) shall communicate with the driver of a rail vehicle with traction using radiotelephone shunting network with frequency 151.625 MHz (spacing: 25 kHz). The above network includes a radiophone in the CS ŁKA switching post, mobile radiophones installed in the Operator's vehicles, as well as portable radiophones operated by members of manoeuvring and technical inspection teams crewing the type K Orion 140 road-rail vehicle, and the dispatch officer.
4. The Rail Vehicles may be shunted in the Siding provided that they are supplied with a radiotelephone device in working order, which meets necessary requirements in accordance with the rules of law, and which operates in this radiotelephone shunting network, and which is operated in accordance with the rules laid down in the Instruction for maintenance and operation of train and shunting radio communication devices (ŁKAr-7).
5. If the Rail Vehicles serviced as part of SIF access are not supplied with radiotelephone devices operating in the shunting network in the above-mentioned frequency, this information must be stipulated in the request
6. to provide access to the Siding to enable the Operator to supply the Vehicle for the period of servicing in SIF with his own devices or to designate an employee with necessary qualifications to pilot the vehicle in the Siding.
7. Only Rail vehicles whose biggest permitted axle load on rail does not exceed 200 kN may be shunted on the SIF tracks.

6. Environmental protection requirements

1. The Carrier using SIF may not release to water, soil or air any dangerous substances that could contribute to exceeding environmental protection standards (legal base: Environmental Protection Law Act, Article 174 (1)).
2. If the Carrier pollutes the environment to the extent exceeding legally binding environmental protection standards, he shall be liable to cover the cost of restoring the environment to the required standards.
3. No cleaning of any kind of Rail Vehicles accessing SIF is permitted on the stabling tracks.

7. Types of services rendered by the Operator to the Carrier in relation to the access to SIF

1. SIF is intended to provide some of the services mentioned in section 2 of Appendix 2 to the Act, consisting in accessing and using selected elements of the railway infrastructure and technical devices SIF, i.e.:
 - 1) Stabling yard (tracks No 22, 27, 28);
 - 2) Automatic washing stand for two segments (track No 23b),
 - 3) Automatic washing stand for three segments (track No 23b),

- 4) Stand for human waste disposal and supplying water for train toilets,
- 5) Stand for underfloor lathe to reprofile wheel sets (track No 24b),
- 6) Laser station to measure wheel set wear in rail vehicles (track No 25b),
- 7) Weighing stand to measure wheel sets' load of wheeled rail vehicles (track No 24b),
- 8) Stationary stand to fill sanders in rail vehicles (track No 25b),
- 9) track no 25 b with a pit and walkways,
- 10) track no 26 b with a pit,
- 11) Other technical areas used for carrying out inspections and repairs, not specified above, using devices constituting the equipment of SIF, such as: track 24 with jackscrews (12x 18 tonnes), with pit and overhead crane (lifting capacity: 16,000 kg), etc.

8. Description of the procedure of applying for access to SIF and conclusion of Contract for services as part of access to SIF^[5]

1. Rail carriers are entitled to access to facilities where services are provided, as specified in Art. 2 of Annex 2 to the Act, on equal and non-discriminatory terms, while the Operator shall be obliged to provide them on equal and non-discriminatory terms.
2. Rail carrier acquires the right to use the services provided within SIF upon concluding with the Operator a Contract specifying in particular the rights and responsibilities of the Operator and the Carrier with regards to the services provided.
3. „ŁKA” sp. z o.o. ensures access to SIF according to the rules specified in this Regulation and in the Contract, in compliance with the conditions of Shunting as specified in the Regulations for Railway Siding Operation and other internal regulations listed in **Annex No. 2** to SIF Regulation.
4. The provision of specific services to the Operator within SIF is subject to the prior conclusion of the Contract.
5. The Contract shall govern in detail the mutual rights and obligations of the Carrier and the Operator, including the financial terms and conditions for the provision of services as part of access to SIF.
6. In order to conclude the Contract, the Carrier shall apply in writing to the Operator for access to SIF and conclusion of the Contract. The aforesaid request should be signed by the person(s) authorised to represent the Carrier in accordance with the entry in the National Court Register or pursuant to a power of attorney granted.
7. The submission of a request for access to SIF and the conclusion of the Contract shall imply acceptance of the model Contract, attached as Annex 8.

8. In the request for access to SIF and conclusion of the Contract, the Carrier shall specify, in particular:
 - 1) the company, registered office, address, telephone, e-mail of the Carrier,
 - 2) NIP (National Business Registry Number) and REGON (National Taxpayer Identification Number),
 - 3) the scope of services applied for,
 - 4) the periods of performance applied for in respect of the services specified,
 - 5) any other information which the Carrier considers relevant to the examination of the request.
9. The Carrier is required to attach the following documents to the above-mentioned request for access to SIF and concluding the Contract:
 - 1) a certified “true to the original” copy of a valid licence to carry out rail transport services, referred to in Article 43 of the Act;
 - 2) a certified “true to the original” copy of a valid security certificate referred to in Article 18b of the Act¹ subject to item 3) below;
 - 3) a certified 'true to the original' copy of the public liability insurance policy.
10. The requirement under 9.2) above shall not apply to carriers exempted from the obligation to obtain the safety certificate referred to in Article 17e (2) of the Act. These carriers shall be obliged to attach to the request for access to SIF and concluding the Contract a statement confirming fulfilment of legal requirements for safe operation of rail vehicles and employment of employees in positions directly related to the operation and safety of rail traffic, and driving of rail vehicles.
11. A form of such a request for access to SIF and concluding a Contract is attached as **Annex 6**.
12. The documents related to Item 9 shall be submitted in Polish or as a certified translation of the original documents into Polish.
13. If the request submitted by the Carrier for access to SIF and concluding the Contract does not contain all the information required in accordance with the SIF Regulations and necessary to process the aforementioned request, the Operator shall notify the Carrier of this fact and set a reasonable time limit for the Carrier to complete the missing information under pain of rejecting the request.
14. The Operator shall process the request for access to SIF and concluding the Contract within no more than 14 days from the date of transmission of the complete request by the Carrier.
15. In situations where the Operator has received a request for access to SIF and conclude the Contract, which is in conflict with another request submitted

¹ Applies to licensed railway carriers listed in the Register of Safety Certificates published on the website of the Railway Transport Office

beforehand or refers to the capacity of SIF which has already been allocated, the Operator shall apply a coordination procedure described in Chapter II (15) of the SIF Regulations.

9. Description of the procedure of applying for services under the Contract concluded.

1. Requests for the provision of services under the Contract should be submitted in writing to the Operator's registered office address or electronically to the e-mail address indicated in the Contract, no later than 14 days before the applied starting date of services. Requests for the provision of services under the Contract may be submitted by persons authorised to represent the Carrier, including the persons indicated by the Carrier in the Contract.
2. The Operator shall consider requests for the provision of services under the Contract within no more than 14 days of receiving a complete request. If the request for the provision of services submitted by the Carrier does not contain all the information required by the SIF Regulations and necessary to consider the aforementioned request, the Operator shall notify the Carrier of this fact and set a reasonable time limit for the Carrier to complete the missing information under pain of rejecting the request.
3. In the request for services as part of access to SIF, the Carrier shall indicate in particular:
 - 1) the scope of services applied for;
 - 2) the applied periods of provision of the indicated services,
 - 3) technical data of the Rail Vehicles, to which the services are to be provided, such as: type, vehicle series, optionally type of special rolling stock, gross weight, vehicle length, axle load on track; The scope of commissioned services, as planned;
 - 4) any other information which the Carrier considers relevant to the consideration of the request.
4. An request form the provision of services as part of access to SIF is attached as **Annex 7**.
5. The Operator shall take all reasonable efforts to accommodate all requests for services to access SIF made by Carriers, but shall not be obliged to incur any expenses that are necessary for this purpose.
6. The Operator, when considering the requests for provision of services as part of access to SIF acts on the principle of best possible use of the SIF infrastructure with regard to the traffic capacity of SIF and its technical and operational parameters.
7. In situations where the Operator has received a request for the provision of services which conflicts with another request submitted beforehand or relates to already allocated capacity of the Facility, the Operator shall apply the coordination procedure described in Chapter II (15) 15 of the SIF Regulations.

8. In case of a request for recurring services, such a request may not be submitted for a period longer than four months. If it is planned to continue the service beyond that period, the Carrier must submit a new request for the service.

10. Rules of Providing Services as Part of Access to SIF

1. The Operator reserves the right of priority of use of SIF for their own purposes, in relation to “ŁKA” sp. z o.o. train set circulation, the necessity to perform scheduled maintenance and repair works as specified in the documentation of the Company’s Rail Vehicles management system, and their emergency repair.
2. Access to the services within SIF, for which the request is submitted, may not be transferred to another entity on the basis of any legal transaction.
3. During the provision of services as part of access to SIF, the Operator shall not provide security for the Carrier's rolling stock located within SIF and the supervision of such rolling stock shall rest with the Carrier.
4. The types of services provided by the Operator to the Carrier within SIF are set out in Chapter II (7) of the SIF Regulations.
5. Access for the Railway vehicles to the stabling yard and tracks where the devices used for providing services within SIF are situated is granted according to the rules established for Shunting, as specified in the Regulations for Railway Siding Operation and other binding regulations of the Operator (**Annex 2**). Depending on the type of the services scheduled and the technical and operational abilities of SIF, the principal rules of the access are as follows:
 - 1) Access to the stabling track no. 22 in the direct way is possible both from the West, via graded track no. 201 and then via a turnout, in the direction of track no. 22, and from the East, via graded track no. 202 and then via a turnout, in the direction of track no. 22;
 - 2) Access to the stabling tracks no. 27 and 28 in the direct way is only possible from the East, via graded track no. 202 and then via a turnout, in the direction of tracks no. 27 and 28;
 - 3) Access to tracks no. 23b, 24b, 25b, 26b (except for wheel sets wear laser measurement station - track no. 25b) in the direct way is possible both from the West, via graded track no. 201 and then via a turnout, in the direction of, respectively, tracks no. 23a, 24a, 25a or 26a, and from the East, via graded track no. 202 and then via a turnout and tracks, in the direction of, respectively, track no. 23c, 24c, 25c or 26c;
 - 4) Access to wheel sets wear laser measurement station (track no. 25b) in the direct way is possible only from the East, via graded track no. 202 and then via a turnout and track no. 25c, in the direction of track 25b.

In case of technical and operational difficulties within SIF and lack of direct access to the appointed tracks, as specified above, there is a possibility of indirect alternative access to all the tracks where services are provided, with

use of an entrance from the direction opposite to the one specified above, and then shunting via a by-pass track no. 21.

6. Depending on the organization and technology of SIF operations, access to particular tracks and SIF devices in order for the operator to be able to provide the commissioned services to the Carrier is possible from Monday to Friday, on working days, from 8:00am to 4:00pm, except for the service of access and use of stabling tracks, available on 24/7 basis.
7. The technical operations required by the regulations of railway traffic, related to preparation of the Rail Vehicles for a trip and including them later into a Train, are not part of the services that can be provided to the Vehicles and are therefore the responsibility of the Carrier and should be performed outside SIF.

11. Prices for services rendered by the Operator to the Carrier as part of access to SIF

1. In consideration of rendering services to the Carrier within the scope of access to SIF, i.e. for access to and use of stabling tracks and facilities of the ŁKA Siding specified in Chapter II (7) (1) of the SIF Regulations, the Operator, in accordance with the Act, is entitled to remuneration in the form of fees paid by the Carrier, to be determined with due regard to the content of Article 36e (2) of the Act.
2. The detailed rules for determining the fees for services performed by the Operator for the Carrier as part of access to SIF and their amount for each of the services specified in Chapter II (7) of the SIF Regulations are set out in the Price List of fees for services as part of access to SIF (**Annex 5**).
3. Rules of making payments for services rendered in relation to the access to SIF are laid down in the Contract.

12. Liability for damage

1. The non-performance or improper performance of the Contract by one of its parties gives rise to liability for damage caused to the other party.
2. Liability for damage referred to in Section 1 shall not extend to lost profits.
3. If, as a result of the non-performance or improper performance of the Contract by one of the parties, damage is suffered by a third party, the party who has paid adequate compensation to such a third party may assert a recourse claim in whole or in part from the party that has caused the damage.
4. Liability of the parties for non-performance or improper performance of their obligations under the Contract shall be excluded in the event of Extraordinary Situations.
5. If the Rail Vehicles of the Carrier do not meet the technical parameters, the Carrier shall be fully liable for any damage caused to SIF's railway infrastructure and shall be obliged to reimburse all costs associated with their removal.

6. Possible damage to or destruction of the SIF railway infrastructure shall be ascertained by means of a protocol established by a committee consisting of representatives of both parties concerned, with a representative of the Operator as chairperson.

13. Rights and Responsibilities of the Parties in Relation to Access to SIF

1. As part of making SIF available, the Operator:
 - 1) Shall provide basic services for the benefit of the Carrier in accordance with these SIF Regulations and the Contract; ^[5]
 - 2) Is responsible for the condition of elements of railway to which the Carrier was provided access;
 - 3) Performs all the necessary technical and traffic activities as well as maintenance at the CS ŁKA signalling control, organizes and supervises them directly, as stipulated in the Regulations for Railway Siding Operation and other binding internal regulations;
 - 4) Immediately informs the Carrier about Incidents and other operating events related directly to their Railway vehicle or an Employee of the Carrier;
 - 5) Immediately informs the Carrier of any situations that might disturb the provision of scheduled services at the SIF premises, in particular of:
 - a) Temporary technical and traffic limitations affecting scheduled shunting,
 - b) Any events that the Operator was informed will happen but had no means to prevent, such as: strikes, blocking of the passage, demonstrations, etc.,
 - c) Blocking access to SIF or stopping the Rail vehicle/train set as a result of failing to comply by this vehicle/train set, or the Employee of the Carrier operating it, with requirements specified in the binding legal regulations;
 - 6) Shall inform by e-mail the Carrier with a concluded Contract of any changes in the binding regulations or instructions affecting the access to SIF;
 - 7) Has the right to dispose, at the cost of the Carrier, of any remains left after the performed activities, if the Carrier failed to do it despite an earlier call to do so;
 - 8) Gives to the drivers of powered Railway vehicles and other employees of the Carrier participating in provision of services on the SIF premises binding instructions in the scope of ensuring safety and shunting within SIF; such instructions may be given by Employees of the Operator such as train/dispatchers/CS ŁKA rail signal control operators, shunting crew members, rolling stock controllers;
 - 9) Has the right to remove, at the cost and risk of the Carrier, the Carrier's Rail Vehicles, devices and equipment from the SIF premises - in case the

service is terminated, the Carrier's objections as to the correctness of the service are not taken into account or in case the Contract is terminated and the Carrier does not remove them on its own, within 1 working day from the date of termination of the service or the Contract;

- 10) Has the right to request explanation from the Carrier as to the way the Contract is to be performed in cases where there is a threat of its breach or a threat to safety of people, property or environment;
2. As part of using the service infrastructure premises the Carrier:
- 1) Is not allowed to commission Shunting within the Operator's infrastructure to another rail carrier;
 - 2) Assumes full responsibility for the condition and working order of the Railway vehicles used on the SIF premises;
 - 3) Assumes full responsibility for the safety of persons staying on behalf of the Carrier on the premises of the OIU, including its own employees and associates,
 - 4) Is obliged to observe the rules and meet the conditions for maintaining rail traffic as stipulated in the Ordinance of the Minister of Infrastructure of 18 July 2005 on general conditions of maintaining rail traffic and signalling (consolidated text: Dz. U. of 2025, item 100 as amended) and in internal regulations specified in **Annex 2**;
 - 5) Ensures that Employees of the Carrier carry out instructions given by authorised Employees of the Operator in respect of shunting and safety within SIF;
 - 6) Provides their Employees of the Carrier, participating in the carrier process, with all the necessary documents and instruments specified in the applicable regulations; the Employees of the Carrier are obliged to have such documents and instruments with them while performing activities related to Shunting within SIF;
 - 7) Immediately informs the Operator about Incidents and operating events within SIF, related directly to their Railway vehicle/train set or Employees of the Carrier;
 - 8) Immediately informs the Operator about any incidents and events noticed within SIF, other than those mentioned in Item 6) above) that pose or could pose any threat to the safety of rail traffic, people or property, other than specified in Art. 6);
 - 9) At a request of the Operator they document the qualifications and permissions of the Carrier's Employees and present documentation confirming the working order of the Railway vehicles used within SIF.
 - 10) In case of terminating the Contract, they remove within 1 working day from the date of terminating the Contract railway Vehicles, equipment and devices from the SIF premises; in case of failing to fulfil this requirement,

the Carrier bears the cost of the removal of such Vehicles, equipment and devices by the Operator;

- 11) Informs the supervisor or the person in charge of Shunting at the Siding about the readiness to Shunt a Railway vehicle/train set after the activities related to service provision have been performed;
- 12) Bears financial responsibility for removing by the Operator of any remains left after the performed activities related to service provision, if the Carrier failed to do it despite an earlier call to do so;
- 13) Has the right to request explanation from the Operator as to the way the Contract is to be performed in cases where there is a threat of its breach or a threat to safety of people, property or environment;
- 14) Should the Carrier not intend to exercise the right of access granted by the Operator, they shall notify the Operator thereof without undue delay.

14. Procedures implemented in case of railway incidents or other operating events in the territory of SIF

1. Each employee of the Carrier and of the Operator that has noticed that an incident or an operating event is likely to occur or has occurred, should:
 - 1) Use any possible and available means to eliminate the risk and prevent expansion of its reach, and limit its consequences;
 - 2) Inform of this situation the supervisor of shunting operations within SIF (an employee of CS ŁKA post), dispatcher and traction crews.
2. If Events or Incidents take place within SIF, the Operator and the Carrier are obliged to:
 - 1) Cooperate to minimise negative consequences of these events;
 - 2) Cooperate to remove losses and render care to casualties;
 - 3) Cooperate to establish causes of the railway incidents and the operating events.
3. Causes and circumstances of the Events or other operating Incidents and responsibility for their consequences are established by a railway committee appointed by the Operator in consultation with the Carrier.
4. Detailed rules of procedure applied after the occurrence of Events or other operating Incidents, including the way of establishing circumstances and causes of the incident (event) and operations of the railway committee are laid down in the regulation of the Minister of Infrastructure and Construction of 16 March 2016 on serious accidents, accidents and incidents in railway transport (Dz.U of 2016 item 369) and the Operator's internal regulations binding within SIF (**Annex 2**), particularly including Instruction for procedures applied in cases of accidents, serious accidents and incidents (ŁKAr-9), Regulations of railway siding operations and Procedure No P/10-1-1 „Rules of procedures after an operating event”.

15. Coordination procedure and priority criteria

1. If the Operator has received an Request for access to SIF and concluding the Contract or an Request for services as part of access to SIF, which is in conflict with a request submitted beforehand or refers to the capacity of SIF, which has already been allocated, the Operator shall try, by means of discussion and coordination with said applicants, make sure that all requests will be considered. Any and all changes in the access rights already granted shall be dependent on a consent.
2. The Operator shall consider various options allowing them to accommodate conflicting requests. Such options must, if necessary, cover measures to maximize the capacity available at the SIF to the extent to which any additional investments in resources or SIF are not required. Such measures may include:
 - proposing an alternative deadline for the service,
 - changing access hours to SIF or of a shift system, whenever possible.
3. The Operator shall determine the following priority criteria applied in the specific order in the case of conflicting requests if such requests may not be accommodated as a result of the coordination procedure.
 - 1) agreements concluded and in force – priority access to services shall be granted to Carriers who have already concluded Contracts that are in force;
 - 2) date when a request was submitted – access to services shall be granted according to the order of the submitted request for access to and conclusion of Contract or Requests for services as part of access to SIF;
 - 3) intention and possibility of using the capacity to which the request refers, together with any possible previous cases of failure to use the entire capacity allocated or a part thereof, as well as reasons for such failure to use it – priority access to services shall be granted to the Carrier who has used the capacity allocated before, and if each of the Carriers applying for it has failed to use the capacity in the case of previous requests, the value of the services ordered but not used shall be taken into consideration, in this case, priority shall be given to the request submitted by the Carrier whose value of unused services is lower;
 - 4) train paths related to services to which the request refers, which have already been allocated;
 - 5) priority criteria with regard to granting train paths.
4. If the Carrier's request may not be accommodated despite of conducting the coordination procedure, the Operator shall inform a given Carrier and a competent regulatory body at its request
5. In the cases referred to in Item 3 above, the procedure of determining alternatives and refusal of access referred to in Articles 12 and 13 of Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services shall be applied next.

III. FINAL PROVISIONS

1. These SIF and the Price list for services provided in relation to access to SIF, adopted by virtue of Resolution of the „ŁKA” sp. z o.o. Board No 128/2025 of 30.12.2025 the enters into force as of 01.01.2026.
2. The content of the SIF Regulations, both in Polish and in English, including the annexes, shall be published by the Operator at: www.lka.lodzkie.pl.
3. The list of annexes to the SIF Regulations:
 - 1) Annex 1 – *Specification of elements of railway siding infrastructure: “Technical Depot of “ŁKA” sp. z o.o. – Łódź Widzew”;*
 - 2) Annex 2 – *List of “ŁKA” sp. Z o.o. internal regulations.* ^[3]
 - 3) Annex 3 – *The Siding Diagram.*
 - 4) Annex 4 – *The Diagram of rail traffic safety and control devices on the Siding.*
 - 5) Annex 5 – *Price list of services provided in the Railway Siding Servicing Infrastructure Facility.* ^[4]
 - 6) Annex 6 – *Request form for access to the servicing infrastructure facility (SIF) and concluding a contract for services provided as part of the access.*
 - 7) Annex 7 – *Request form for services provided as part of access to SIF.*
 - 8) Annex 8 – *Template of Contract for access to SIF*

ANNEX 1

Characteristics of elements of rail infrastructure and description of technical characteristics of the SF: Railway siding "Technical Facilities of the Company „ŁKA” sp. z o.o. – Łódź Widzew" ("Siding")

1. Control districts and traffic posts in the Siding and their personnel:

- 1) The whole railway Siding infrastructure constitutes one switch tower.
- 2) The boundary of the tower crosses:
 - From the west (towards Łódź Fabryczna) – perpendicularly to the axis of track No 201, at the level of Tm 100 in km 4,921 line No 17 Łódź Fabryczna – Koluszki (km 0,053 of the siding),
 - From the east (towards Koluszki) – perpendicularly to the axis of track No 202, at the level of Tm 137 in km 5,751 line No 17 Łódź Fabryczna – Koluszki (km 0,886 of the siding).
- 3) Service of turnouts No 24 and 47 and the coupled derails No 24 and 47, as well as manoeuvre shields Tm 15 and Tm 21, built on tracks No 201 and 202 respectively, is provided from switch tower LCS Łódź Widzew by employees of the administrator of PKP PLK S.A. infrastructure.
- 4) All turnouts of the Siding's track system and railway traffic control devices within the Siding are remotely controlled from the Siding switch post referred to as „Control Centre ŁKA” (abbreviated as: „CS ŁKA”), which is located on the first floor of the inspection-repair hall in the siding.
- 5) Personnel of this post includes employees qualified as train dispatchers or signalmen.
- 6) There are no traffic checkpoints on the Siding.

2. Tracks in the Siding:

Track number	Purpose	Track total length			Track useful length in the east. / west. direction:			Capacity towards: in the east./west direction		Profil pdt. (‰)	Comments
		From	To	Length [m]	From	To	Length [m]	emu length 45,70 m (L-4268)	emu length 67,77 m (EN57)		
1	2	3	4	5	6	7	8	9	10	11	12
<u>21</u> E	By-pass track	PR 105	PR 111	473	Tm131	(105 – t21)	370	8	5	0,00	
					Tm107	(t21 – 111)	349	7			
22 E	Storage track	KR 103	KR 113	483	Tm130	(105 – t22)	364	7	5	0,00	Layover and entering vehicle into traffic
					Tm106	(t22 – 111)	368	8			
23a E	By-pass	KR 101	b.h.z.	208	k.p.z.	(103–t23a)	137	2		0,00	

Track number	Purpose	Track total lenght			Track useful lenght in the east. / west. direction:			Capacity towards: in the east./west direction		Profil pdt. (‰)	Comments
		From	To	Lenght [m]	From	To	Lenght [m]	emu lenght 45,70 m (L-4268)	emu lenght 67,77 m (EN57)		
<u>23b</u> E	Inspection-repair track	b.h.z.	b.h.w.	139	Tm103	k.p.z.	136		2		Receiving arriving vehicle
					b.h.w.	b.h.z.	139	3	2	0,00	Vehicle washing, cleaning, water supply, human waste removal, deicing
					b.h.z.	b.h.w.	139				
23c E	By-pass / storage track	b.h.w.	KR 116	255	Tm132	k.p.w.	142	3	2	0,00	
					k.p.w.	(t23c-113)	148				
24a E	By-pass / storage track	KR 101	b.h.z.	208	k.p.z.	(102-t24a)	146	3	2	0,00	Layover and entering vehicle into traffic
					Tm102	k.p.z.	139				
<u>24b</u>	Inspection-maintenance track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P2,P3, devices to measure wheel load, overhead crane, lathe trap door, lifting jacks
					b.h.z.	b.h.w.	139				
24c E	By-pass / storage track	b.h.w.	KR 115	209	Tm133	k.p.w.	146	3	2	0,00	
					k.p.w.	(t24c-112)	147				
25a E	By-pass / storage track	PR 104	b.h.z.	170	k.p.z.	(104-t25a)	113	2	1	0,00	Receiving arriving vehicle
					Tm105	(t25a-t25b)	109				
<u>25b</u>	Inspection-repair track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P1,P2, overhead crane,

Track number	Purpose	Track total lenght			Track useful lenght in the east. / west. direction:			Capacity towards: in the east./west direction		Profil pdt. (‰)	Comments
		From	To	Lenght [m]	From	To	Lenght [m]	emu lenght 45,70 m (L-4268)	emu lenght 67,77 m (EN57)		
					b.h.z.	b.h.w.	139				
25c E	Storage track	b.h.w.	PR 110	170	Tm129	k.p.w.	113	2	1	0,00	
					k.p.w.	(t25c-110)	114				
26a E	Storage track	KR 102	b.h.z.	176	k.p.z.	(104-t26a)	114	2	1	0,00	Layover and entering vehicle into traffic
					Tm104	k.p.z.	113				
26b E	Inspection-repair track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P1, cleaning, ticket machine servicing, overhead crane
					b.h.z.	b.h.w.	139				
26c E	Storage track	b.h.w.	KR 112	178	Tm128	k.p.w.	105	2	1	0,00	
					k.p.w.	(t26c-110)	115				
27 E	Storage / holding / track	b.k.o.	KR 116	246	Tm135	zas.k.o.	156	3	2	0,00	Layover and entering vehicle into traffic
					zas.k.o.	(t27-114)	156				
28 E	Storage / holding / track	b.k.o.	PR 114	229	Tm134	zas.k.o.	159	3	2	0,00	Layover and entering vehicle into traffic
					zas.k.o.	(t28-114)	159				
201 E	Graded track	PR 24*)	PR 101	117	Tm101	(24-t201)	57	1	0	0,00	

Track number	Purpose	Track total length			Track useful length in the east. / west. direction:			Capacity towards: in the east./west direction		Profil pdt. (‰)	Comments
		From	To	Length [m]	From	To	Length [m]	emu length 45,70 m (L-4268)	emu length 67,77 m (EN57)		
					Tm15	(t201–101)	59				
202 E	Graded track	PR 116	PR 47*)	157	Tm21	(116–t202)	101	2	1	0,00	
					Tm136	(t202–47)	100				

Abbreviations used in the table: Tm 107 – Manoeuver shield, (t21–111) or (116–t202) – axle counter number, Wk – derail, PR – turnout starting point, KR – turnout ending point, b.h.z. – the hall gate from the western direction, b.h.w. – the hall gate from the eastern direction, b.k.o. – buffer stop beam, zas.k.o. – start of backfill before the buffer stop, k.p.z. – the edge of the passage along the hall on the western side, k.p.w. – the edge of the passage along the hall on the eastern side, *) – Łódź Widzew Station turnout, E – electrified track.

- 1) The Siding's total length is **3 835 m**;
- 2) The Siding's capacity – maximum number of rail vehicles that can be simultaneously held on the Siding's tracks (excluding grading, by-pass and inspection-repair tracks), which however allows to maintain the Siding's full operating efficiency (taking into account the operating reserve ratio: „0,6”) – is:
 - a) For emu Flirt 3 type (length: 45,70 m) – **22 vehicles**,
 - b) For emu EN 57 type (length: 64,77 m) – **15 vehicles**.

3. Turnouts and catch points in the Siding and tournouts towards the Siding:

Number, kind and type of turnout, type of the point lock	Derail number	General location of the switch/derail	Owned by the following switch tower	Shunting method: electr. (e), manual (r), mech. (m)	Turnout equipped with EOR (yes / no)	Lighting of switch / derail (no / continuous / periodic)	crossover addition of switch equipped and derail in mileage (yes / no)	Additional information
1	2	3	4	5	6	7	8	9
24, Rz-60E1-1:9-300, suw.	-	On truck No 104	LCS ŁW	E	Yes	Continuous	Yes	Service and maintenance by PKP PLK
101, Rld-49E1-1:9-300, suw.	-	On turnout No 103	CS	E	Yes	Continuous	Yes	External inspections of the turnouts

Number, kind and type of turnout, type of the point lock	Derail number	General location of the switch/derail	Owned by the following switch tower	Shunting method: electr. (e), manual (r), mech. (m)	Turnout equipped with EOR (yes / no)	Lighting of swith / derail (no / continuous / periodic)	crossover addition of swith equipped and derail in mileage (yes / no)	Additional information
102, Rz-49E1-1:9-190, suw.	-	On truck No 24a	CS	E	yes	Continuous	yes	
103, Rz-49E1-1:9-190, suw.	-	On truck No 23a	CS	E	yes	Continuous	yes	
104, Rz-49E1-1:9-190, suw.	-	On truck No 25a	CS	E	yes	Continuous	yes	
105, Rz-49E1-1:9-190, suw.	-	On truck No 21	CS	E	yes	continuous	yes	
110, Rz-49E1-1:9-190, suw.	-	On truck No 25c	CS	E	yes	continuous	yes	
111, Rz-49E1-1:9-190, suw.	-	On truck No 21	CS	E	yes	continuous	yes	
112, Rz-49E1-1:9-190, suw.	-	On truck No 24c	CS	E	yes	continuous	yes	
113, Rz-49E1-1:9-190, suw.	-	On truck No 23c	CS	E	yes	continuous	yes	
114, Rz-49E1-1:9-190, suw.	-	On truck No 27	CS	E	yes	continuous	yes	
115, Rz-49E1-1:9-190, suw.	-	On turnout No 113	CS	E	yes	continuous	yes	
116, Rz-49E1-1:9-190, suw.	-	On turnout No 115	CS	E	yes	continuous	yes	
47, Rz-49E1-1:9-190, suw.	-	For track No104	LCS ŁW	E	yes	continuous	yes	Service and maintenance by PKP PLK
-	Wk 24	Należona	LCS ŁW	E	-	continuous	yes	Service and maintenance by PKP PLK

Number, kind and type of turnout, type of the point lock	Derail number	General location of the switch/derail	Owned by the following switch tower	Shunting method: electr. (e), manual (r), mech. (m)	Turnout equipped with EOR (yes / no)	Lighting of swith / derail (no / continuous / periodic)	crossover addition of swith equipped and derail in mileage (yes / no)	Additional information
-	Wk 47	Nalożona	LCS ŁW	E	-	continuous	yes	Service and maintenance by PKP PLK

Abbreviations used in the table: Rz – ordinary turnout, Rld – two-sided flexure turnout, 49E1 – turnout type, suw. – slide-chair point lock, Wk – derail, CS ŁKA – symbol of the switch in the Siding (Control Centre ŁKA), e – electricity-driven shift of the switches.

4. Security and traffic control devices in the Siding:

- 1) External STC devices erected by or on the tracks of the Siding include: switch drives with control of switch blades positioning EEA-5 type, derails, luminous manoeuver shields (signal lanterns EHA-22 type), indicators, wheel sensors ELS-95 type of the axle counter system (SOL-21) designated to control availability of tracks and turnouts and cable network with casing (cable cabinets, cable cots, cable boxes).
- 2) Internal railway traffic control devices shall mean some of the STC devices held in separate closed premises of the inspection-repair hall in the depot (microprocessing facility) and in the room where computer-controlled interlocking system is kept (control room), which fulfill conditions of safe management of the railway traffic; they are controlled from the control point at the operator's post, or operate automatically based on the received external control signals. The internal STC devices include: computer zależnościowy, object controllers, cabinet with internal devices of the axle counter system EAS-4 type, power supply system supporting devices in the Siding, computer control and set-up unit.
- 3) The internal STC devices are connected with external devices which they control, processing data on their state and operations.
- 4) Computer system of STC devices *EBI* Lock 950 version 4, with controllers STC-2 is used in the Siding.
- 5) *EBI* Screen 300W subsystem is used in *EBI* Lock 950 v. 4 interlocking system at the operator's post; it operates as a local computer desktop, na stanowisku operatorskim, jako miejscowy komputerowy pulpit nastawczy stosowany jest podsystemem.
- 6) STC devices in the Siding are supplied by two independent networks through a UPS power supply system.
- 7) The Diagram of rail traffic security and control equipment in the Siding constitutes **Annex 4** to the Regulations.
- 8) The list of manoeuver shields used in the Siding is presented in the table below:

Name	Symbol	Purpose	Method and entity that provides this service	Comments
1	2	3	4	5
Manoeuver shield	Tm 100	Exit from LCS ŁW from the east towards track 201	Electric, CS ŁKA	
Manoeuver shield	Tm 101	Exit from track 201 towards depot tracks	Electric, CS ŁKA	
Manoeuver shield	Tm 102	Exit from track 24a towards track 201	Electric, CS ŁKA	
Manoeuver shield	Tm 103	Exit from track 23a towards track 201	Electric, CS ŁKA	
Manoeuver shield	Tm 104	Exit from track 26a towards track 201	Electric, CS ŁKA	
Manoeuver shield	Tm 105	Exit from track 25a towards track 201	Electric, CS ŁKA	
Manoeuver shield	Tm 106	Exit from track 22 towards track 201	Electric, CS ŁKA	
Manoeuver shield	Tm 107	Exit from track 21 towards track 201	Electric, CS ŁKA	
Manoeuver shield	Tm 128	Exit from track 26c towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 129	Exit from track 25c towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 130	Exit from track 22 towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 131	Exit from track 21 towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 132	Exit from track 23c towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 133	Exit from track 24c towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 134	Exit from track 28 towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 135	Exit from track 27 towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 136	Exit from track 202 towards depot tracks	Electric, CS ŁKA	
Manoeuver shield	Tm 137	Exit from LCS ŁW from the east towards track 202	Electric, CS ŁKA	
Manoeuver shield	Tm 15	Exit from track 201 towards LCS ŁW (from the west)	Electric, LCS ŁW (PKP PLK S.A.)	
Manoeuver shield	Tm 21	Exit from track 202 towards LCS ŁW (from the east)	Electric, LCS ŁW (PKP PLK S.A.)	

5. Level crossings in the Siding area:

- 1) In the immediate vicinity of the Siding, outside its premises on the north side, on the level intersection of the additional main track no. 104 of the Łódź Widzew station and an internal access road leading from Lawinowa street to the Technical Facilities, a category F level road and pedestrian crossing has been set up, remotely operated by a member of the crew of the Siding switching post (CS ŁKA):

Level crossing location (pedestrian crossing)		Level crossing (pedestrian crossing) category	Distance between the level crossing (pedestrian crossing) and the control facility [m]	Security device on the level crossing (pedestrian crossing)	Comments (entity responsible for the crossing maintenance)
Km	No of the tracks where the crossings are located				
1	2	3	4	5	6
5,067 (Line No 17)	104	F	300,0 m (Control Centre)	This level crossing is supplied with gates which remain closed, and are opened by the user if needed and after receiving permission of the train dispatcher of the control room at LCS Łódź Widzew	Detailed procedure of operation and maintenance of the level crossing is regulated by provisions of regulations governing the operation of the road or pedestrian level crossing, agreement for the use of the level crossing made between the user of the siding and the administrator of infrastructure, as well as lease agreement made between the user of the siding and company Stadler Polska sp. z o.o.

- 2) To combine the railway transport with the car transport in the Siding, to ensure its efficient operations, outside of the inspection-repair hall, along the walls with the entry gates, intertrack space of the tracks No 23a, 24a, 25a, 26a (length: 8 m) and tracks No 23c, 24c, 25c, 26c, 27 and 28 (length: 84 m), has been hardened to the rail level. Additionally, to enable entry for the rail-road vehicle to designated tracks, the intertrack space of the tracks No 23a, 24a, 25a, 26a, in 0,278 km, just like in the previous case, it has been hardened to the rail level at the length of 6 m.

6. Lighting system in the Siding:

- 1) To illuminate open rail objects, such as tracks, turnouts, level crossings, pedestrian crossings at the rail level and facilities situated next to the rail track, a 'railway' type of luminaires for compensated sodium lamps Boyen 150 W, IP≥65 is used in the Siding.
- 2) The railway type of luminaires is used in every location where there is a risk of confusing the light emitted by the light casing with a signal for rail vehicles displayed on the signalling device. This type of casing conforms with the requirements laid down by PKP PLK S.A. in „Normative Document No 01-5/ET/2008 (Luminaires)”.
- 3) The method of suspending and arrangement of the luminaires in the Siding provides appropriate and normative parameters of facility lighting, it does not cause glare to train drivers nor impacts visibility and ability to recognise commands of the rail signalling system.
- 4) The lighting in the Siding is controlled automatically in terms of the function of its illuminance and time, with an option of manual control.
- 5) The luminaires are mounted on semi-circular short – 0,5 m rail joists, on spun posts, at the level of approx. 10,5 m above the ground level.
- 6) The accepted lowest average illuminance is 10 lx, with the evenness of lighting greater than 0,25.

- 7) The list of the lamp posts in the Siding, including their technical details and the method of illuminating the facility and interiors of the inspection-repair hall, is presented in tables 1 and 2:

Table 1

No.	Post No	Post type	Type symbol / arm lenght / angle of the jib	Type of illuminance	Light source type	The way to control switch on and off functions
1.	1/1	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
2.	1/2	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
3.	1/3	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
4.	1/4	EOP 10,5/2,5	WR 2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
5.	1/5	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
6.	1/6	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
7.	1/7	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
8.	1/8	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
9.	1/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
10.	1/10	EOP10,5/2,5	WR 1/250/5°	1 *BOYM.S.150	1 * HST 150W	Autom. control
11.	2/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
12.	2/2	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
13.	2/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
14.	2/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
15.	2/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
16.	2/6	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
17.	2/7	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
18.	3/1	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
19.	3/2	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
20.	3/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
21.	3/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
22.	4/1	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
23.	4/2	EOP12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
24.	4/3	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
25.	4/4	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
26.	4/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
27.	4/6	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
28.	4/7	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
29.	4/8	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control

No.	Post No	Post type	Type symbol / arm lenght / angle of the jib	Type of illuminance	Light source type	The way to control switch on and off functions
30.	4/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
31.	5/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
32.	5/2	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
33.	5/3	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
34.	5/4	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
35.	5/5	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
36.	5/6	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
37.	5/7	EOPIO,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
38.	5/8	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
39.	5/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
40.	6/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
41.	6/2	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
42.	6/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
43.	6/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
44.	6/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
45.	6/6	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
46.	6/7	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
47.	6/8	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
48.	6/9	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
49.	6/10	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
50.	6/11	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control

Note: (*) All luminaires are supplied with passive power compensation system.

Table 2

Location of the light points	Type of lighting	Number of lamps	The way to control switch on and off functions	Comments
Lighting on the facility				
Above entry gates - POWERLUG2 1x150 W floodlight prod. LUG with asymmetric reflector	metal-halide	8	Controlled automatically	
On the longitudinal wall from track 22 direction – floodlight: e.g. SONPACK LX type 1x 70 W prod. THORN with asymmetric reflector	metal-halide	25	Controlled automatically	
On the northern wall of the warehouse - floodlight POWERLUG2 1x150 W prod. LUG with asymmetric reflector	metal-halide	5	Controlled automatically	
Lighting in the hall				
Main: suspended luminaire high - bay type Mitra New prod. ELGO	metal-halide HIT/400 W	100	Manual	Selected
Lighting under fixed servicing platforms – industrial luminaire – suspended COSMO type prod. ES-SYSTEM 2x T8/58 W	fluorescent	34	Manual	
Lighting in the canals and foundations of the equipment - NEPTUN PC T8 type, prod. LUXIONA POLAND	fluorescent	240	Manual	

7. Signals, indicators and information boards in the Siding:

Type	Symbol	Concerns the following tracks / turnouts	Purpose	Comments
1	2	3	4	5
Track closing signal	Z1 „Stop”	Tracks 27, 28	Marking of the end point which trains may reach before the bumper.	
Indicator on electrified track	We 4	Tracks 24b, 25b	Entry of electric traction vehicles on these tracks is banned	Indicators displayed on the right side of tracks No 24a and 24c and 25a and 25c, looking towards tracks No 24b and 25b

Type	Symbol	Concerns the following tracks / turnouts	Purpose	Comments
Indicator on electrified track	We 4	Tracks 27, 28	Movement of electric traction vehicles towards the sand backfill and buffer stops which mark the end of these tracks is banned.	Indicators displayed on the right side of these tracks before sand backfill, looking at the buffer stops.
Stopping shield	D1 „Stop”	Entry/exit gates / to the hall and to the Siding (tracks 201, 202)	Shunting movement is banned – the gate is closed	Image of the signal is painted on the entry gates, and is visible on both sides of the gate
Fouling point	W 17	Turnouts No: 101, 102, 103, 104, 105, 110, 111, 112, 113, 114, 115, 116.	Identifies the end point that can be reached to occupy two adjacent tracks with the rolling stock	
Radio channel indicator	W 28	Concerns the whole area of the Siding	Identifies the place where radio channel is changed from the shunting channel to the train one (R 7) during exit from the Siding	Indicators displayed on the right side of tracks No 201 and 202 at the exit from the Siding, background with the information on the radio channel number towards the Siding
Indicators informing that the network inside the hall (along the track) is under voltage	-	Tracks 23b and 26b	Inform whether the track traction network is under voltage (red colour) or not (white colour)	Indicators are displayed along these tracks, there are 20 pcs in total (5 pcs on each side of the track).
Indicators informing that the network at the entry / exit to / from the hall is under voltage	-	Tracks 23b and 26b	Inform whether the track traction network is under voltage (white colour: electric traction vehicle is allowed to move), red colour: electric traction vehicle is not allowed to move)	Indicators are displayed at the exit from the hall, on the right sight of these tracks (looking towards train movement direction). IMPORTANT: Display of white colour light on the indicator shall not mean that the electric traction vehicle is allowed to move

- 1) Manoeuvre shields used in the Siding have been described in paragraph 4 of Annex 1.
- 2) Indicators, stopping shields, buffer shields and information board used in the Siding are not additionally limited during night time.

8. Overhead contact network in the Siding:

A description of components of the overhead catenary on the Siding, layout plan and operation manual of catenary disconnectors can be found in attachment no. 4 to the Siding Work Regulations, while rules governing the maintenance of overhead catenary are specified in the Instructions for the maintenance, operation

and work safety in respect of 3 kV direct current overhead catenary power devices (ŁKAet-32).

ANNEX 2

„ŁKA” sp. z o. o. internal regulations

1. Instruction for the train driver and train driver assistant in the train driver crew (ŁKAm-4),
2. Instruction for maintenance and operation of train and shunting radio communication devices (ŁKAr-7),
3. Instruction for organisation of shunting operations and arranging railway carriages (ŁKAr-8),
4. Instruction for procedures applied in cases of accidents, serious accidents and incidents (ŁKAr-9),
5. Instructions for the maintenance, operation and work safety in respect of 3 kV direct current overhead catenary power devices (ŁKAet-32)
6. Railway Siding: Technical Depot of “ŁKA” sp. z o.o. – Łódź Widzew
7. OHS regulation for the facility – ŁKA Technical Depot.
8. Procedure No. P/10-1-1 “Procedures in case of an operating event”.
9. Fire Safety Instructions of the Technical Facilities of the Łódź Agglomeration Railway.

ANNEX 3

The siding diagram

ANNEX 4

The Diagram of rail traffic security and control equipment in the Siding

ANNEX 5

Price list of services provided in the railway siding servicing infrastructure facility

ANNEX 6

Application for access to the servicing infrastructure facility (SIF) and concluding a contract for services provided as part of the access

ANNEX 7

Application for services provided as part of access to SIF

ANNEX 8

Template of Agreement for access to SF