RULES OF OPERATION OF RAILWAY SIDING

“AMK KOKS” Sp. z o.o.

Katowice 2016
RULES OF OPERATION OF RAILWAY SIDING

“AMK KOKS” Sp. z o.o.

Agreed: Approved by:

The Rules prepared by:

Przedsiębiorstwo Wielobranżowe
“TECHMAX” Sp. z o.o.
44-100 Gliwice ul. Pszczyńska 206
NIP 6312411348, REGON 278222647
TABLE OF CONTENTS

1. COMMON PROVISIONS ......................................................................................................................................... 5
   1.1. Legal basis and purpose of the Rules ........................................................................................................... 5
   1.2. Legal basis for the siding operation ........................................................................................................... 6
   1.3. Scope of application of the Rules ............................................................................................................... 6
   1.4. User of the railway siding .......................................................................................................................... 6
   1.5. Siding co-users ........................................................................................................................................... 7
   1.6. Purpose of the railway siding ..................................................................................................................... 7
   1.7. Scope of application of own internal regulations approved by the President of the Office of Rail Transport .. 7

2. TECHNICAL DESCRIPTION OF THE RAILWAY SIDING ................................................................. 8
   2.1. Location of the railway siding with the indication of the branch location from the railway line to which the siding is connected ........................................................................................................ 8
   2.2. Signalling centres and their staffing ............................................................................................................. 8
   2.3. Location of transfer points ........................................................................................................................ 8
   2.4. Siding tracks - numbering, purpose, total and useful length and capacity .............................................. 8
   2.5. Longitudinal gradients of sidings ................................................................................................................ 10
   2.6. Radii of arcs .................................................................................................................................................. 11
   2.7. Categories and types of turnouts, basic position of turnouts in tracks, way of switching turnout switches ............................................................ 11
   2.8. Derailers, their basic position and the way they are switched ................................................................. 12
   2.9. Dependences of switches and derailers ..................................................................................................... 13
   2.10. Assignment of switches and derailers to signalling centres ...................................................................... 13
   2.11. Devices for protection and control of railway traffic .............................................................................. 13
   2.12. Level crossings and crosswalks at the rail level ....................................................................................... 13
   2.13. Railway siding lighting ............................................................................................................................ 14
   2.14. Loading points ......................................................................................................................................... 14
   2.15. Warehouses, ramps and storage yards ..................................................................................................... 15
   2.16. Loading equipment ................................................................................................................................ 15
   2.17. Wagon scales .......................................................................................................................................... 15
   2.18. Railway gates ........................................................................................................................................... 15
   2.19. Gauge of structures and rolling stock ....................................................................................................... 15
   2.20. Location of structures or facilities for which the gauge is not maintained ............................................. 16
   2.21. Track-closing signals, shunting discs, indicators and boards ................................................................. 17
   2.22. Traction equipment and means ............................................................................................................... 18
   2.23. Own rolling stock .................................................................................................................................. 18
   2.24. Means of communication ......................................................................................................................... 18

3. RULES FOR CONDUCTING RAILWAY TRAFFIC BETWEEN THE RAILWAY SIDING AND TRACKS OF THE PKP PLK S.A. BYTOM BOBREK STATION ....................................... 19

4. TECHNICAL CONDITIONS FOR THE OPERATION OF THE RAILWAY SIDING ................. 20
   4.1. Providing wagons to the railway siding ..................................................................................................... 20
   4.2. Number of uses of the siding and the use time ......................................................................................... 20
   4.3. The rules of conduct during siding operation by railway carriers .......................................................... 20
   4.4. Handling of out-of-gauge loads ................................................................................................................. 22
   4.5. Permissible axle load on the rail ................................................................................................................. 22
   4.6. Restrictions on running of railway vehicles ............................................................................................. 22
   4.7. Movement of locomotives of railway carriers on the tracks of the railway siding .............................. 22
   4.8. Movement of the siding user’s locomotives on the tracks of the PKP PLK S.A. Bytom Bobrek station .... 22
5. CONDITIONS FOR SHUNTING OPERATIONS ON THE RAILWAY SIDING ........... 23

5.1. Division of the siding into shunting areas ............................................ 23
5.2. Maximum speed of shunting of railway vehicles on the tracks of the railway siding ... 23
5.3. Permitted ways of carrying out shunting operations ............................... 23
5.4. Location of the locomotive in a shunting set ........................................... 24
5.5. Coupling and uncoupling of wagons and locomotives ............................. 24
5.6. Manning of traction teams and their equipment ....................................... 24
5.7. Manning of shunting teams and their equipment ..................................... 24
5.8. Shunting over crossings and crosswalks at the rail level .......................... 25
5.9. Allowed number of wagons to be rolled in one shunting group without manning manual brakes or switching on combined brakes ....................................................... 25
5.10. Movement of rolling stock by rope shunting devices ................................... 25
5.11. Laying out the routes for shunting and operating turnout switches ........... 25
5.12. Management and use of brake skids .................................................... 26
5.13. Protection of the rolling stock against inadvertent starting ...................... 27

6. ORGANISATION OF SHUNTING OPERATIONS AT THE RAILWAY SIDING .... 29

6.1. Planning and organising shunting operations ........................................... 29
6.2. Tasks related to shunting operations ..................................................... 29
6.3. Loading operations and rules for the handling of siding load points .......... 30
6.4. Loading trucks on tracks no. 60, 62 and 64 .......................................... 34
6.5. Weighing wagons ................................................................................. 34
6.6. Shunting in bad weather and winter conditions ...................................... 34
6.7. Conditions for maintaining the safety of personnel and rolling stock during shunting and operation of loading points .................................................. 34

7. ORGANISATION OF A TRANSFER POINT .................................................. 36

7.1. Receipt and handover of wagons on transfer tracks ................................. 36
7.2. Transfer of wagons at transfer points after carrying out loading operations 36

8. TRANSPORT OF DANGEROUS GOODS BY RAIL ..................................... 37

9. SUPERVISION OVER TECHNICAL CONDITION AND MAINTENANCE OF FACILITIES AND EQUIPMENT OF RAILWAY SIDING INFRASTRUCTURE INTENDED FOR RAILWAY TRAFFIC ............................................................... 37

10. QUALIFICATION REQUIREMENTS FOR EMPLOYEES INVOLVED IN RAILWAY TRANSPORT ON THE SIDING ............................................................ 38

11. TRAINING OF EMPLOYEES RELATED TO RAIL TRANSPORT AT THE SIDING .... 39

12. WORKERS’ OBLIGATIONS RELATING TO THE OPERATION OF RAILWAY SIDINGS 39

12.1. Responsibilities of the shunting manager .............................................. 39
12.2. Shunter’s responsibilities ................................................................. 41
12.3. Responsibilities of the shunting locomotive driver .............................. 41
12.4. Responsibilities of the operator (shunter) of a wagon shunting device .... 42
12.5. Responsibilities of the employee maintaining the railway traffic control equipment 43
12.6. Responsibilities of the track supervisor .............................................. 43

13. PROCEEDINGS IN CASE OF ACCIDENTS WITH PEOPLE OR AN ACCIDENT WITH ROLLING STOCK, MEDICAL AND SANITARY ASSISTANCE, FIRE PROTECTION 44
13.1. Procedure in the event of an accident ............................................................... 44
13.2. Medical and sanitary assistance ........................................................................ 45
13.3. Fire protection ................................................................................................... 45

14. LIST OF ADDRESSES AND TELEPHONE NUMBERS OF THE RAILWAY INFRASTRUCTURE MANAGER AND RAILWAY CARRIERS USING THE RAILWAY SIDING ........................................................................................................................ 46

15. FINAL PROVISIONS ................................................................................................... 46
15.1. Distribution list for the Rules .............................................................................. 46
15.2. Obligation to introduce changes and additions .................................................. 46
15.3. Obligation to take note of the Rules and follow them ............................................ 47

16. ANNEXES TO THE RULES ......................................................................................... 47

17. INDEX OF CHANGES AND ADDITIONS TO THE RULES.......................................... 48
1. COMMON PROVISIONS

1.1. Legal basis and purpose of the Rules

The Rules of Operation of the Railway Siding have been elaborated on the basis of:

- Announcement of the Speaker of the Sejm of the Republic of Poland of July 21, 2015 regarding the publication of a consolidated text of the Rail Transport Act (Journal of Laws of 2015, item 1279);

- Announcement of the President of the Railway Transport Office of 10 February 2010 (Official Journal of Min. of Infrastructure of 26 February 2010);

- Regulation of the Minister of Transport of 30 April 2007 on serious accidents, accidents and incidents on railway lines (Journal of Laws No. 89, item 593, as amended);

- Regulation of the Minister of Infrastructure and Development of 20 October 2015 on the technical conditions to be met by the intersection of railway lines and sidings with public roads and their location (Journal of Laws of 2015, item 1744);

- Regulation of the Minister of Infrastructure and Development of 30 December 2014 on employees employed in positions directly related to the operation and safety of rail traffic and the operation of specific types of railway vehicles (Journal of Laws of 2015, item 46);

- Regulation of the Minister of Infrastructure of 16 August 2004 on the list of positions directly related to railway traffic management and safety and conditions to be met by persons employed on those positions and driving railway vehicles (Journal of Laws No. 212, item 2152, as amended);

- Announcement of the Minister of Infrastructure and Development of 23 January 2015 on the publication of the consolidated text of the Regulation of the Minister of Infrastructure on the general conditions for railway traffic and signalling (Journal of Laws of 2015, item 360);

- Regulation of the Minister of Transport and Maritime Economy of 10 September 1998 on technical conditions to be met by railway structures and their location (Journal of Laws No. 151, item 987 of 1998, as amended);

- Regulation of the Minister of Transport of 07 June 2006 on the type and conditions of things that may cause transport difficulties on railway transport (Journal of Laws No. 108, item 746 of 2006);

- Act of 19 August 2011 on the transport of dangerous goods (Journal of Laws of 2011, No. 227, item 1367, as amended);

- Regulation of the Minister of Transport of November 2, 2006 on documents that should be in a railway vehicle (Journal of Laws of 2007 No. 9, item 63, as amended);

- Regulation of the Minister of Infrastructure and Development of June 5, 2014 regarding the conditions for access and use of railway infrastructure (Journal of Laws of 2014, item 788);
The purpose of drawing up the Rules is:

- defining the principles and requirements for safe operation of railway traffic from the PKP PLK SA Bytom-Bobrek station to the railway siding "AMK KOKS" Sp. z o.o. and vice versa;
- defining the principles and requirements for safe shunting work on the siding, taking into account technical and operational restrictions resulting from local conditions and provisions of internal regulations;
- ensuring safety for persons not directly involved in shunting work;
- determining the manner in which accidents with people and rolling stock should be dealt with;
- regulating other matters related to the operation of the siding, resulting from local conditions and provisions of internal regulations.

1.2. Legal basis for the siding operation

The railway siding of "AMK KOKS" Sp. z o.o. is operated on the basis of the Safety Certificate issued by the President of the Office of Rail Transport.

1.3. Scope of application of the Rules

1. The Rules of Operation of the Railway Siding are in force from the date of their approval by the user of "AMK KOKS" Sp. z o.o. railway siding. The scope of the covers technical and operational issues, general operation, railway traffic safety, maintenance of tracks and equipment, occupational health and safety and other issues resulting from local conditions and provisions of internal regulations.

2. The provisions of the Rules of Operation of the Railway Siding apply to:

- railway siding employees whose work is related to railway traffic,
- railway carriers engaged in handling the railway siding,
- employees of other economic operators maintaining the railway siding,
- other employees involved in the operations at the railroad siding.

1.4. User of the railway siding

“AMK KOKS” Sp. z o.o.
41-905 Bytom
ul. Konstytucji 74
1.5. **Siding co-users**

1. BIREX Firma Handlowo-Usługowa
   63-200 Jarocin, ul T. Kościuszki 16.

2. SNL S.C.
   41-807 Zabrze, ul. Leśna 79.

1.6. **Purpose of the railway siding**

1. Accepting empty and loaded wagons of all types and series from the railway network of PKP PLK S.A.;

2. Switching and grouping wagons and providing them to individual loading points by means of traction equipment;

3. Unloading and loading of wagons at loading points;

4. Weighing wagons,

5. Marshalling groups of wagons and preparing them for handover to railway carriers on transfer tracks;

6. Redeploying wagons with technical equipment at loading points.

1.7. **Scope of application of own internal regulations approved by the President of the Office of Rail Transport**

At the railway siding "AMK KOKS" Sp. z o.o., the internal regulations approved by the President of ORT apply as regards the rules for railway traffic and signalling, siding operation and maintenance of railway vehicles and railway siding infrastructure:

<table>
<thead>
<tr>
<th>No.</th>
<th>Regulation name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Instructions for the driver of a diesel traction unit.</td>
</tr>
<tr>
<td>2.</td>
<td>Operating and maintenance instructions for rolling stock brakes.</td>
</tr>
<tr>
<td>4.</td>
<td>Instructions for maintenance of railway infrastructure on a standard gauge siding.</td>
</tr>
<tr>
<td>5.</td>
<td>Instructions for maintenance of railway vehicles on a standard gauge siding.</td>
</tr>
</tbody>
</table>
2. TECHNICAL DESCRIPTION OF THE RAILWAY SIDING

2.1. Location of the railway siding with the indication of the branch location from the railway line to which the siding is connected

The siding of "AMK KOKS" Sp. z o.o. is located on the line 132 PKP PLK S.A. Bytom - Wrocław Główny and branches off at junction No. 15 at km 20.270 at the end of track No. 12 at km 20.720 of the Bytom-Bobrek station.

2.2. Signalling centres and their staffing

The railway siding is a single signalling centre operated by authorized employees of shunting teams.

2.3. Location of transfer points

1. The transfer point for track no. 68 is located in the intertrack space at the level of fouling point no. 69.

2. The transfer point for tracks no. 69 and 71 is located in the intertrack space at the level of fouling point no. 71.

3. The transfer point for track no. 82 is located at the level of fouling point no. 67.

2.4. Siding tracks - numbering, purpose, total and useful length and capacity

The tracks of the "AMK KOKS" company’s railway siding constitute one track system.

<table>
<thead>
<tr>
<th>No.</th>
<th>Track number</th>
<th>Purpose of the track</th>
<th>Overall track length</th>
<th>Usable track length</th>
<th>Capacity of 4-axle wagons</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>from</td>
<td>to</td>
<td>[m]</td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>1</td>
<td>33</td>
<td>Loading track</td>
<td>t.e. No. 64</td>
<td>buf. stop</td>
<td>78.50</td>
</tr>
<tr>
<td>2</td>
<td>60</td>
<td>Communication-loading track</td>
<td>t.e. No. 61</td>
<td>t.e. no. 92</td>
<td>746.00</td>
</tr>
<tr>
<td>3</td>
<td>61</td>
<td>Side track</td>
<td>t.e. no. 62</td>
<td>t.e. no. 74</td>
<td>477.00</td>
</tr>
<tr>
<td>4</td>
<td>62</td>
<td>Loading track</td>
<td>t.e. no. 75</td>
<td>buf. stop</td>
<td>324.50</td>
</tr>
<tr>
<td>5</td>
<td>63</td>
<td>Protective track</td>
<td>t.e. No. 63</td>
<td>t.e. no. 72</td>
<td>253.00</td>
</tr>
<tr>
<td>6</td>
<td>64</td>
<td>Coal unloading</td>
<td>t.e. No. 64</td>
<td>t.e. no. 75</td>
<td>425.50</td>
</tr>
<tr>
<td>7</td>
<td>65</td>
<td>Crossing/steeply graded track</td>
<td>t.e. No. 66</td>
<td>buf. stop</td>
<td>442.00</td>
</tr>
<tr>
<td>8</td>
<td>67</td>
<td>Side track</td>
<td>t.e. No. 69</td>
<td>t.e. no. 88</td>
<td>437.00</td>
</tr>
<tr>
<td>No.</td>
<td>Track number</td>
<td>Purpose of the track</td>
<td>Overall track length</td>
<td>Usable track length</td>
<td>Capacity of 4-axle wagons</td>
</tr>
<tr>
<td>-----</td>
<td>--------------</td>
<td>----------------------</td>
<td>----------------------</td>
<td>---------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>from</td>
<td>to</td>
<td>[m]</td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td></td>
<td>4</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>9</td>
<td>68</td>
<td>Transfer track t.e. no. 68 t.e. no. 92</td>
<td>550.70</td>
<td>Foul. p. no. 69</td>
<td>Foul. p. no. 89</td>
</tr>
<tr>
<td>10</td>
<td>69</td>
<td>Transfer track t.e. no. 71 t.e. no. 91</td>
<td>438.50</td>
<td>Foul. p. no. 71</td>
<td>Foul. p. no. 91</td>
</tr>
<tr>
<td>11</td>
<td>71</td>
<td>Receiving track t.b. no. 90 t.b. no. 70</td>
<td>425.00</td>
<td>Foul. p. no. 71</td>
<td>Foul. p. no. 90</td>
</tr>
<tr>
<td>12</td>
<td>72</td>
<td>Weighing track t.e. no. 101 t.e. no. 67</td>
<td>928.60</td>
<td>Foul. p. no. 70</td>
<td>Foul. p. no. 90</td>
</tr>
<tr>
<td>13</td>
<td>82</td>
<td>Delivery track t.e. no. 67 buf. stop</td>
<td>1200.00</td>
<td>Foul. p. no. 67</td>
<td>Foul. p. no. 101</td>
</tr>
<tr>
<td>14</td>
<td>99</td>
<td>Engine stabling track t.e. no. 124 buf. stop</td>
<td>74.00</td>
<td>Foul. p. no. 124</td>
<td>Z1</td>
</tr>
<tr>
<td>15</td>
<td>104</td>
<td>Engine stabling track t.b. no. 124 buf. stop</td>
<td>135.00</td>
<td>t.b. no. 124</td>
<td>locomotive depot gate</td>
</tr>
<tr>
<td>16</td>
<td>105</td>
<td>Engine stabling track t.e. no. 105 buf. stop</td>
<td>340.00</td>
<td>Foul. p. no. 121</td>
<td>depot gate</td>
</tr>
<tr>
<td>17</td>
<td>127</td>
<td>Closed track t.b. no. 103 buf. stop</td>
<td>215.0</td>
<td>Foul. p. no. 103</td>
<td>Z1</td>
</tr>
<tr>
<td>18</td>
<td>129</td>
<td>Closed track t.e. no. 102 buf. stop</td>
<td>235.00</td>
<td>Foul. p. no. 102</td>
<td>Z1</td>
</tr>
</tbody>
</table>

t.b. - the beginning of a turnout, the contact before a switch point

t.e. - the end of the turnout, the contact after a switch point

Foul. p. - fouling point

buf. s. - buffer stop

Z1 - location of the "Z1" indicator

**Note:**
The normal siding capacity is 122 four-axle wagons.
2.5. Longitudinal gradients of sidings

Listing of longitudinal gradients of tracks from the beginning of the siding to the buffer stop of track no. 82.

<table>
<thead>
<tr>
<th>Track number</th>
<th>Gradient in %</th>
<th>Gradient length in m</th>
<th>Elevation or slope</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1.8‰</td>
<td>55 m</td>
<td>elevation</td>
<td>from fouling point no. 64 to buffer stop</td>
</tr>
<tr>
<td>33</td>
<td>0.0‰</td>
<td>200 m</td>
<td>plane</td>
<td>from fouling point no. 61 do slope level</td>
</tr>
<tr>
<td>4.9‰</td>
<td>83 m</td>
<td>elevation</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>1.2‰</td>
<td>280 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>1.5‰</td>
<td>60 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>7.1‰</td>
<td>90 m</td>
<td>slope</td>
<td>from slope level to fouling point no. 89</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>3.8‰</td>
<td>100 m</td>
<td>slope</td>
<td>from fouling point no. 62 do slope level</td>
</tr>
<tr>
<td>0.0‰</td>
<td>200 m</td>
<td>plane</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>4.9‰</td>
<td>83 m</td>
<td>elevation</td>
<td>from slope level to fouling point no. 74</td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>0.0‰</td>
<td>269 m</td>
<td>plane</td>
<td>from Z1 slope level</td>
</tr>
<tr>
<td>4.9‰</td>
<td>83 m</td>
<td>elevation</td>
<td>from slope level to fouling point no. 76</td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>1.0‰</td>
<td>130 m</td>
<td>slope</td>
<td>from fouling point no. 60 do slope level</td>
</tr>
<tr>
<td>0.0‰</td>
<td>45 m</td>
<td>plane</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>1.0‰</td>
<td>30 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>1.0‰</td>
<td>65 m</td>
<td>elevation</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>2.2‰</td>
<td>103 m</td>
<td>elevation</td>
<td>from slope level to fouling point no. 75</td>
<td></td>
</tr>
<tr>
<td>63</td>
<td>4.5‰</td>
<td>65 m</td>
<td>slope</td>
<td>from fouling point no. 63 do slope level</td>
</tr>
<tr>
<td>3.8‰</td>
<td>143 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>4.8‰</td>
<td>53 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>0.7‰</td>
<td>30 m</td>
<td>slope</td>
<td>from slope level to Z1</td>
<td></td>
</tr>
<tr>
<td>64</td>
<td>8.8‰</td>
<td>51 m</td>
<td>slope</td>
<td>from fouling point no. 69 to slope level</td>
</tr>
<tr>
<td>1.2‰</td>
<td>280 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>5.5‰</td>
<td>45 m</td>
<td>slope</td>
<td>from slope level to fouling point no. 88</td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>8.8‰</td>
<td>102 m</td>
<td>slope</td>
<td>from fouling point no. 68 do slope level</td>
</tr>
<tr>
<td>1.2‰</td>
<td>280 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>5.5‰</td>
<td>45 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>7.1‰</td>
<td>90 m</td>
<td>slope</td>
<td>from slope level to fouling point no. 92</td>
<td></td>
</tr>
<tr>
<td>67</td>
<td>1.2‰</td>
<td>280 m</td>
<td>slope</td>
<td>from fouling point no. 71 do slope level</td>
</tr>
<tr>
<td>5.5‰</td>
<td>45 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>7.1‰</td>
<td>90 m</td>
<td>slope</td>
<td>from slope level to fouling point no. 91</td>
<td></td>
</tr>
<tr>
<td>68</td>
<td>5.8‰</td>
<td>45 m</td>
<td>slope</td>
<td>from fouling point no. 70 do slope level</td>
</tr>
<tr>
<td>0.0‰</td>
<td>40 m</td>
<td>plane</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>1.3‰</td>
<td>247 m</td>
<td>slope</td>
<td>from slope level to fouling point no. 90</td>
<td></td>
</tr>
<tr>
<td>71</td>
<td>8.8‰</td>
<td>92 m</td>
<td>elevation</td>
<td>from fouling point no. 67 do slope level</td>
</tr>
<tr>
<td>5.8‰</td>
<td>45 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>0.0‰</td>
<td>40 m</td>
<td>plane</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>1.3‰</td>
<td>247 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>7.1‰</td>
<td>90 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>12.8‰</td>
<td>147 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>18.9‰</td>
<td>160 m</td>
<td>slope</td>
<td>from slope level to fouling point no. 101</td>
<td></td>
</tr>
<tr>
<td>72</td>
<td>7.7‰</td>
<td>35 m</td>
<td>slope</td>
<td>from fouling point no. 67 do slope level</td>
</tr>
<tr>
<td>14.1‰</td>
<td>118 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>4.2‰</td>
<td>120 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>3.6‰</td>
<td>338 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>8.1‰</td>
<td>215 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>3.8‰</td>
<td>210 m</td>
<td>slope</td>
<td>from slope level to slope level</td>
<td></td>
</tr>
<tr>
<td>2.5‰</td>
<td>63 m</td>
<td>slope</td>
<td>from slope level to Z1</td>
<td></td>
</tr>
<tr>
<td>82</td>
<td>0.0‰</td>
<td>46 m</td>
<td>plane</td>
<td>from fouling point no. 124 do Z1</td>
</tr>
<tr>
<td>99</td>
<td>0.0‰</td>
<td>61 m</td>
<td>plane</td>
<td>from Z1 to slope level</td>
</tr>
<tr>
<td>104</td>
<td>0.0‰</td>
<td>61 m</td>
<td>plane</td>
<td>from Z1 to slope level</td>
</tr>
<tr>
<td>105</td>
<td>0.0‰</td>
<td>61 m</td>
<td>plane</td>
<td>from Z1 to slope level</td>
</tr>
<tr>
<td>102</td>
<td>10.2‰</td>
<td>61 m</td>
<td>plane</td>
<td>from Z1 to slope level</td>
</tr>
<tr>
<td>103</td>
<td>10.2‰</td>
<td>160 m</td>
<td>plane</td>
<td>from slope level to fouling point no. 102</td>
</tr>
<tr>
<td>Track number</td>
<td>Gradient in %</td>
<td>Gradient length in m</td>
<td>Elevation or slope</td>
<td>Notes</td>
</tr>
<tr>
<td>--------------</td>
<td>---------------</td>
<td>----------------------</td>
<td>-------------------</td>
<td>-------</td>
</tr>
<tr>
<td>127</td>
<td>10.4‰</td>
<td>150 m</td>
<td>elevation</td>
<td>from fouling point no. 103 do Z1</td>
</tr>
<tr>
<td>129</td>
<td>10.2‰</td>
<td>160 m</td>
<td>elevation</td>
<td>from fouling point no. 102 do Z1</td>
</tr>
</tbody>
</table>

2.6. **Radii of arcs**

Radii of arcs in the siding tracks are 150 metres and more.

2.7. **Categories and types of turnouts, basic position of turnouts in tracks, way of switching turnout switches**

<table>
<thead>
<tr>
<th>no.</th>
<th>Turnout no., turnout category and type</th>
<th>The basic position directs to: (track, turnout, buffer stop)</th>
<th>Way of switching</th>
<th>Fitted with a switch point lamp /yes-no/</th>
<th>Lighting method</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>60 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 61</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>3</td>
<td>61 ordinary left-hand S49-150-1:7</td>
<td>to turnout no. 62</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>4</td>
<td>62 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 63</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>5</td>
<td>63 ordinary left-hand S49-190-1:9</td>
<td>to track no. 65</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>6</td>
<td>64 ordinary left-hand S49-150-1:7</td>
<td>to track no. 64</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>7</td>
<td>66 ordinary right-hand S49-190-1:9</td>
<td>to track no. 65</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>8</td>
<td>67 ordinary left-hand S49-190-1:9</td>
<td>to turnout no. 68</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>9</td>
<td>68 ordinary left-hand S49-190-1:9</td>
<td>to turnout no. 69</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>10</td>
<td>69 ordinary left-hand S49-190-1:9</td>
<td>to turnout no. 72</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>11</td>
<td>70 ordinary left-hand S49-190-1:9</td>
<td>to track no. 72</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>12</td>
<td>71 ordinary left-hand S49-190-1:9</td>
<td>to track no. 71</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>13</td>
<td>72 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 69</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>14</td>
<td>73 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 72</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>15</td>
<td>74 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 72</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>no.</td>
<td>Turnout no., turnout category and type</td>
<td>The basic position directs to: (track, turnout, buffer stop)</td>
<td>Way of switching</td>
<td>Fitted with a switch point lamp /yes-no/</td>
<td>Lighting method</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------------</td>
<td>------------------------------------------------------------</td>
<td>------------------</td>
<td>----------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>16</td>
<td>77 ordinary right-hand S49-150-1:7</td>
<td>to track no. 33 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>78 ordinary left-hand S49-150-1:7</td>
<td>to turnout no. 79 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>79 ordinary right-hand S49-150-1:7</td>
<td>to turnout no. 78 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>88 ordinary left-hand S49-190-1:9</td>
<td>to track no. 60 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>89 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 88 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>90 ordinary right-hand S49-190-1:9</td>
<td>to track no. 72 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>91 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 90 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>92 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 89 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>101 ordinary right-hand S49-190-1:9</td>
<td>to track no. 82 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>102 ordinary right-hand S49-140-1:7</td>
<td>to track no. 121 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>103 ordinary right-hand S49-190-1:9</td>
<td>to turnout no. 102 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>105 ordinary left-hand S49-190-1:9</td>
<td>to turnout no. 101 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>121 ordinary left-hand S42-140-1:7</td>
<td>to track no. 105 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>124 ordinary right-hand S49-140-1:7</td>
<td>to track no. 99 manually</td>
<td>yes</td>
<td>electric external</td>
<td></td>
</tr>
</tbody>
</table>

2.8. Derailers, their basic position and the way they are switched

<table>
<thead>
<tr>
<th>Derailer no.</th>
<th>Basic position</th>
<th>Way of switching</th>
<th>Fitted with a switch point lamp /yes-no/</th>
<th>Lighting method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wk 1</td>
<td>removed from track no. 60</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>Wk 2</td>
<td>removed from track no. 67</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>Wk 3</td>
<td>removed from track no. 68</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>Wk 4</td>
<td>removed from track no. 69</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>Wk 5</td>
<td>removed from track no. 71</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>Wk 6</td>
<td>removed from track no. 72</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
<tr>
<td>Wk 7</td>
<td>removed from track no. 82</td>
<td>manually</td>
<td>yes</td>
<td>electric external</td>
</tr>
</tbody>
</table>
Derailers are situated on the side of turnouts no. 88, 89, 90, 91, 101.

2.9. Dependences of switches and derailers

Switches and derailers at the siding of "AMK KOKS" Sp. z o.o. are not dependent in routes.

2.10. Assignment of switches and derailers to signalling centres

Turnout switches and derailments are assigned to one shunting area operated by the shunting team of "AMK KOKS" Sp. z o.o.

2.11. Devices for protection and control of railway traffic

1. The following devices for protection and control of railway traffic are used on the siding area:
   a) switch pin locks for locking switches of turnouts 64 and 66 in the basic position
   b) derailers in the basic position removed from the track are located on tracks no. 60, 67, 68, 69, 71, 72 and 82; they are adapted to be closed in the imposed position;
   c) fixed shaped shunting disc Tm1, situated at the beginning of the siding on the right side of the track at 20,720 km.

2. Two-chamber light signals placed on the structure of the unloading equipment on track no. 64 are used for providing signals during the technological unloading of coal wagons.

2.12. Level crossings and crosswalks at the rail level

1. Unguarded level crossings and crosswalks at the level of the siding rails are located as follows:

<table>
<thead>
<tr>
<th>no.</th>
<th>Level crossing, (crosswalk)</th>
<th>Crossing category</th>
<th>Type of road</th>
<th>Crossing equipment</th>
<th>Cleaning of slots at the crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>km</td>
<td>over track</td>
<td></td>
<td>crossing gates</td>
<td>lighting</td>
</tr>
<tr>
<td>1</td>
<td>0.035</td>
<td>60 62 64</td>
<td>D</td>
<td>factory road</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>0.950</td>
<td>82</td>
<td>D</td>
<td>factory road</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>0.810</td>
<td>104 105</td>
<td>D</td>
<td>factory road</td>
<td>-</td>
</tr>
</tbody>
</table>

2. Railway crossings are marked with St. Andrew's crosses and "STOP" signs.

3. The crossings have a paved surface and the user of the "AMK KOKS" company's railway siding is responsible for their maintenance.
2.13. Railway siding lighting

1. The existing electric lighting of tracks of the "AMK KOKS" company's railway siding allows for safe performance of shunting operations around the clock.

2. Switching on and off the external lighting of the siding is controlled automatically by twilight sensors.

3. On the landfill sites and at the points of loading and unloading, there are light spots the switching on and off of which is automatically controlled by twilight sensors.

4. The shunting team manager is responsible for the proper lighting of the siding tracks during a work shift.

5. The lowest average illuminance in lux according to the Polish Standard PN- 71/E-02034:(excerpt):

<table>
<thead>
<tr>
<th>no.</th>
<th>Facility</th>
<th>Minimum illuminance in lux</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Goods ramps with low traffic</td>
<td>20</td>
</tr>
<tr>
<td>2</td>
<td>Tracks: - station's main tracks</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>- steeply graded tracks</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>- tracks of groups: inbound, directional, outbound</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>- fouling points in the shunting operation area</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>- stabling tracks</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>- general use yards and access roads</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>- storage yards</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>Transfer points at sidings</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>General use ramps</td>
<td>20</td>
</tr>
<tr>
<td>5</td>
<td>Crosswalks and level crossings over tracks at the rail level – at the intersections with unlit roads</td>
<td>10</td>
</tr>
<tr>
<td>6</td>
<td>Locomotive and wagon depots: - stabling, departure and access tracks</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>- repair and inspection tracks</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>- handling, fuel, lubricants, sand, water, etc. stations</td>
<td>50</td>
</tr>
<tr>
<td>7</td>
<td>Entrance gates</td>
<td>10</td>
</tr>
</tbody>
</table>

2.14. Loading points

<table>
<thead>
<tr>
<th>no.</th>
<th>Location of the point</th>
<th>Name of the point</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>track no. 60</td>
<td>Coke loading - Corner station</td>
</tr>
<tr>
<td>2</td>
<td>track no. 62</td>
<td>Coke loading - Coke sorting plant</td>
</tr>
<tr>
<td>3</td>
<td>track no. 64</td>
<td>Coal unloading</td>
</tr>
<tr>
<td>4</td>
<td>track no. 33</td>
<td>Tar loading</td>
</tr>
</tbody>
</table>
2.15. Warehouses, ramps and storage yards

<table>
<thead>
<tr>
<th>no.</th>
<th>Facility name</th>
<th>Facility location</th>
<th>Length of the loading front</th>
<th>Intended use</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Warehouse</td>
<td>at track 33</td>
<td>64 m</td>
<td>raw tar</td>
</tr>
<tr>
<td>2</td>
<td>Coal storage yard</td>
<td>at track 60</td>
<td>50 m</td>
<td>coal</td>
</tr>
<tr>
<td>3</td>
<td>Coke storage yard</td>
<td>at track 64</td>
<td>110 m</td>
<td>coke</td>
</tr>
</tbody>
</table>

The siding does not have any railway ramps.

2.16. Loading equipment

1. The mechanical unloading equipment (mechanical shovel) in track no. 64 is designed for unloading wagons with coking coal. Coal is transported from the bunker with belt conveyors.
2. Coke loading station - Corner Station is located above track no. 60. The wagons are loaded via gutters.
3. Coke loading station - Coke sorting plant is located above track no. 62. The wagons are loaded via gutters.
4. Devices (filler nozzles) for loading tar into tank wagons located at track no. 33. It is possible to load 2 tanks at a time.

2.17. Wagon scales

1. In the track no. 72, there is a static wagon weighbridge with a length of 16 m and a load capacity of 100 tons, designed for static weighing of wagons. The results and all data obtained during weighing are received in the IT system.
2. In the track no. 129, there is a static wagon weighbridge with a length of 16 m and a load capacity of 100 tons, designed for static weighing of wagons.

2.18. Railway gates

On the "AMK KOKS" Sp. z o.o. company's railway siding, railway gates are located on tracks no. 104 and 105 - entry gates to the locomotive depot.

2.19. Gauge of structures and rolling stock

1. The following gauges are effective in the area of the "AMK KOKS" Sp. z o.o. company's railway siding:
   - for buildings of type A according to PN - 69/K - 02057 (height 4900 mm, width 2200 mm from the track axis);
   - static for rolling stock of type A according to PN - 70/K - 02056 (height 4280 mm, width 3150 mm).
2. The railway siding does not have any built-in clearance gate.
2.20. Location of structures or facilities for which the gauge is not maintained

1. The gauge is not maintained for structures in the following locations:

<table>
<thead>
<tr>
<th>Track number</th>
<th>Facility</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>Coke corner station, access from turnout no. 76 on the right – pillar foundations, and rope shunting device on the left – corner station pillars</td>
<td>left- and right-hand side - 1.30 m</td>
</tr>
<tr>
<td>63</td>
<td>Building HB1 - access from turnout no. 72, handrails on the right</td>
<td>right-hand side - 1.00 m</td>
</tr>
<tr>
<td>64</td>
<td>Coal unloading equipment, access from the side of turnout no. 75, left-hand side - reserve unloading structure - shunting device, right-hand side - reserve unloading structure</td>
<td>left-hand side - 0.76 m, 1.25 m right-hand side - 0.76 m</td>
</tr>
<tr>
<td>64</td>
<td>Coal unloading equipment, access from the side of turnout no. 60, left-hand side - mechanical shovel structure - wagon cleaning basket, right-hand side - light pole</td>
<td>left-hand side - 1.2 m right-hand side - 1.1 m</td>
</tr>
<tr>
<td>67/68</td>
<td>Light pole on the intertrack</td>
<td>right-hand side - 1.35 m</td>
</tr>
<tr>
<td>82</td>
<td>access from turnout no. 67, left-hand side - weighbridge retaining wall - buttress</td>
<td>left-hand side – 1.1 m 0.8 m</td>
</tr>
<tr>
<td>99</td>
<td>Inspection pit, left-hand side - roof pillar of the inspection pit - Domag signal light pillar, right-hand side - roof pillar of the inspection pit</td>
<td>left-hand side - 1.3 m 0.7 m right-hand side - 1.3 m</td>
</tr>
<tr>
<td>104</td>
<td>Entrance gate to the locomotive depot, left-hand side - brick wall, right-hand side - brick wall</td>
<td>left-hand side – 1.2 m right-hand side - 1.15 m</td>
</tr>
<tr>
<td>105</td>
<td>Entrance gate to the locomotive depot, left-hand side - brick wall, right-hand side - brick wall</td>
<td>left-hand side - 1.3 m right-hand side - 1.3 m</td>
</tr>
</tbody>
</table>

2. The gauge is not maintained for structure heights in the following locations:

<table>
<thead>
<tr>
<th>Track number</th>
<th>Facility</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>Platform for tar loading</td>
<td>4.90 m from the main rail</td>
</tr>
<tr>
<td>60</td>
<td>Entrance to the track of the coke loading corner station</td>
<td>3.80 m from the main rail</td>
</tr>
<tr>
<td>62</td>
<td>Entrance to the track of the coke sorting plant</td>
<td>3.70 m from the main rail</td>
</tr>
<tr>
<td>64</td>
<td>Entrance under the coal unloader</td>
<td>4.00 m from the main rail</td>
</tr>
</tbody>
</table>

2. Places in the area where a narrowed gauge occurs are marked with yellow and black stripes.
2.21. Track-closing signals, shunting discs, indicators and boards

1. Signals, indicators and boards

<table>
<thead>
<tr>
<th>Type of signal, indicator, etc.</th>
<th>Location</th>
<th>lighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Z-1 signal</td>
<td>beginning of the buffer stop backfill of track no. 65</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>beginning of the buffer stop backfill of track no. 62</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>beginning of the buffer stop backfill of track no. 82</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>beginning of the buffer stop backfill of track no. 99</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>before the buffer stop of track no. 104</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>before the buffer stop of track no. 105</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>beginning of the buffer stop backfill of track no. 127</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>beginning of the buffer stop backfill of track no. 129</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>gateway to the locomotive depot on track no. 104</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>gateway to the locomotive depot on track no. 105</td>
<td>unlit</td>
</tr>
<tr>
<td>Z-1 signal</td>
<td>on derailer lamps at tracks no. 60, 67, 68, 69, 71, 72, 82</td>
<td>unlit</td>
</tr>
<tr>
<td>Wz indicators</td>
<td>on switch point lamps</td>
<td>unlit</td>
</tr>
<tr>
<td>W 17 indicators</td>
<td>in fouling points</td>
<td>unlit</td>
</tr>
<tr>
<td>W 30 indicators</td>
<td>before the wagon weighbridge of tracks no. 72 and 129</td>
<td>unlit</td>
</tr>
<tr>
<td>St Andrew’s Crosses</td>
<td>before the railway crossings over tracks no. 60, 62, 64, over track no. 82 and over tracks no. 104 and 105.</td>
<td>unlit</td>
</tr>
<tr>
<td>“STOP” road signs</td>
<td>before the railway crossing over tracks no. 60, 62, 64</td>
<td>unlit</td>
</tr>
<tr>
<td>“Transfer Point” board</td>
<td>on the intertrack of tracks no. 69 and 71 at the level of turnout no. 71, next to track no. 68 at the level of fouling point 69, next to track no. 82 at the level of fouling point 67.</td>
<td>unlit</td>
</tr>
<tr>
<td>“Area Boundary” board</td>
<td>at tracks no. 33, 60, 62, and 64 directly before the separated area of the shunting device operation</td>
<td>unlit</td>
</tr>
<tr>
<td>&quot;&quot;Stop&quot; – Undertaking’s Locomotive&quot; board</td>
<td>Next to track 72, immediately before the wagon weighbridge</td>
<td>unlit</td>
</tr>
<tr>
<td>Traffic lights with red and green light</td>
<td>On both sides on the structure of the mechanical wagon unloading equipment</td>
<td>unlit</td>
</tr>
</tbody>
</table>

2. Information boards

1. Information boards with the inscription "Transfer Point" are located on the intertrack of tracks no. 68 and 69, 69 and 71 and at track no. 82.
2. The track numbering boards are located between tracks 60 and 61, 61 and 63, 60 and 62, 62 and 64, 33 and 64, 63 and 65, 60 and 67, 67 and 68, 68 and 69, 69 and 71, 71 and 72, 72 and 82.
3. Boards with the inscription "Area Boundary" denoting the boundaries of separated shunting areas for operation of rope shunting devices are located directly before the given area at tracks no. 60, 62 and 64.
4. The board with the inscription ""Stop" Carrier’s Locomotive" situated next to track no. 72, before the wagon weighbridge.
2.22. Traction equipment and means

1. Traction means:
The siding of "AMK KOKS" Sp. z o.o. has three own diesel locomotives designed for shunting operations on the siding:

<table>
<thead>
<tr>
<th>no.</th>
<th>Series and number</th>
<th>Production year</th>
<th>Power in HP</th>
<th>Length</th>
<th>Maximum speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>401Da 479 side no. 8</td>
<td>1972</td>
<td>370</td>
<td>10.5 m</td>
<td>40 km/h</td>
</tr>
<tr>
<td>2</td>
<td>401Da 090 side no. 4</td>
<td>1973</td>
<td>370</td>
<td>10.5 m</td>
<td>40 km/h</td>
</tr>
<tr>
<td>3</td>
<td>401 Da 238 side no. 6</td>
<td>1973</td>
<td>370</td>
<td>10.5 m</td>
<td>40 km/h</td>
</tr>
</tbody>
</table>

2. The siding of "AMK KOKS" Sp. z o.o. has a 4-axis self-propelled crane type EDK - 80/2 with factory number 2319. Production year 1976 lifting capacity 20 Mg.

3. Locomotive depot:

Two-station locomotive depot, with dimensions 20.3 m x 41.68 m, is located at the end of tracks no. 104 and 105 and intended for shunting locomotives. The length of the tracks in the locomotive depot is 40 m. The locomotive depot is equipped with a gantry crane with a lifting capacity of 15 tons and with inspection pits: in track no. 104 – a 36 m long pit and in track no. 105 – a 33.5 m long pit used for inspections, repairs and current maintenance of locomotives.

4. Traction equipment:
   a) Electric rope shunting devices are installed on the siding site. These shunting devices are used for moving wagons by means of a rope connector to and from the loading points.
   b) The shunting devices are situated:
      - shunting device no. 1 - situated in front of the coke sorting plant building in the intertrack space of tracks no. 60 and 62; it is designed for moving empty wagons for coke loading,
      - shunting device no. 2 - located next to the mechanical unloading facility at track no. 64; it is designed for moving wagons loaded with coal for unloading.
   c) The rope shunting devices are operated by authorised personnel of “AMK KOKS” Sp. z o.o.

2.23. Own rolling stock

The railway siding of "AMK KOKS" Sp. z o.o. has 2 own four-axle frame wagons designed for technological transport within the siding.

2.24. Means of communication

1. The railway siding of "AMK KOKS" Sp. z o.o. uses mobile telephone communication devices for shunting operations within the siding.

2. Telephone communication on the siding is carried out by means of a phone on a shunting locomotive and a phone worn by the shunting manager.
3. When operating the siding, the carrier uses its own radiotelephone communication devices operating at the frequency assigned to the carrier.

4. Radiotelephone communication between the train dispatcher of the Bytom Bobrek station and the carrier's locomotive is carried out using devices working at the frequency of the infrastructure administrator of PKP PLK S.A.

5. The following means of communication are used between the train dispatcher of the Bytom Bobrek station and the railway siding of "AMK KOKS" Sp. z o.o.:
   a) basic wireless telephone communication with the following numbers:
      - Train dispatcher of the PKP PLK S.A. Bytom Bobrek station tel. no. 571 336 178;
      - Shunting manager of "AMK KOKS" Sp. z o.o. tel. no. 607 976 481.
   b) back-up wireless telephone communication;
      - Dispatch office of the siding tel. no. 663 739 842.

3. RULES FOR CONDUCTING RAILWAY TRAFFIC BETWEEN THE RAILWAY SIDING AND TRACKS OF THE PKP PLK S.A. BYTOM BOBREK STATION

1. The railway traffic between the PKP PLK S.A. Bytom Bobrek station and the railway siding of "AMK KOKS" Sp. z o.o. takes place on the basis of shunting sets of wagons of railway carriers.

2. For operating the siding, the train dispatcher of the PKP PLK S.A. Bytom Borek station sends the carrier's shunting sets with pushed wagons after receiving in each case a permission for siding operation from the shunting manager of the railway siding of "AMK KOKS" Sp. z o.o.

3. Once the carrier has completed the siding operation, the siding shunting manager notifies the train dispatcher of the PKP PLK Bytom Bobrek Station of the need to drive from the siding.

4. The train dispatcher of the PKP PLK Bytom Bobrek Station, after stating that there are no obstacles to driving, gives permission to the siding shunting manager to give a signal to drive for the carrier's shunting set from the siding track to the Bytom Bobrek station of PKP PLK S.A.

5. The departure of the carrier's shunting set from the railway siding of "AMK KOKS" Sp. z o.o. to the PKP PLK S.A. Bytom Bobrek station to track no. 12 is carried out by hauled wagons.
4. TECHNICAL CONDITIONS FOR THE OPERATION OF THE RAILWAY SIDING

4.1. Providing wagons to the railway siding

1. Wagons designed for the railway siding of "AMK KOKS" Sp. z o.o. are provided by the railway carrier in one group of up to 40 wagons to transfer tracks no. 68 or 69 and to receiving track no. 71 of the railway siding.

2. In case of emergency, it is permissible to accept wagons for track no. 82, after prior arrangement with the train dispatcher of the Bytom Bobrek station.

3. The Carrier may provide on a one-off basis:
   - to transfer track no. 68 - 25 four-axle wagons,
   - to transfer track no. 69 - 24 four-axle wagons,
   - to receiving track no. 71 - 22 four-axle wagons,
   - to delivery track no. 82 - 51 four-axle wagons,

4. Transfer tracks of the siding are operated with railway carriers’ sets of wagons.

5. Wagons are delivered to and collection from the railway siding of "AMK KOKS" Sp. z o.o. at transfer points.

4.2. Number of uses of the siding and the use time

The siding is operated by railway carriers on a daily basis around the clock.

4.3. The rules of conduct during siding operation by railway carriers

1. The train dispatcher of the PKP PLK S.A. Bytom Bobrek station notifies the shunting manager of the railway siding of "AMK KOKS" Sp. z o.o. of the planned use by phone, stating the type of use, i.e.:
   - provision of coal-laden wagons,
   - provision of wagons with materials other than coal,
   - provision of empty wagons for coke loading,
   - collection of empty wagons after unloading,
   - collection of coke-laden wagons.

2. The siding shunting manager agrees by phone with the dispatcher of the PKP PLK S.A. Bytom Bobrek station:
   - type and extent of the shunting operation to be carried out by the railway carrier,
   - numbers of the track where the operation will take place,
   - manner of carrying out the siding operation with a pushed train.

3. Upon receiving notification of the siding to be operated by the railway carrier, the siding shunting manager:
   - stops the shunting operation,
   - sends the shunting locomotive to track no. 63 so that it does not interfere with the operation of the siding,
   - checks whether the wagons left on the tracks after interrupting the shunting are within the limits of the fouling points, out of gauge and are protected against inadvertent starting,
   - checks whether the wagons to be handed over to the carrier are coupled with each other with screw and brake couplings,
- checks whether there are any coal dumps or other objects on the tracks and turnouts in the route that enter the gauge of the rolling stock or pose a threat to the safety of railway traffic,
- opens the pin lock of switch no. 66 and adjusts the turnout switches to prepare the route for the railway carrier’s shunting operation,

4. The siding shunting manager, after performing activities as in item 3, notifies the train dispatcher of the PKP PLK S.A. Bytom Bobrek station about siding readiness for operation and gives permission for the carrier's starting shunting and then goes to Tm1 in order to give appropriate shunting signals to the carrier for passing by the fixed shunting disc Tm1. Then he/she goes to the transfer point in order to carry out the transfer operations.

5. The carrier’s shunting manager stops the set of wagons before the derailer on a given transfer track and then, protects the set of wagons against inadvertent starting until the locomotive is uncoupled.

6. During the entry and after stopping of the set, the siding shunting manager makes a technical inspection in terms of deficiencies and load securing and checks the correctness of the protection of the provided set of wagons against inadvertent starting, then fixes the derailer on the track and closes it in the position.

7. The siding shunting manager, after performing the transfer operations, agrees with the carrier’s shunting manager the scope of further shunting operations (collection of delivery wagons, departure of the locomotive, etc.).

8. After making the arrangements as in item 7, the siding shunting manager instructs the siding shunter to prepare the route for the carrier’s locomotive drive and to give appropriate signals for shunting.

9. After performing the transfer operations, the siding shunting manager instructs the siding shunter to prepare the route for shunting the carrier’s set of wagons from the siding.

10. After preparing the route, the shunter notifies the siding shunter manager that the route is ready for shunting of the carrier’s set of wagons from the siding and remains at the switch of turnout no. 66.

11. The siding shunting manager notifies the train dispatcher of the PKP PLK S.A. Bytom Bobrek station by phone about readiness of the route to start shunting of the carrier’s set of wagons from the siding.

12. The railway carrier’s shunting of wagons hauled from the railway siding of "AMK KOKS" Sp. z o.o. to track no. 12 of PKP PLK S.A. Bytom Bobrek station takes place with the permission of the train dispatcher at signals given by the siding shunting manager.

13. The shunter remains at turnout no. 66 until the last wagon passes the fouling point, observing the departing set of wagons of the carrier. Then he switches the switch of turnout no. 66 to the basic position and locks it in this position with the pin lock and hands over the key from the locked switch to the shunting manager.

14. The train dispatcher of the PKP PLK S.A. Bytom Bobrek station and the shunting manager of the railway siding of "AMK KOKS" Sp. z o.o. note the content of the phone calls made in their respective telephone conversation books.

15. For the duration of the siding operation and shunting performed with the carrier’s locomotive, any shunting with the siding user’s locomotive is forbidden.
4.4. **Handling of out-of-gauge loads**

1. Out-of-gauge loads may be accepted to the siding and dispatched from the siding under the following conditions:
   
a) receipt or dispatch of an out-of-gauge shipment must be preceded by detailed measurements and route mapping in order to avoid damage to the shipment and equipment in the vicinity of the tracks,

b) out-of-gauge shipments dispatched from the siding must be each time agreed with PKP PLK S.A. which determines the route of transport, sets conditions and issues a telegraphic permit,

c) the assessment of the possibility of accepting an out-of-gauge shipment and its correct loading on the wagon is made by a commission headed by a representative of the railway carrier.

2. Out-of-gauge shipments at the railway siding are piloted and set aside on the tracks designated by the Rail Traffic Foreman of "AMK KOKS" Sp. z o.o.

4.5. **Permissible axle load on the rail**

The permissible axle load on the rails is 20 tonnes.

4.6. **Restrictions on running of railway vehicles**

On the railway siding of "AMK KOKS" Sp. z o.o. railway vehicles may run without restrictions except for electric traction vehicles and wagons with outermost axle spacing of more than 16 m.

4.7. **Movement of locomotives of railway carriers on the tracks of the railway siding**

1. The movement of locomotives of railway carriers on the tracks of the railway sidings may take place only and exclusively (in each case) with the consent of the shunting manager of "AMK KOKS" Sp. z o.o.

2. Locomotives of railway carriers may enter:
   
   - on tracks no. 68, 69, 71 without restrictions and on track no. 82 up to Wk 7,
   - on track no. 72 from the side of turnout no. 70 and reach the sign with the inscription ""Stop" Carrier Locomotive" located in front of the scale platform.

3. The movement of railway carriers' locomotives on the loading tracks of the railway siding is prohibited.

4. In particularly justified cases, all other driving of the carrier's locomotive on the tracks of the railway siding of "AMK KOKS" Sp. z o.o. may take place only with the consent of the Head of the Railway Transport Department and after stopping the shunting operations performed with the siding user's locomotive.

4.8. **Movement of the siding user's locomotives on the tracks of the PKP PLK S.A. Bytom Bobrek station**

The Movement of the siding user's locomotives on the tracks of the PKP PLK S.A. Bytom Bobrek station is forbidden.
5. CONDITIONS FOR SHUNTING OPERATIONS ON THE RAILWAY SIDING

5.1. Division of the siding into shunting areas

1. The railway siding of "AMK KOKS" Sp. z o.o. is one shunting area with the exclusion of areas designated for the operation of shunting devices in tracks no. 60, 62 and 64.

2. The areas designated for the operation of shunting devices are marked with boards set next to tracks no. 60, 62 and 64, directly before the given area.

3. Shunting to a separate shunting area may only take place with the consent of the employee who manages the loading operations in this area while maintaining the full safety of the employees and the rolling stock.

4. Shunting in the separated area is coordinated respectively by the Rail Traffic Foreman and the Master of the Coal Unloading Point Foreman of "AMK KOKS" Sp. z o.o.

5.2. Maximum speed of shunting of railway vehicles on the tracks of the railway siding

Maximum speed of shunting on the siding tracks:

a) up to 10 km/h - the railway carrier’s shunting during operations on tracks no. 68, 69, 71 and 82 of the siding,
   - shunting wagons and separate locomotives on tracks no. 65, 68, 69, 71 and 82,

b) up to 5 km/h - shunting wagons and separate locomotives on the other tracks with the reservation of items c and d,
   - shunting out-of-gauge wagons,
   - shunting special wagons,
   - shunting wagons with loads of dangerous goods and the empty cargo of dangerous goods labels; no. 8,
   - shunting over an unguarded crossing,
   - shunting of pushed wagons preceded by a shunter,

b) up to 5 km/h - shunting out-of-gauge wagons,
   - shunting special wagons,
   - shunting wagons with loads of dangerous goods and the empty cargo of dangerous goods labels; no. 8,
   - shunting over an unguarded crossing,
   - shunting of pushed wagons preceded by a shunter,

c) from 3 to 5 km/h - entry and passage through the weighbridge,

d) up to 3 km/h - when approaching loading areas and stationary rolling stock,
   - when entering the locomotive depot on tracks no. 104 and 105,
   - when providing wagons to loading points on tracks no. 33, 60, 62 and 64,

5.3. Permitted ways of carrying out shunting operations

1. Shunting performed by powered railway vehicles and shunting with the use of special mechanical devices are allowed ways of carrying out shunting operations on the siding.

2. Shunting with a shunting locomotive may only be carried out with the stabling method.

3. In exceptional cases, it is allowed to move wagons by human force or by using a road vehicle on horizontal tracks, or on a gradient not exceeding 2.5‰, except for tracks lying next to dangerous places and places with an exceeded gauge.
5.4. **Location of the locomotive in a shunting set**

1. During shunting operations, the shunting locomotive may be at the front or rear of the rolling stock being moved.

2. On tracks with gradients of more than 2.5‰, the shunting locomotive should always be on the gradient side.

3. Shunting work with a locomotive located between the rolling stock being moved is allowed only in exceptional cases on tracks with a gradient of up to 2.5‰, provided that no more than 3 wagons may be placed in front of the locomotive in the direction of travel.

4. When shunting wagons pushed on track no. 82 from the side of turnout no. 67, the locomotive is located at the end of the shunting set engaged in the combined brake; at least one wagon for every 10 wagons and the first wagon on the slope side must have an active handbrake.

5.5. **Coupling and uncoupling of wagons and locomotives**

1. The coupling and uncoupling of wagons and locomotives throughout the entire siding is permitted only when the rolling stock is stationary.

2. Coupling and uncoupling of wagons and locomotives as well as suspending of wagon and brake couplings on supports is the responsibility of the siding shunting team. The shunting manager is responsible for these activities.

3. The wagons marshalled on transfer tracks no. 68, 69, 71 and 82 must be secured against inadvertent starting and properly coupled with screw and brake couplings. Not used draw-bars and brake couplings must be suspended on supports.

4. The signal for shunting movement after coupling or uncoupling of the rolling stock may be given only after an employee has left the space between stock units.

5. The shunting set should be coupled as short as possible.

6. The coupling and uncoupling of wagons during loading operations is the responsibility of an authorised employee of the loading area.

5.6. **Manning of traction teams and their equipment**

1. The railway siding of "AMK KOKS" Sp. z o.o. is manned only by the engine driver with efficient radio-telephone communication with the shunting team.

2. The traction team of the locomotive performing shunting operation is equipped with:
   - mobile phone;
   - signalling flag and an efficient signalling flashlight at night,
   - whistle,
   - helmet and protective gloves,
   - safety vest.

5.7. **Manning of shunting teams and their equipment**
1. The shunting area at the railway siding of "AMK KOKS" Sp. z o.o. is manned by a shunting team consisting of a shunting manager, having the qualification of a shunter, and one shunter.

2. During the shunting operations, the employees of the shunting team are equipped with:
   - a signalling flag and an efficient signalling flashlight at night,
   - a whistle,
   - chalk for marking wagons,
   - a helmet and protective gloves,
   - a safety vest.

3. While working with a shunting locomotive, the shunting manager is equipped with a mobile phone ensuring communication with the driver of the motive-power unit.

4. It is allowed for the shunting operations to be carried out by the shunting manager alone or, at the manager's request, by the shunter, subject to the relevant limitations resulting from the instructions on shunting operations and signalling.

5.8. Shunting over crossings and crosswalks at the rail level

1. Due to limited visibility within unguarded railway crossings at the siding, the speed of manoeuvring is limited to 5 km/h.

2. When pushing rolling stock through a level crossing, the shunter or shunting manager should be on or before the first unit and give the appropriate signals.

3. The driver of a shunting locomotive should give an audible warning signal 'attention' when approaching a level crossing.

5.9. Allowed number of wagons to be rolled in one shunting group without manning manual brakes or switching on combined brakes

1. Without active brakes, the following stock can be shunt one time:
   - four wagons with a one-person shunting team,
   - 10 wagons with a multi-person shunting team.

2. Other shunting operations must be carried out with the combined brakes applied.

5.10. Movement of rolling stock by rope shunting devices

1. On the siding, wagons are moved by means of rope shunting devices to and from the loading points.

2. Manoeuvres performed by means of rope winches can be carried out at a speed not exceeding 3 km/h.

3. The rope shunting device is operated by an operator (shunter) who is appropriately qualified and authorised to operate the device and use shunting signals. He attaches the cable hook to the wagon, brakes the wagon and prevents the rolling stock against inadvertent starting.

4. The ropes of shunting devices may only be hooked on to the drawbar hook or a special holder on the skid rail of the wagon. It is not allowed to hook the rope by other parts of the wagon.

5. A shunting device can be switched on after receiving a command from the person in charge of loading in the area of the shunting device operation, each time verbally
or with an appropriate signal given to the operator (shunter) of the rope wagon mover.

6. Before issuing a command to move the rolling stock with a rope shunting device, the shunter must make sure:
   - that the brake skids have been removed from under the wheels of the wagons to be moved,
   - that the railways on which the wagons are to be moved are free from obstacles,
   - that the employees operating the loading point or other persons are not on the track on which the wagons will be moved or between the rope and the hooked wagon,
   - that there are no people between the wagons to be shunted,
   - that all the conditions required for the operation of the unloading point have been met.

7. The operator (shunter) who operates the rope shunting device can start it only after seeing that there are no obstacles to moving the wagon and after receiving a command issued with an appropriate signal from the shunter hooking the rope.

8. Before operating the rope shunting device, the operator (shunter) should check the condition of the brake and drum and visually the condition and suitability of the wire rope.

9. The operator (shunter) of the rope shunting device should ensure that the rope is properly tensioned when moving the wagons.

10. The personnel performing any work in the area of the rope shunting device and the personnel operating the device may not stay less than 5 m from the rope.

11. The path along the track for movements of the shunters operating ropes of the devices move must be paved and free of any obstacles, such as iron scrap, wood, stones, etc.

12. The wagons are braked to a suitable stopping point by means of a hand brake, a brake skid or a wedge. It is forbidden to brake the wagons using other objects such as pieces of wood, stones, etc.

5.11. Laying out the routes for shunting and operating turnout switches

It is the responsibility of the siding shunting team to lay out the routes for shunting and to manually operate switches of turnout and derailers.

5.12. Management and use of brake skids

5.12.1. Arrangement of brake skids

1. PL1 brake skids, red in colour, are used on the whole siding.

2. There are 4 brake skids on every shunting locomotive:
   - locomotive no. 4 - numbers of skids 1 ÷ 4,
   - locomotive no. 6 - numbers of skids 5 ÷ 8,
   - locomotive no. 8 - numbers of skids 9 ÷ 12.

3. On the siding tracks, there are brake skids on racks which are arranged as follows:
   - on intertrack space of tracks 60 ÷ 62, a rack with 4 skids with numbers 13 ÷ 16,
   - on intertrack space of tracks 60 ÷ 67, 2 rack with 3 skids with numbers 17 ÷ 22,
   - on intertrack space of tracks 69 ÷ 71, 2 rack with 4 skids with numbers 23 ÷ 30,
   - at track no. 64, a rack with 4 skids with numbers 31 ÷ 34;
   - at track no. 82, a rack with 1 skid with number 35;
   - on intertrack space of tracks 33 ÷ 64, a rack with 2 skids with numbers 36 ÷ 37,
Altogether, there are 37 skids at the railway siding of "AMK KOKS" Sp. z o.o.

4. Each rack should have a plate with the numbers of skids that are assigned to that rack.

5.12.2. Management of brake skids

1. The Railway Traffic Foreman who keeps the register of skids is responsible for the overall management of brake skids on the railway siding of "AMK KOKS" Sp. z o.o.

2. The shunting manager is responsible for the quantity and technical condition of the skids on his shift.

3. Brake skids used on the railway siding of "AMK KOKS" Sp. z o.o. must be described as follows:

   a) the skids assigned to shunting locomotives should be described with the abbreviation "AMK" and the consecutive registration number of the skid from 1 to 12,

   b) the skids assigned to racks located on the siding of "AMK KOKS" Sp. z o.o. should be described with the abbreviation "AMK" and the number of the rack as well as the successive registration number of the skid from 13 to 37.

4. Skids not used for securing wagons must be placed in racks located on the siding, according to the description of the skid and the rack.

5. The use of damaged skids is forbidden. Damaged skids should be immediately withdrawn from use under the responsibility of the shunting manager. The type of damage of the brake skid is defined in the manual on shunting and signalling techniques.

6. If a brake skid is found to be missing at a designated place, the shunting manager should order a search for the skid.

7. If it is necessary to use brake skids to prevent the rolling stock against inadvertent starting in a place where there is no rack with stops in the vicinity, the stop fitted to the shunting locomotive should be used.

5.13. Protection of the rolling stock against inadvertent starting

1. On the siding, as a way of protecting wagons against inadvertent starting, manual wagon brakes and brake skids are used, one on each side of the set or wagon. The skids are used for securing the outermost wheels of rolling stock items subject to items 4 and 5.

2. Due to the numerous and variable-directional decreases, all the wagons left at all points of loading and unloading, as well as detour, technological and ribbed tracks are subject to the security requirements.

3. Securing the wagons against inadvertent starting of the rolling stock provided on receiving tracks no. 68, 69, or 71 is the responsibility of the carrier's shunting team and personally of the shunting manager operating the siding.

4. The groups of over 10 wagons placed on the receiving tracks no. 68, 69, or 71 should be secured against inadvertent starting with three brake skids put under
the wheels of the last two wagons on one run of rail from the side of the slope (from the side of turnout no. 89).

5. The groups of over 10 wagons placed on the delivery track no. 82 should be secured against inadvertent starting with four brake skids put under the wheels of the last two wagons on one run of rail from the side of the slope (from the side of turnout no. 101).

6. Wagons parked on the receiving and delivery tracks should be coupled with each other and braked with the combined brake and secured with brake skids.

7. When manoeuvring on tracks with a gradient of more than 0,5‰, the rolling stock left over must be protected against inadvertent starting from the gradient side.

8. The wagons must be secured against inadvertent starting before the shunting locomotive is decoupled.

9. The removal of the skids during the shunting is the responsibility of the shunting team that performs the operations.

10. On the tracks of the siding of "AMK KOKS" Sp. z o.o., the protection of wagons against inadvertent starting on both sides of the set of wagons is the responsibility of the siding shunting team.

11. After wagons are delivered to or removed from tracks no. 60, 67, 68, 69, 71, 72 or 82, the appropriate derailer Wk 1, 2, 3, 4, 5, 6 and 7 should be placed on the track and locked in this position and the key remains at the disposal of the shunting manager.

12. After completing shunting operations, the shunting manager should personally see if the wagons are secured against inadvertent starting.

13. Wagons left at the loading points must be prevented against inadvertent starting by hand brakes and brake skids. Securing the wagons delivered to loading points is the responsibility of the shunting manager and after shunting and departure of the locomotive from the loading point, it is the responsibility of the employees of these points.

14. Stabled wagons must be coupled together in each group and secured against inadvertent starting.

15. Wagons standing directly at fouling points, crosswalks, crossings and tracks leading directly to loading and unloading points and places where people work should be so protected that they do not move due to the extension of buffer springs or by impact from other wagons.
6. ORGANISATION OF SHUNTING OPERATIONS AT THE RAILWAY SIDING

6.1. Planning and organising shunting operations

1. Planning and organising shunting operations on the siding is the responsibility of the shunting manager of "AMK KOKS" Sp. z o.o.

2. Before commencing shunting work on a given working shift, the shunting manager determines and discusses with the driver of the motive-power unit and the shunting team the task, scope and manner of performing shunting operations.

3. The work of the shunting team and the motive-power unit is supervised by the Railway Traffic Foreman.

4. Shunting to a designated shunting area may only take place after prior agreement of the interested parties, i.e. the shunting manager and the employee supervising the loading work.

5. Shunting operations in the shunting area may only be performed by one shunting team with one motive-power unit.

6. In separated areas, shunting operations with rope shunting devices are performed by authorized employees of "AMK KOKS" Sp. z o.o.

6.2. Tasks related to shunting operations

1. Shunting operations at the siding of the "AMK KOKS" Sp. z o.o. are carried out by their own shunting teams with their own motive-power units.

2. It is allowed for the shunting operations to be carried out by the shunting manager alone or, at the manager's request, by the shunter, subject to the relevant limitations resulting from the instructions on shunting operations and signalling.

3. The driver of the motive-power unit and shunting teams must have appropriate qualifications in the scope of the operations performed.

4. Shunting operations performed by a locomotive with a single-person crew – only the driver – may take place only when there is an efficient telephone communication with the shunting team. In this case, the shunting manager, or at his instruction the shunter, should be present:

   a) when hauling wagons and when driving a separate locomotive – in the locomotive cab acting as a driver's assistant,

   b) when pushing wagons – on the first pushed wagon or before the piloted set of wagons, giving relevant signals to the driver.

5. The locomotive driver must be informed which employee is the shunting manager and if the shunting manager intends to assign certain shunting tasks to the shunter, he must notify the locomotive driver.

6. Shunting operations are carried out by the shunting manager's order. Before starting shunting operations, the shunting manager must determine the scope and manner of shunting operations with the locomotive driver and the shunting team.

7. Shunting operations in the shunting area may only be performed by one shunting team with one motive-power unit.
8. Wagons must not be stabled on bypass tracks, access tracks, steeply graded tracks and sections of connecting tracks between track groups.

9. Shunting with the recoil system is prohibited.

6.3. **Loading operations and rules for the handling of siding load points**

6.3.1. **Operation of the tar loading point on track no. 33.**

1. A device (filler nozzle) making a loading point for loading tar to tank wagons is built over track no. 33.

2. The loading front covers the area from turnout no. 64 to the buffer stop on track no. 33.

3. Turnout no. 64 in the basic position is closed on a pin lock and the lock key is at the disposal of the shunting manager.

4. The loading point is operated from turnout no. 64 after notification of the need for operation by an employee of the coal-derivative products department.

5. Wagons are delivered to the loading as pushed wagons piloted by the shunting manager after opening the switch lock of turnout no. 64 and finding that there are no obstacles to driving. After placing the wagons under the filler nozzle and securing them with skids from both sides, the shunting manager uncouples the locomotive and goes to the track outside of switch no. 64.

6. The wagons are taken from the tar loading point as hauled wagons in the direction of turnout no. 64 after opening turnout lock no. 64. The shunting manager, after coupling the locomotive and removing the brake skids, rolls off of the wagons beyond turnout no. 64.

7. The shunting manager, after operating the tar loading point, in each case switches the switch of turnout no. 64 to the basic position and in this position closes it with the switch lock.

6.3.2. **Operation of the coke loading point - Corner station on track no. 60.**

1. A coke loading station is installed over track no. 60.

2. The coke loading front covers the following area:
   - track no. 60 from the fouling point of turnout no. 61 to a separate work area of the wagon shunting device no. 1,
   - area of shunting operations with the wagon shunting device,
   - track no. 60 from the shunting device operation area to the fouling point of turnout no. 76.

3. Wagons are moved to the loading point with the rope shunting device no. 1 located in front of the Coke Sorting Plant in the intertrack space between tracks no. 60 and 62.

4. The operation area of the shunting device no. 1 is a separate shunting area marked with signs "Area Boundary".

5. The operations in the area separated for the operation of the shunting device no. 1 is managed by an authorised employee of the coke loading point.
6. Operation of the loading point on track no. 60 - delivering wagons:

a) The siding shunting manager notifies the person supervising the loading in the area dedicated for operation of the shunting device of the intention to operate the loading point.

b) The person supervising the loading in the area dedicated for operation of shunting device no. 1, after securing the loading devices and stopping work of the shunting device and confirming that there are no obstacles to drive gives permission to operate the loading point.

c) The delivery of empty wagons for loading takes place in a set of 6 wagons, with wagons pushed by the track from the side of turnout no. 76. The front of the delivered wagons is stopped in front of the "Area Boundary" board.

d) The entrance of the set of wagons to the designated area takes place in the presence of the person supervising the loading in the area.

e) After delivering the wagons to the loading point, the shunting manager, before uncoupling the locomotive, secures the wagons with a brake skid on the side of turnout no. 76.

f) After completing the operation of the loading point, the shunting locomotive goes beyond turnout no. 76.

8. Operation of the loading point - collecting wagons:

a) Laden wagons are collected from the side of turnout no. 61.

b) The siding shunting manager notifies the person supervising the loading in the area dedicated for operation of the shunting device of the intention to take wagons.

c) The person supervising the loading in the area dedicated, after securing the loading devices and stopping work of shunting device no. 1 and confirming that there are no obstacles to drive, gives permission to drive for operating the loading point.

d) The entrance of the locomotive to the designated area takes place in the presence of the person supervising the loading in the area.

e) After coupling the wagons with the locomotive, the shunting manager takes place on the step of the last wagon and gives the signal for driving the train beyond turnout no. 61.

f) Wagons from the loading point are hauled by turnout no. 61 on track no. 65.

6.3.3. Operation of the coke loading point - Coke sorting plant on track no. 62.

1. Two loading station are installed over track no. 62.

2. The loading front covers the following area:

   – track no. 62 from the fouling point of turnout no. 75 to the sorting plant building,
   – from the sorting plant building to the buffer stop at the end of track no. 62.

3. Wagons are moved to the loading point with the rope shunting device no. 1 located in front of the Coke Sorting Plant in the intertrack space between tracks no. 60 and 62.

4. The operation area of the shunting device no. 1 is a separate shunting area.
5. The operations in the area separated for the operation of the shunting device no. 1 is managed by an authorised employee of the coke loading point.

6. Operation of the loading point on track no. 62 - delivering wagons:
   a) The siding shunting manager notifies the person supervising the loading in the area dedicated for operation of the shunting device of the intention to operate the loading point.
   b) The person supervising the loading in the area dedicated for operation of shunting device no. 1, after securing the loading devices and stopping work of the shunting device and confirming that there are no obstacles to drive gives permission to operate the loading point.
   c) The delivery of empty wagons for loading takes place with wagons pushed by the track from the side of turnout no. 75. The front of the delivered wagons is stopped in front of the "Area Boundary" board.
   d) The number of wagons in the set is determined each time by the employee supervising the loading point.
   e) The entrance of the set of wagons to the designated area takes place in the presence of the person supervising the loading in the area.
   f) After delivering the wagons to the loading point, the shunting manager, before uncoupling the locomotive, secures the wagons with a brake skid on the side of turnout no. 75.
   g) After completing the operation of the loading point, the shunting locomotive goes beyond turnout no. 75.

9. Operation of the loading point - collecting wagons:
   a) Laden wagons are collected from the side of turnout no. 75.
   b) The siding shunting manager notifies the person supervising the loading in the area dedicated for operation of shunting device no. 1 of the intention to take the wagons.
   c) The person supervising the loading in the area dedicated, after securing the loading devices and stopping work of shunting device no. 1 and confirming that there are no obstacles to drive, gives permission for operating the loading point.
   d) The entrance of the locomotive to the designated area takes place in the presence of the person supervising the loading in the area.
   e) After coupling the wagons with the locomotive, the shunting manager takes place on the step of the last wagon and gives the signal for driving the train beyond turnout no. 75.
   f) Wagons from the loading point are hauled by turnout no. 75 and 78 on track no. 60.
   g) After completing operation of track no. 62, the switches of turnouts no. 75 and 78 should be switched to the basic position.

6.3.4. Operation of the mechanical unloading point for coal wagons on track no. 64.

1. The structure of the device for the mechanical unloading of wagons with coal is located above track no. 64.
2. The unloading front of the mechanical unloading of wagons covers the following area:
- track no. 64 from the fouling point of turnout no. 64 to the mechanical unloading device,
- mechanical unloading device (mechanical shovel),
- track no. 64 from the mechanical unloading device to fouling point of turnout no. 75,

3. For moving wagons in the area of the wagon mechanical unloading device, a rope shunting device is installed next to the track.

4. For technological purposes, during the unloading of coal wagons, two-chamber traffic lights with red and green light are installed on both sides of the structure of the mechanical unloading device.

5. The area of the mechanical unloading device of wagons with coal is a separate shunting area marked with signs "Area Boundary".

6. The operations in the area of the mechanical unloading device are supervised by an authorised employee of the unloading point.

7. Operation of the loading point - delivering wagons:
   a) Laden wagons are delivered to track 64 for unloading as pushed wagons. The front of the delivered wagons is stopped at a distance of 10 m from the construction of the mechanical unloading device in front of the "Area boundary" board.
   b) The siding shunting manager notifies the person supervising the loading in the area dedicated for operation of the mechanical unloading device of the intention to operate the loading point.
   c) The person supervising the loading in the dedicated shunting area, after securing the unloading device beyond the gauge and confirming that there are no obstacles to drive, displays a green signal on the signalling device.
   d) The entrance of the set of wagons to the designated area takes place in the presence of the person supervising the loading in the area.
   e) After delivering the wagons to the loading point, the shunting manager, before uncoupling the locomotive, secures the wagons with a brake skid.
   f) After completing the operation of the loading point, the shunting locomotive goes beyond turnout no. 64 and the person supervising the loading operation sets a red signal on the signalling device.

8. Operation of the loading point - delivering wagons:
   a) Empty wagons are collected from the side of turnout no. 75.
   b) The siding shunting manager notifies the person supervising the loading in the area dedicated for operation of the mechanical unloading device of the intention to take the wagons.
   c) The person supervising the loading in the dedicated shunting area, after securing the unloading device beyond the gauge and confirming that there are no obstacles to drive, displays a green signal on the signalling device.
   d) The entrance of the locomotive to the designated area takes place in the presence of the person supervising the loading in the area.
   e) After coupling the wagons with the locomotive, the shunting manager takes place on the step of the last wagon and gives the signal for driving the train to track no. 60.
f) Wagons from the loading point are hauled by turnout no. 75 on track no. 60.

g) After the departure of the train from track no. 64, the person supervising the loading operation in the separated area sets a red signal on the signalling device.

9. It is allowed to put coal-laden wagons at the loading point in track no. 64 from the side of turnout no. 75, subject to the consent of the Railway Traffic Foreman the Coal Unloading Point Foreman.

6.4. Loading trucks on tracks no. 60, 62 and 64.

1. Loading points on tracks no. 60, 62 are designed for loading coke on trucks.

2. The loading point on track 64 is designed for unloading coal trucks.

3. The access road and loading yards are paved with concrete slabs and the maintenance of the cleanliness of the yard and the cleaning of slots is the responsibility of employees of the loading points and the person supervising the loading operation at a given point.

4. Trucks are loaded at a given point one by one with the gauge and full safety of the employees and the operated equipment maintained.

5. When a truck is loaded at a given point, shunting on the track is forbidden.

6. Rolling stock may enter the tracks in the truck loading area only with the consent of the person supervising the loading at a given point, after prior suspension of loading operation and withdrawal of road vehicles from the area where shunting is to be carried out. The person supervising the loading at a given loading point is responsible for the withdrawal of road vehicles.

6.5. Weighing wagons

1. The entry and passage of a locomotive with a weighed set of wagons through the weighbridge can be done at a speed of 3 to 5 km/h.

2. Braking of rolling stock during passage through the wagon weighbridge is forbidden.

6.6. Shunting in bad weather and winter conditions

In bad weather conditions, in particular during a storm, snow blizzard, glazed frost, fog, in case of poor visibility and when passing crosswalks, crossings or places where people work, the speed of shunting should be reduced so that the rolling stock can be stopped in front of an obstacle.

6.7. Conditions for maintaining the safety of personnel and rolling stock during shunting and operation of loading points

6.7.1. Restrictions on pushing wagons

1. When a shunting train is driven with wagons forward, the shunter should be on the first railway vehicle and give appropriate signals and in case the shunter cannot take place on the first pushed wagon, he should precede it and give appropriate signals. Shunting with pushed wagons can be carried out at speed of up to 5 km/h.
2. The shunting train prepared for operating of loading points should be connected to the combined brake and the brake operation should be checked, for which the shunting manager is responsible.

3. Particular care should be taken when pushing the wagons onto tracks next to which there are loading devices, narrowed construction gauge, etc.

6.7.2. Safe operating of loading points

1. Before the passage of the shunting train next to yards and warehouses, it must be made sure that the load stored on the yards is beyond the gauge of the rolling stock and there is no risk of slipping during shunting.

2. It is forbidden for the shunting team to travel on the steps of wagons from the side of places where the construction gauge is narrowed.

3. Before the locomotive or shunting train arrives at the wagon at which loading operations are carried out, the shunting manager should:
   - each time notify the personnel performing loading operations,
   - request that the loading operations be interrupted or completed,
   - request that the rolling stock be moved to a safe distance from any vehicles,
   - request that the doors, dampers, valves, grounding, etc. in wagons be closed and the personnel leave the wagons,
   - check if there are any people between the ramp and the wagons, or between the wagons,
   - check if there are any wagon parts, wedges or brake skids, etc. on the track.

4. After making sure that there are no obstacles to driving, the shunting manager gives a signal that the operations with the shunting train may be launched at the loading point.

6.7.3. Maintaining safety during shunting operations

1. During the shunting operations, the personnel employed should pay attention to personal safety, in particular:
   a) before crossing the tracks, make sure that there are no obstacles to the passage and cross the tracks perpendicular to their axes without stepping on rail heads,
   b) when passing through tracks occupied by rolling stock, use the platforms or bypass the set of wagons at a distance of 10 m from the last wagon or cross the tracks when the gap between wagons is min. 20 m,
   c) it is not allowed to stay in the intertrack space during the passage of trains, shunting set or rolling stock if the distance between the track centres is less than 5 m,
   d) it is forbidden to pass under the rolling stock, on bumpers and couplers of wagons,
   e) it is forbidden to stay on buffers, couplings of wagons, loads, roofs of wagons, etc. while the rolling stock is in motion,
   f) avoid passing through turnouts and especially putting the foot between the point rail and the stock rail.
7. ORGANISATION OF A TRANSFER POINT

7.1. Receipt and handover of wagons on transfer tracks

1. Operation of transfer tracks no. 68, 69, 71 and 82 by railway carriers is carried out on the basis of shunting drives to and from these tracks.

2. Prior to the intended use of transfer tracks by the railway carrier, the shunting on these tracks should be stopped and the siding operator’s shunting locomotive should be located on the no. 63 track and should not interfere with the siding operation.

3. The handover and receipt of wagons to and from "AMK KOKS" Sp. z o.o. is carried out on transfer tracks 68, 69, 71 and 82 belonging to the siding.

4. The persons responsible for receiving and handing over wagons and for drawing up and signing R-25 delivery notes and R-27 notifications are:
   - on the part of carriers – authorised staff,
   - on the part of "AMK KOKS" Sp. z o.o. – a forwarding department employee.

5. Technical defects observed and the absence of loose wagon parts shall be recorded in the note box of R-25 delivery notes or R-27 notifications by the preparing person or by the receiver at the time of handover of wagons. In the case of stating in this record differences indicating damage to wagons or lack of wagon loose parts due to the fault of "AMK KOKS" Sp. z o.o., an authorised employee of the carrier prepares the H1428 protocol which is signed by the forwarding department employee.

6. In the case of damage to the shipment, damage to the wagon that threatens the safety of traffic, or improper securing of the shipment, the authorised employee of the carrier may not accept the wagon for carriage.

7. In the case of damage to the load accessories on the siding of "AMK KOKS" Sp. z o.o., the authorised employee of the carrier prepares a report on the damage or loss of load accessories which is signed by the forwarding department employee.

7.2. Transfer of wagons at transfer points after carrying out loading operations

1. Wagons on tracks no. 68, 69 or 82 must be properly grouped in such a way that the empty coal wagons are in one group and the remaining wagons in the other group.

2. Wagons must be properly coupled with screw and brake couplings, moving wagon parts must be mounted on hangers of wagons.

3. The wagons must be cleaned and the doors and side flaps closed and secured.

4. It is the responsibility of the siding shunting team and the siding shunting manager to make sure that all parts of the wagons are in the correct places.
8. TRANSPORT OF DANGEROUS GOODS BY RAIL

At the railway siding of "AMK KOKS" Sp. z o.o., dangerous goods are not transported by rail.

9. SUPERVISION OVER TECHNICAL CONDITION AND MAINTENANCE OF FACILITIES AND EQUIPMENT OF RAILWAY SIDING INFRASTRUCTURE INTENDED FOR RAILWAY TRAFFIC

1. The process of operation of the railway siding and technical inspection of maintenance of railway infrastructure facilities and equipment in proper technical condition is managed by the President of "AMK KOKS" Sp. z o.o.

2. The Head of the Railway Transport Department of "AMK KOKS" Sp. z o.o. manages and supervises the railway siding operation process.

3. The Head of the Railway Transport Department, within the scope of his duties and qualifications, once a year checks and assesses the technical condition and maintenance of railway siding infrastructure facilities and equipment intended for running railway traffic.

4. Pursuant to the provisions of the construction law in force, "AMK KOKS" Sp. z o.o., being the administrator of a building facility (railway siding infrastructure structures and equipment), is obliged to use the building facility in accordance with its purpose and environmental protection requirements, maintain it in a proper technical and aesthetic condition, not allowing for excessive deterioration of its functional properties and technical efficiency, and subject the building facility to periodic inspection.

5. Periodic inspection covers all railway infrastructure facilities and equipment classified as buildings, irrespective of the type, period of operation and techniques of railway traffic management in the following periods:
   a) at least once a year by checking the technical condition of its components,
   b) at least once every 5 years by checking the technical condition and suitability for use.

6. Periodic inspections should be carried out by persons who are members of the District Chamber of Civil Engineers and who are authorised to design or manage construction work in the appropriate specialty.

7. Current maintenance of siding infrastructure facilities intended for running railway traffic may be carried out by duly authorised staff of the establishment or by contractors from outside the establishment on the basis of agreements and orders.

8. Current maintenance of tracks, turnouts, repairs and reconstructions as well as technical and construction supervision should be performed by authorized employees or by authorised contractors from outside the establishment on the basis of the order under "Internal regulations for maintenance of railway infrastructure on a normal track siding" of "AMK KOKS" Sp. z o.o.

9. Current maintenance, repairs and repairs of railway traffic control equipment as well as technical and construction supervision are performed by authorised employees or authorised contractors from outside the establishment on the basis of an order in accordance with the provisions of "Internal regulations for
maintenance of railway infrastructure on a normal track siding" of "AMK KOKS" Sp. z o.o.

10. The following rules must be observed when carrying out maintenance work on tracks, switches or railway traffic control equipment:

   a) performance of any works on tracks and railway traffic control equipment on the railway siding of "AMK KOKS" Sp. z o.o. requires recording in the documentation and obtaining the consent of the Railway Traffic Foreman,

   b) the extent of work and consent must be properly recorded in the visual inspection log of switches and track crossings at one level or in the inspection book for the railway traffic control equipment,

   c) the place of work on the track or on the turnout must be properly signalled in accordance with the provisions of the "Manual on shunting and signalling technology".

11. Any failures of track surface or railway traffic control equipment on the siding of "AMK KOKS" Sp. z o.o. should be notified to: Head of the Railway Transport Department, and on the second and third shift and on public holidays, the Railway Traffic Foreman of "AMK KOKS" Sp. z o.o.

12. Track inspections, external examinations and maintenance of turnouts and tightening of bolts and screws in the siding area are carried out by authorised employees, noting the event in the log of inspection of turnouts and track intersections at one level.

13. Checking the operation of the railway traffic control equipment is carried out once a year during the periodic inspection.

14. Checking the condition of tracks and turnouts:

   a) every 12 months a technical examination of turnouts and measurements of tracks and turnouts is carried out,

   b) the results of these checks are to be recorded respectively in the log of the examination of turnouts and track junctions at one level, the track measurement book and the turnout records.

15. The Head of the Railway Transport Department is responsible for timely and correct performance of checks on the operation of railway traffic control equipment, turnout tests, track gauging and correct maintenance of the inspection log of turnouts and track junctions at one level, the book of inspection of the railway traffic control equipment, the track measurement book and turnout records on the railway siding "AMK KOKS" Sp. z o.o.

10. QUALIFICATION REQUIREMENTS FOR EMPLOYEES INVOLVED IN RAILWAY TRANSPORT ON THE SIDING

1. Qualification requirements for employees related to railway transport on a siding in terms of education, professional preparation and physical and mental capacity are specified in separate regulations and the Regulation of the Minister of Infrastructure and Development of 30 December 2014 on employees employed in positions directly related to railway traffic management and safety and to the operation of certain types of railway vehicles (Journal of Laws of 12.01.2015, item 46);

2. All employees working in positions related to railway transport on the siding of "AMK KOKS" Sp. z o.o. must have local authorisation issued by the employer.
3. The person supervising shunting at the railway siding should have the qualifications and authorizations of the shunter and the authorisation issued by the employer.

4. A driver of a motive-power unit should have the licence to drive issued by the employer - a document authorising to drive a motive-power unit at a siding.

5. An employee performing shunting operations at a siding should have qualifications and the shunter licence.

6. Employees carrying out track inspections and external examinations of turnouts at the siding should have the track supervisor licence.

7. The employee who maintains the railway traffic control equipment should have the automatics engineer qualification.

8. Employees operating shunting devices and special mechanical equipment employed in railway sidings transport operations should be authorised to operate this equipment.

9. Employees regulating traffic at road crossings and crossings at the rail level as well as employees guarding crossings on site in the duration of the passage of rolling stock should be authorised as level-crossing keepers.

11. TRAINING OF EMPLOYEES RELATED TO RAIL TRANSPORT AT THE SIDING

1. All employees employed at railway transport works on the railway siding of "AMK KOKS" Sp. z o.o. must have the required qualifications and are subject to periodical instructions and exams.

2. Each siding worker involved in railway transport must have a personal card-index in which, accordingly to the position held, there should be:
   - certificate (copy) of completed qualification examinations for a given position,
   - register of qualification, verification and periodic examinations,
   - health certificate (periodic examination),
   - photocopy of the right to drive a motive-power unit,
   - photocopy of the licence to work on a given position.

3. Employment at the works related to the railway transport of employees who do not have the required examinations and training as well as medical examinations is unacceptable and may result in criminal sanctions in accordance with the Labour Code.

4. Personal records of employees employed at shunting works on the siding of "AMK KOKS" Sp. z o.o. are kept by the Head of the Railway Transport Department.

12. WORKERS' OBLIGATIONS RELATING TO THE OPERATION OF RAILWAY SIDINGS

12.1. Responsibilities of the shunting manager

1. The shunting manager reports organisationally directly to the Railway Traffic Foreman.

2. The primary responsibilities of the shunting manager include:
a) managing, coordinating and supervising all shunting operations at the siding during their shift,

b) reporting a breakdown or accident at work to the immediate supervisor

c) managing the rescue or firefighting action until the arrival of the employees authorised to do so,

d) compliance with the provisions of the manual on shunting and signalling techniques,

e) maintenance of necessary documentation for the needs of siding operation by carriers and shunting traffic,

f) carrying out orders from the immediate superior,

3. Before proceeding to shunting operations, the shunting manager should:

- get acquainted with the operational situation of the siding, check the psychophysical condition of subordinate employees, their clothing and equipment,
- order the shunter or personally check the shunting area, paying attention to whether there are any wagons derailed, damaged, or loaded with dangerous goods, whether the fouling points are kept and the wagons secured against inadvertent starting,
- check the number of brake skids, their technical condition and layout, telephone and radiotelephone communication and lighting,
- familiarize the traction team and shunters with the shunting plan.

4. During shunting operations, the shunting manager should:

- manage the shunting and marshalling of trains or groups of wagons,
- operate the loading points,
- assign to the shunter the activities related to setting of manual brakes, coupling and uncoupling of rolling stock, adjustment of switches, application of derailers on the track and other activities related to shunting operations,
- occupy such a position that when shunting signals are given, he/she is visible to both the driver and the shunter,
- strictly follow the instructions of the Head of the Railway Transport Department and other supervisors as concerning traffic safety in shunting operations,

5. Upon completion of the shunting operations, the shunting manager should:

- check that the wagons are within the limits of fouling points and that they are properly protected against inadvertent starting and that the derailers are properly placed on the track or removed from the track,
- during the transfer of a shift, inform the changer about the current situation on the siding and hand over the key from the closed switch no. 66 and closed derailers.

6. The shunting manager is responsible for the safe, appropriate and timely performance of shunting operations at the siding in accordance with the relevant regulations, instructions and rules of operation of the railway siding.

7. In winter, he/she should check whether the slippery areas are covered with sand, ensuring the safety of employees, whether the skids used for braking the wagons are cleaned of ice and snow.

8. The shunting manager is obliged to:

- submit to examinations and periodic instructions on fixed dates;
- undergo medical examination in accordance with applicable regulations.
12.2. Shunter's responsibilities

1. The shunter's responsibilities include:
   - coupling and uncoupling of rolling stock,
   - throwing over switches intended for shunting,
   - braking of rolling stock during switching,
   - repeating of shunting signals if necessary,
   - securing the rolling stock against inadvertent starting and performing other activities related to the shunting operations ordered by the shunting manager.

2. Before proceeding to work, the shunter should:
   - report to the shunting manager, appropriately dressed, with the signal gear,
   - at the request of the shunter manager, check the shunting area, paying attention to the occupancy of tracks, fouling points, protection of wagons against inadvertent starting, appropriate positions of derailleurs, the condition of skids on the racks used for protecting the wagon against inadvertent starting,
   - check the lighting of the shunting area and whether there are no other obstacles to shunting operations.

3. While performing work, the shunter should:
   - always be on the same side of the shunting train as the shunting manager so that he/she is always visible when shunting signals are given,
   - provide the shunting signals single-handedly during the shunting assigned to him by the shunting manager,
   - be careful when operating derailleurs and shifting switches of manually shifted turnout switches; each time after shifting the switch, there should be checked the point rail for contact with the stock rail and the resistance path of the clamp of the point lock.

4. Upon completion of shunting operations, at the shunting manager's command, the shunter should:
   - check that the wagons are beyond the track fouling points and are coupled together,
   - secure wagons against inadvertent starting in accordance with the railway siding work regulations and place appropriate derailleurs on the track,
   - arrange brake skids on the racks.

5. The shunter should carry out all orders of the shunting manager and supervision related to shunting operations while maintaining the safety of railway traffic.

6. The shunter must not leave the workplace without the knowledge and consent of the shunting manager.

7. The shunter is obliged to:
   - submit to examinations and periodic instructions on fixed dates;
   - undergo medical examination in accordance with applicable regulations.

12.3. Responsibilities of the shunting locomotive driver

1. Responsibilities of the shunting locomotive driver include:
   - careful observation of the signals and their strict implementation,
   - observation of the route with particular attention to the location of switches and derailleurs,
1. The responsibilities of the operator (shunter) of a wagon shunting device include:
   - safe operation of a rope shunting device,
   - checking the brake and drum before starting up, as well as a visual inspection and assessment of the suitability of the rope,
   - careful observation of the signals received and their strict implementation,
   - repeating of shunting signals if necessary,
   - checking before starting the rope shunting device that there are no obstacles on the track to move the rolling stock,
   - checking if there are no workers at a distance of less than 5 m from the rope connector while moving the wagons,
   - observation of the rolling stock being moved,
   - observation of rope tension during movement of rolling stock,
   - coupling and uncoupling of wagons in the area,
   - attaching the rope to the hook or wagon holder,
   - braking of rolling stock during switching,
   - securing the rolling stock against inadvertent starting and performing other activities related to shunting operations.

2. Before commencing work, the operator (shunter) rope shunting device:
   - report to the workplace, appropriately dressed, with the signal gear,
   - check your area, paying attention to the occupancy of tracks, fouling points, protection of wagons against inadvertent starting, the condition of skids on racks and those used to protect against inadvertent starting, the lighting condition of the shunting area and whether there are no other obstacles to perform manoeuvring work.
3. During work, the operator (shunter) of the shunting device should always be on the same side of the shunting train as the shunting manager so that he/she is always visible when shunting signals are given.

4. After the shunting operations are completed, the operator should:
   - check that the wagons are within the track fouling points and are coupled together,
   - secure wagons against inadvertent starting in accordance with the regulations,
   - arrange brake skids on the racks.

5. The operator (shunter) should immediately execute the command to stop or reduce the speed of the motive-power unit regardless of who issued it.

6. During a shunting break, the shunting device must be protected against unauthorised starting.

7. The operator (shunter) must maintain the rope shunting device in good working order and handle it properly during operation.

8. The operator (shunter) should report to his/her supervisor any faults and events affecting the safety of railway traffic or the performance of the rope shunting device.

9. The operator (shunter) is obliged to have the current authorisation and licence to operate the rope shunting device.

10. The operator (shunter) must not leave the workplace without the knowledge and consent of the supervisor.

11. The operator (shunter) is obliged to:
   - submit to examinations and periodic instructions on fixed dates;
   - undergo medical examination in accordance with applicable regulations.

12.5. Responsibilities of the employee maintaining the railway traffic control equipment

The employee maintaining the railway traffic control equipment is obliged to:

a) have theoretical and practical knowledge of the railway traffic control equipment in the designated area of operation,

b) perform work in accordance with the applicable regulations and maintenance instructions of the railway infrastructure at the normal track siding,

c) comply with the required inspection and maintenance intervals for the railway traffic control equipment in accordance with the instructions for maintenance of the railway infrastructure at the normal track siding

d) be familiar with the rules and instructions relating to traffic management and signalling techniques and the operation and maintenance of the railway traffic control equipment,

e) carry out supervision and control orders in the scope of works conducted and ensuring railway traffic safety.

12.6. Responsibilities of the track supervisor
1. The track supervisor performs his/her duties on the basis of internal regulations for maintenance of railway infrastructure of "AMK KOKS" Sp. z o.o. and:
   - supervises the condition of the railway surface, i.e. tracks, turnouts, engineering structures, which affect the safety of railway traffic on the siding.
   - supervises the execution of track works necessary to ensure traffic safety and resulting from appropriate schedules in respect of the quality, timeliness and quantity.
   - carries out supervisory and control orders in the scope of proper performance of works and ensuring railway traffic safety.

2. The track supervisor is responsible for:
   - the safety of subordinate employees performing works on tracks,
   - proper signalling of the place of works in accordance with the regulations;
   - all entrusted property, in particular materials, instruments, tools, etc.
   - correct and consistent with the actual state of affairs keeping records of working time and used and recovered materials.

3. The track supervisor is obliged to:
   - submit to examinations and periodic instructions on fixed dates;
   - undergo medical examination in accordance with applicable regulations.

13. PROCEEDINGS IN CASE OF ACCIDENTS WITH PEOPLE OR AN ACCIDENT WITH ROLLING STOCK, MEDICAL AND SANITARY ASSISTANCE, FIRE PROTECTION

13.1. Procedure in the event of an accident

1. A railway accident should be understood as:
   
   an unintended sudden event or sequence of such events involving the railway vehicle, resulting in adverse consequences for human health, property or the environment.

2. Railway accidents include in particular:
   
   a) collisions,
   b) derailments,
   c) incidents at level crossings,
   d) incidents involving persons caused by railway vehicles in motion,
   e) fire of a railway vehicle.

3. All these accidents, depending on the causes and characteristics, must be notified to:
   
   a) Head of the Railway Transport Department, and on the second and third shift and on public holidays, the Railway Traffic Foreman of "AMK KOKS" Sp. z o.o.
   b) train dispatcher of PKP PLK S.A. Bytom Bobrek station if the accident took place on PKP PLK railway infrastructure or was related to infrastructure or employees of PKP PLK infrastructure manager.

4. The head of the Railway Transport Department of "AMK KOKS" Sp. z o.o. or the Railway Traffic Foreman reports any railway accident to the relevant railway operator if the railway carrier's vehicles were involved or if the railway carrier's employees participated or were involved in it.
5. Until the representatives of the Accident Commission arrive, it is forbidden to derail wagons, remove the consequences of an accident, obliterate traces, etc. except in cases where there is a threat to human health or life or threat to the environment.

6. The railway vehicle which has been derailed is subject to specific tests each time to assess its technical condition.

7. Every employee of the siding user is obliged to call immediately in the most accessible way medical assistance in the event of an accident with people.

13.2. Medical and sanitary assistance

1. In order to provide medical assistance to the injured parties, depending on the circumstances and reasons, the ambulance and the police should be notified accordingly.

2. Phone numbers:
   a) Police - 997 or 112
   b) Ambulance Service – 999

3. First aid equipment and first aid kit placed in the amenity room and on the shunting locomotive.

4. The shunting manager or the locomotive engine driver decides on the use of dressing materials and medications if necessary.

13.3. Fire protection

1. If a fire is noticed on the siding area, each siding user's employee should act in accordance with "Fire Protection Regulations" of "AMK KOKS" Sp. z o.o. In addition, if possible, they should proceed with extinguishing the fire with the help of available means such as fire extinguishers, sand and other fire-fighting equipment, and if necessary, raise the alarm by giving the appropriate signal from the locomotive whistle in accordance with the railway signalling instruction.

2. Fire-fighting equipment is located at the following points:
   a) there is a powder extinguisher on each locomotive,
   b) in the locomotive depot, 2 powder extinguishers, a hydrant and a sandbox,
   c) fire hydrants in marked places.

3. The shunting team notifies the Railway Traffic Foreman about the fire on the siding.

4. Handheld fire-fighting equipment and hydrants are located throughout the entire plant, the place of their location is defined by "Fire Protection Regulations" "AMK KOKS" Sp. z o.o.

5. While performing shunting operations, all employees of the siding user are obliged to observe the provisions of "Fire Protection Regulations" of "AMK KOKS" Sp. z o.o.

6. In the event of fire of the railway vehicle, it should be immediately put aside on the track and in an accessible place allowing fire-fighting to proceed. Comply with the "Fire Protection Regulations" of "AMK KOKS" Sp. z o.o. and raise the alarm by
giving the appropriate signal with the locomotive whistle in accordance with railway signalling instruction.

14. LIST OF ADDRESSES AND TELEPHONE NUMBERS OF THE RAILWAY INFRASTRUCTURE MANAGER AND RAILWAY CARRIERS USING THE RAILWAY SIDING

<table>
<thead>
<tr>
<th>no.</th>
<th>Name of the Infrastructure Manager / Carrier</th>
<th>Address</th>
<th>Phone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>PKP PLK S.A. Zakład Linii Kolejowych w Tarnowskich Górnach [Railway Line Plant in Tarnowskie Góry]</td>
<td>42-600 Tarnowskie Góry ul. Nakielska 3</td>
<td>(32)7192343</td>
</tr>
<tr>
<td>3</td>
<td>DB Schenker Rail Polska SA</td>
<td>41-800 Zabrze ul. Wolności 337</td>
<td>32 7889325</td>
</tr>
<tr>
<td>4</td>
<td>CTL Logistics Sp. z o.o</td>
<td>40-203 Katowice Al. Rozdzieńskiego 190B</td>
<td>608 285 317</td>
</tr>
<tr>
<td>5</td>
<td>Lotos Kolej Sp. z o.o</td>
<td>Czechowice Dziedzice 43-502 ul. Łukasiewicza 2</td>
<td>32 3237841</td>
</tr>
<tr>
<td>6</td>
<td>Cargo Serwis Sp. z o.o</td>
<td>Katowice 40-123 ul. Czerwińskiego 6</td>
<td>32 2584944</td>
</tr>
</tbody>
</table>

15. FINAL PROVISIONS

15.1. Distribution list for the Rules

The Rules have been drawn up in 12 identical copies and communicated to the interested parties according to the following distribution list:

1. "AMK KOKS" Sp. z o.o. - 5 copies
2. PKP PLK S.A. Zakład linii Kolejowych w Tarnowskich Górah - 2 copies
3. PKP CARGO S.A. Górniośląski Zakład Spółki w Tarnowskich Górah -1 copy
4. CTL Logistics Sp z o.o. - 1 copies
5. Lotos Kolej Sp z o.o. - 1 copies
6. Cargo Serwis Sp z o.o. - 1 copies
7. Pol Miedź Trans Sp z o.o. - 1 copies

15.2. Obligation to introduce changes and additions

1. Any changes and additions to the railway siding operating rules may be introduced only on the basis of "Annex" approved by the siding owner and agreed with the infrastructure manager whose tracks join up with the siding. These changes should be preceded by an appropriate order issued by the approving party and recorded in the index of changes and additions by the Head of the Railway Transport Department.

2. All changes in the railway siding operating rules should be legibly handwritten with a pen after crossing the previous text in red in such a way that it can be read. Each change in the text is marked on the margin of the page with a consecutive number.
in red in a circle, according to the current number marked in the index of changes and additions to the rules. It is forbidden to introduce changes to technical regulations and excerpts from regulations in the form of stickers.

3. Changes and additions to addresses, telephone numbers, and institution names can be made without making an "Annex". Such changes do not need to be agreed.

4. When amendments and additions to the regulations and extracts are made, the staff concerned must be informed immediately by means of a new authorisation examination.

15.3. Obligation to take note of the Rules and follow them

1. These rules and possible changes introduced to them should be acknowledged with the hand signature by all employees of "AMK KOKS" Sp. z o.o. related to technical and operational work, operation and maintenance of the railway siding as well as the employees of railway carriers using the siding, for which the Head of the Railway Transport Department is responsible.

2. The list of employees who have taken note of the provisions of the Rules of Operation of the railway siding are kept by the Head of the Railway Transport Department.

16. ANNEXES TO THE RULES

1. Site plan of the railway siding of "AMK KOKS" Sp. z o.o.
## 17. INDEX OF CHANGES AND ADDITIONS TO THE RULES

<table>
<thead>
<tr>
<th>Item no.</th>
<th>Page no.</th>
<th>Change introduced</th>
<th>Signature of the introducing person</th>
<th>Inspection comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Grounds for introduction</td>
<td>Date</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
LIST

of employees who have taken note of the contents of the Rules of Operation of the Railway Siding of "AMK KOKS" Sp. z o.o.

<table>
<thead>
<tr>
<th>no.</th>
<th>Surname and first name</th>
<th>Position</th>
<th>Date</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>