

## **Conditions for the use of public loading platforms and associated loading place**

**Loading track:** A track of the service place which is properly used for loading and unloading of railway vehicles. There is a public loading place or loading equipment beside the track (there can be an end loading at the end of a dead-end track as well). Loading may also take place on open line, which shall not be considered as a loading track even during the loading period. Provisional loading tracks are not listed in the Executive Instructions for the station.

List and parameters of the open access loading tracks are made public in the Annex 7.3.3.6. of the Network Statement.

**Loading place:** Paved or unpaved area at the service place, which is located beside the loading track and properly used for loading. Loading place is accessible from public road. List and parameters of open access loading places are made public in the Annex 7.3.3.6. of the Network Statement. Provisional loading places are not listed in the Annex.

**Loading equipment:** stationary or movable equipment, tools, instalments which help or allow loading and unloading of a railway carriage. Loading equipment are e.g. side loading, end loading, side- and end loading built together, loading gauge, loading gauge gate, livestock loading, rocker grate, gravity loading incline, high loading, crane, vehicle loading. Wagon weigh bridge, loading gauge and loading gauge gate is considered as loading equipment according to TAF TSI coding.

The applicant must indicate its request for access to public loading sidings and to loading places belonging to these sidings.

In the order the applicant must act according to the rules set out in the Network Statement in point 7.3.3.6.

Infrastructure Manager's (IM) Railway Operation of Traffic shall ensure access to public loading sidings and loading places belonging to these siding in accordance with the allocated capacity.

The list and technical parameters of public loading sidings and loading places belonging to these sidings are published in Annex 7.3.3.6 of the Network Statement.

### **Time span of ensuring access to loading sidings**

Starting time span of ensuring access to loading sidings is the maximum length of time defined in the train path allocation for loading/unloading wagons and also includes the technological time for pulling wagons in and out of the loading places.

The beginning of the time span of ensuring access to loading sidings is the time defined in the allocation for access to public loading sidings and loading places belonging to the sidings designated to loading.

As it is indicated in the allocation, pulling wagons in the public loading sidings may be started at the beginning of the time span of ensuring access to loading sidings and pulling wagons out of the loading sidings must be finished by the end of the time span of ensuring access to loading sidings.

IM considers the loading finished if the Railway Undertaking pulled the wagons out of the public loading sidings.

As long as the vehicles are left on the loading sidings after the time span allocated in the indication expires, the vehicles can be removed.

Duration of ensuring loading sidings allocated must not exceed the maximum length of time defined by this annex for loading.

Maximum length of loading time for loading/unloading of railway vehicles that IM ensures, is as follows:

Vehicle (number of vehicle)	Maximum time span of ensuring loading place (hour)
1-15 vehicles	24
16-27 vehicles	48
over 27 vehicles	72

If the Railway Undertaking wishes to load / unload more vehicles than originally stated in the indication, the vehicles can be loaded only until the time allocated for the loading expires.

### Loading interruption

Time span of ensuring access to loading sidings must be interrupted on loading bays without lighting based on the Calendar for lighting and must also be interrupted on holidays and bank holidays, and during the periods described in the “Restrictions” column of Annex 7.3.3.6.

### Lighting calendar for the operation time of lamps providing space lighting

Month		January	February	March	April	May	June	July	August	September	October	November	December
1-15	Time of switching on	16:15	17:10	17:35	18:35	19:05	19:35	19:45	19:10	18:20	17:10	16:20	15:55
	Time of switching off	7:35	7:10	6:15	5:10	4:20	3:50	3:55	4:30	5:05	5:55	6:35	7:15
16-31	Time of switching on	16:30	17:15	18:05	18:45	19:25	19:45	19:30	18:45	17:40	16:45	16:05	15:55
	Time of switching off	7:20	6:35	5:45	4:40	4:00	3:50	4:15	5:00	5:35	6:15	6:55	7:30

The maximum time span of ensuring loading sidings does not include the public holidays and weekends and the time span on non-lighted loading places when the Railway Undertaking cannot carry out the loading activity continuously due to the lack of lighting (in accordance with the lighting calendar).

**Loading siding insurance period:** the combined duration of the loading siding insurance period and the loading break.

IM ensures the usage of public loading sidings and loading places belonging to these sidings during the interruption of the time span of ensuring access to loading sidings, except for the periods described in the Restrictions column of Annex 7.3.3.6. If, when the Railway Undertakings require the service, they also make a statement that they intend to perform loading even if the loading places is not lighted (as it is in the lighting calendar) and also on holidays and bank holidays.

If the Railway Undertaking ensures lighting for the public loading sidings and loading places with its own equipment during the interruption in time ensured for the use of loading sidings, the time of loading carried out during this period is counted as part of the time when the loading place is ensured.

If IM performs the drawing in/out of wagons to/from loading sidings, but IM can start the work only delayed after the starting time appointed in the allocation for reasons imputable to IM, time span of ensuring access to loading sidings begins when the service really starts.

Regarding stayings of vehicles on loading sidings prior to the beginning of time span of ensuring access to loading sidings and after that, regulation in Network Statement point 7.3.1.3.1 'Vehicle storage' shall apply. In case of hindrance, Railway Undertaking causing the hindrance is obliged to pay all damages and costs occurred in relation to hindrance in accordance with general liability rules.

### **Environmental protection rules for loading activities**

A company intending to carry out unloading and loading activities with mechanical loading and/or mobile unloading and handling equipment in the public loading places must submit its application to the territorially competent Regional Directorate of the infrastructure operator.

For the claim of use, the company - if justified by the loading activity - must present all the permits required by the environmental protection decree and other legislation.

Loading with loading machines (as an activity) is classified as a diffuse source by Regulation 306/2010. (XII. 23.) on air protection, thus it must have an air cleanliness protection permit issued by the Environmental Protection Authority for the given location and valid at the time of loading.