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| **INFORMACJE LICZBOWE O INFRASTRUKTURZE** **OBEJMOWANEJ AUTORYZACJĄ** | | | | | | | | | | | | | | | | | | | |
| Stanowi załącznik do wniosku o numerze referencyjnym (nadanym przez wnioskodawcę) | | | | | | | | |  | | | | | | | | | | |
| **INFORMACJE O WNIOSKODAWCY** | | | | | | | | | | | | | | | | | | | |
| 1.1 Nazwa prawna |  | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
| **DANE SZCZEGÓŁOWE DOTYCZĄCE INFRASTRUKTURY:** | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
| **2.1 Długość eksploatowanych linii kolejowych:** | | | | | | | | | | | | | | | | | | | |
| 2.11 ogółem |  | | | **km** | | w tym: |  | | |  | | |  | | |  | |  | |
|  | | | | | | | | | | | | | | | | | | | |
| 2.12 dwutorowych |  | | | **km** | | 2.13 jednotorowych |  | | | **km** | | |  | | |  | |  | |
|  | | | | | | | | | | | | | | | | | | | |
| 2.14 Długość torów ogółem | | | |  | | | | | | **km** | | |  | | |  | |  | |
|  | | | | | | | | | | | | | | | | | | | |
| 2.15 Liczba stacji |  | | | **szt.** | | 2.16 Liczba posterunków ruchu | | | | | |  | | **szt.** |  |  | |  | |
|  | | | | | | | | | | | | | | | | | | | |
| **2.2 Udział procentowy poszczególnych rodzajów infrastruktury:** | | | | | | | | | | | | | | | | | | | |
| 2.21 normalnotorowa | |  | | **%** | 2.22 szerokotorowa | | |  | | **%** | 2.23 inne | | | | | |  | | **%** |
|  | | | | | | | | | | | | | | | | | | | |
| 2.24 Charakterystyka infrastruktury z pkt. 2.23 jeżeli wskazana wartość procentowa jest większa od zera | | |  | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
| **2.3 Udział procentowy poszczególnych kategorie linii kolejowych:** | | | | | | | | | | | | | | | | | | | |
| 2.31 magistralne | |  | | **%** | 2.32 pierwszorzędne | | |  | | **%** | 2.33 drugorzędne | | | | | |  | | **%** |
|  | | | | | | | | | | | | | | | | | | | |
| 2.34 znaczenia miejscowego | |  | | **%** |  | | |  | |  |  | | | | | |  | |  |
|  | | | | | | | | | | | | | | | | | | | |
| **2.4 Udział procentowy transeuropejskich sieci transportowych (TEN-T):** | | | | | | | | | | | | | | | | | | | |
| 2.41 Sieć kompleksowa TEN-T | |  | | **%** | 2.42 Towarowa sieć bazowa TEN-T | | |  | | **%** | 2.43 Pasażerska sieć bazowa TEN-T | | | | | |  | | **%** |
|  | | | | | | | | | | | | | | | | | | | |
| 2.44 Poza siecią TEN-T | |  | | **%** |  | | |  | |  |  | | | | | |  | |  |
|  | | | | | | | | | | | | | | | | | | | |
| **2.5 Rozkład maksymalnych dopuszczalnych prędkości na infrastrukturze [km/h]:** | | | | | | | | | | | | | | | | | | | |
| 2.51 prędkość 0 - 40 | |  | | **%** | 2.52 prędkość 41 - 80 | | |  | | **%** | 2.53 prędkość 81 - 120 | | | | | |  | | **%** |
|  | | | | | | | | | | | | | | | | | | | |
| 2.54 prędkość 121 - 160 | |  | | **%** | 2.55 prędkość powyżej 160 | | |  | | **%** |  | | | | | |  | |  |
|  | | | | | | | | | | | | | | | | | | | |
| **2.6 Systemy sterowania ruchem kolejowym:** | | | | | | | | | | | | | | | | | | | |
| 2.61 klasy A | |  | | **%** | 2.62 klasy B | | |  | | **%** | 2.63 inne (określić) | | | | | |  | | **%** |
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| Inne: | |  | | | | | | | | | | | | | | | | | |

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| **2.7 Systemy sterowania ruchem kolejowym obejmują:** | | | | | | | | | | | | | | | |
| 2.71 ETCS poziomu 1 | | |  |  | 2.72 ETCS poziomu 2 | | | |  |  | | 2.73 ETCS poziomu 3 | |  |  |
|  | | | | | | | | | | | | | | | |
| 2.74 SHP | | |  |  |  | | | |  |  | |  | |  |  |
|  | | | | | | | | | | | | | | | |
| **2.8 Udział procentowy linii kolejowych wyposażonych w system ETCS:** | | | | | | | | | | | | | | | |
| 2.81 poziomu 1 | | |  | **%** | 2.82 poziomu 2 | | | |  | **%** | | 2.83 poziomu 3 | |  | **%** |
|  | | | | | | | | | | | | | | | |
| **2.9 System łączności wydzielonej do prowadzenia ruchu kolejowego:** | | | | | | | | | | | | | | | |
| 2.91 analogowa z funkcją Radiostop | | |  | **%** | 2.92 GSM-R | | | |  | **%** | | 2.93 inne (określić) | |  | **%** |
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| **2.10 Zasilanie energią (udział procentowy poszczególnych linii kolejowych):** | | | | | | | | | | | | | | | |
| 2.101 linie niezelektryfikowane | | |  | **%** | 2.102 sieć trakcyjna 3 kV prądu stałego | | | |  | **%** | | 2.103 sieć trakcyjna 25 kV prądu przemiennego | |  | **%** |
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| 2.104 inne (określić) | | |  | **%** |  | | | |  |  | |  | |  |  |
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| **2.11 Maksymalny dopuszczalny nacisk na oś pojazdu kolejowego na infrastrukturze:** | | | | | | | | |  | | | | | | |
|  | | | | | | | | | | | | | | | |
| **2.12 Liczba przejazdów kolejowych i przejść dla pieszych na eksploatowanych liniach kolejowych:** | | | | | | | | | | | | | | | |
| 2.121 kat. A | |  | |  | 2.122 kat. B | |  | | |  | | 2.123 kat. C |  | |  |
|  | | | | | | | | | | | | | | | |
| 2.124 kat. D | |  | |  | 2.125 kat. E | |  | | |  | | 2.126 kat. F |  | |  |
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| 2.127 ogółem | |  | |  |  | | | |  |  | |  | |  |  |
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| **2.13 Czy autoryzacja obejmuje bocznice kolejowe:** | | | | | | | | |  | | | | | | |
| 2.131 TAK | |  | |  | 2.132 NIE | |  | | |  | |  |  | |  |
|  | | | | | | | | | | | | | | | |
| 2.133 Liczba bocznic objętych autoryzacją: | | | | | | | | |  | | | | | | |
|  | | | | | | | | | | | | | | | |
| **PODPISY** | | | | | |  | | | | | | | | | |
| Wnioskodawca: | | | | | |  | | | | | | | | | |
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| Data |  | | | | | Podpis | |  | | | | | | | |