RAG/TAG follow up from the previous meetings

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TCR publication process at PLK

- The list of published TCRs was not comprehensive enough due to the fact that PLK only publishes closures compliant with Annex 7 – double track closures causing major interruptions;

- PLK has communicated the concerns raised by our RAG speaker to the appropriate department and spoke to RNE representatives regarding how can we present the data in a more accurate way to assure better communication in between official bi-annual TCR updates published on the website;

- As a result of those consultations, PLK will be publishing a more extensive list, including restrictions caused by announcement of trains by means of telephone communication devices.

Cases of theft at Horka/Węgliniec station

- PLK, following a request from the Ministry of Infrastructure, contacted Railroad Guards headquarters, Police headquarters in Wrocław and Director of our Office in Wrocław to gather up information and solve this problem;

- The extent of robberies and severity of the issue required the involvement of the Ministry of the Interior and Administration;

- After thorough investigation, measures were put into place to decrease, and ultimately eliminate, the criminal practice at the station;

- PLK is open to cooperate further with both the Police and the RUs to ensure safety of transported goods.

Codification of PLK lines

- Codification process is ongoing and in line with guidelines laid out in the TEN-T regulation revision;

- In the meantime, in order to run wagons with exceeded gauge on Polish infrastructure, RUs must submit an application with a drawing of the wagon's dimensions to PLK;

- If the exceedances are permissible, the appropriate permission to run including the necessary restrictions is issued by PLK;

- This procedure, although it might seem as a hindrance, is necessary to ensure capacity and safety while PLK's working on codification. The process of obtaining permissions has been harmonised and works well.