



## PLK's investments on PL/UA border

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## **PLK's investments on PL/UA border**

- Despite different track widths, railway gauges or power supply systems, we did and keep doing our best to ensure capacity for the passengers and freight trains coming to the Polish territory also under Solidarity Lanes. Further increasing the capacity of rail border crossings between Poland and Ukraine is currently one of the most important challenges faced by the Company.
- In-depth analysis are being carried out in cooperation with the Ukrainian Railways and carriers to develop optimal solutions for improving the capacity at border crossings as well as the technical condition and parameters of the railway lines leading to them.
- PLK plans to reconstruct section Rzeszów – Medyka. The investment on this section will involve adaptation of the station to 750m, as well as construction of loading and reloading yards, especially at Żurawica and Medyka stations.

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As part of the CEF call for funding for the project EU-Ukraine PLK and UZ submitted a joint application. The aim of the project is to prepare project documentation for improving the optimization and modernization of transport flows in terms of infrastructure capacity, interoperability and efficiency of border crossing services along PL/UA railway border crossings:

- Jagodzin/Dorohusk - for the 2022/23 timetable, in agreement with UZ, we have increased the number of freight trains on the normal gauge track from 3 to 4;
- Medyka/Mościska I and Mościska II - area of the railway border crossing and facilitating project development;
- Railway line no 7 between Lublin and Dorohusk (border crossing).

## **PLK's investments on PL/UA border – outlook for the future**

Aforementioned investments are set to improve traffic organization at wider border crossings area and to accelerate the development of projects connecting border crossing areas along the TEN-T corridors.

The investment projects will also include reloading terminals on both sides of the border, facilitating the development of a railway line along the TEN-T leading to the wider area of the Dorohusk/Jagodzin border crossing.

It's worth to mention that in order to increase throughput of Trakiszki - Mockawa border crossing, since September station operates in 24-hour mode and the maximum number of trains on the section Trakiszki - Mockawa increased from 6 to 11 pairs.