

VI. RECOMMENDED PREVENTIVE MEASURES TARGETING AVOIDANCE OF SUCH EVENTS OR INCIDENTS In THE FUTURE OR THE LIMITATION OF THEIR RESULTS

1. The NSA will initiate verifying procedure of the legitimacy of the certificate of the admittance to the exploitation No. T/99/0039 from the day 5.10.1999 with the additional annotation above the title of the certificate: „The certificate embraces also possessed by PKP the engine having the mark SU42” in order of the introduction of limitations of the exploitation of this series of the engine exclusively by two-staff engine team and driving front train service (among others permanent attaching of the seat of the driver to the side face of the vehicle for the direction of journey front, when there is no possibility to turn the locomotive on the final stations).
2. PKP PLK IZ in Szczecin (IM) and PR Gdynia (RU) will make discussion the rules of the temporary management of rail traffic on the section Słupsk – Miastko with the special stress on the prohibition of the usage of cellular phones to the communication between traffic masters and train drivers by rail traffic management process during their internal trainings.
3. PKP PLK IZ in Szczecin will make the update of the Regulation of the railway traffic on the section Szczecinek – Słupsk.
4. PKP PLK, PR and other railway carriers realizing transports on this line, during periodic trainings for all their own workers directly connected with the leading of the railway traffic will talk over the accident with particular reference to obey binding instructions and the Regulation of the railway traffic.
5. PKP PLK systematically will maintain the technical efficiency of the system of the train radiocommunication of the frequency 150 MHz on the section Szczecinek - Słupsk.
6. PKP PLK IZ in Szczecin will make solid cut of tree branches being in the gauge of railway vehicles and bulding gauge and being in the area of telecommunication wire communication along the section of the line 405 Słupsk - Szczecinek.
7. PKP PLK will carry out systematic inspections of the equipment of powered railway-vehicles belonging to railway carriers realizing transports on the section Słupsk - Szczecinek in communication devices from the point of view fulfillment binding instructions and Regulations of the railway traffic on section of remote management of the railway traffic.
8. Maintain the duty of the two persons traction team for one-cabin engines on the section of the line of Szczecinek - Słupsk in case of the lack of the required train radiocommunication or the limited visibility of the route and signaling or the drive the locomotive with the back side.
9. PKP PLK SA and rail carriers realizing transports on the section Słupsk - Szczecinek will work out schedules of the work of teams responsible for the supervision and the inspection with particular reference to

- reporting on the irregularities within the range of infrastructure and communication on this section.
10. For the present system of the steering of switches because of the additional duties for leading railway-vehicles, PKP PLK SA will work out and agree with the railway carriers internal regulations on signaling, the manner of the manual service and proceeding with the use of the crank as well as procedures for traction team and conductors while leaving the active train locomotive in purpose of the service of devices and will submit to acceptance of the NSA President.
 11. To introduce the particularization in the formulation of the paragraph 21. point 4 subpoint 2 of the Order of the Minister of the Infrastructure from the 18.July 2005 in the matter of general conditions of the leading of the railway traffic and the signaling - to add on end: "and on sections of the line with assured solid continuity of the train radiocommunication".
 12. NSA will prepare the definition of the notion "the small intensity of railway traffic" and will make activities targeting on introduction of this definition to regulations.

In case of taking the decision by PKP PLK SA about the restoration of the railway traffic on the section the Miastko - Słupsk by means of the system of the railway traffic remote control, it is recommended after-mentioned:

1. PKP PLK will apply to the NSA for the embrace the system of the management of the railway traffic on the section Korzybie - Słupsk with the certificate of the type approval to the exploitation. The restart of the remote control system can follow exclusively after the obtainment of the certificate of the type approval.
2. PR will equip all engines servicing trains on the section Słupsk – Miastko with efficient devices Kapsch,
3. PKP PLK will take actions aiming in the reconstruction of the base station in Korzybie.
4. PKP PLK will systematically maintain the technical efficiency of the system Kapsch of the frequency 450 MHz.
5. Railway carriers will equip powered railway-vehicles running on the section Słupsk – Szczecinek with the emergency portable cord telephones.