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# Technical considerations and business needs of 1520 mm rail in the EU

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*Seminar on 1435/1520 mm border questions  
Gdansk, 09<sup>th</sup> October 2007*



# CER – The Community of European Railway and Infrastructure Companies

- 64 railways and infrastructure managers
- from entire European area (including also Switzerland, Norway, EU accession states, and aspirant EU members)
- associated with railways beyond Europe (Georgian railways)



**Private / State owned • Integrated / Separated • Freight and/or Passenger • East / West • National / Across borders • EU / EU neighbours / EFTA**

# EU transport policy and legislation – how it fits the 1520 mm needs?

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## A single market for rail transport:

- Competition between railway undertakings
- The road transport business model - Railway Undertakings running trains across borders
- Contractual relationship with rail Infrastructure managers
- Harmonised system standards
- Elimination of rail system 'borders'



# Resolution of 1520/1524 mm companies

## - Business first

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The undersigned acknowledge the necessity to keep conformity with the Community Law whilst keeping all the provisions ensuring opportunity for business and competitiveness growth of all stakeholders.

In Helsinki on 30th May 2007

**EVR Eesti Raudtee AS**  
(Estonian railways)



Mr Kaido SIMMERMANN  
Chairman of the Management Board  
and Director General

**LDZ Latvijas Dzelzceļš**  
(Latvian railways)



Mr Uģis MAGONIS  
Chairman of the Board

**LG AB "Lietuvos geležinkeliai"**  
(Lithuanian railways)



Mr Stasys DAILYDKA  
Director General

**VR-Yhtymä Oy**  
(Finnish railways)



Mr Henri KUITUNEN  
President and Chief Executive Officer

# Business needs

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## The general objective:

- To keep and support the rail freight flow between Finland/Baltic states and CIS constitutes by far the biggest portion of railway companies' business of EU Members States operating 1520/1524 mm railway network.
- To support technical harmonisation in the field of European railways
- at the same time to continue seamless railway traffic from and to third countries in 1520/1524 mm rail system.

**1520/1524 mm rail system constitutes an essential part of European rail traffic**



# Technical considerations

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The traffic on 1520 mm system is operated by rolling stock based on CIS technical standards (GOST norms).

→ The wagons going to / coming from CIS can be a subject of specific case and derogation; there is a need to keep the relation to the GOST norms for those wagons in order to guarantee their acceptance at CIS network.



# Need to keep the current 1520 intra-operability

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**Necessity of common legal basis for the existing EU 1520 system for the preservation of the existing compatibility, as far as technical and operational aspects are concerned.**

- ✓ The 1520 mutual recognition and cross-acceptance is under the regulations of the Council of Railway Transport.

**Necessity to maintain this mutual recognition and cross-acceptance when implementing the EU regulations**



# What is needed for future EU – CIS cross-acceptance?

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## Mutual recognition of TSI, EN x GOST standards

- ✓ adoption of common technical requirements for rolling stock subsystem
- ✓ adoption of unified technical parameters meeting the requirements for the international traffic;

## Development of the unified certification system for the rolling stock used in the international transport;

- ✓ TSI conform (NoBos, NSAs)
- ✓ Council of Railway Transport accepted





# ERA Feasibility study – significant step forward

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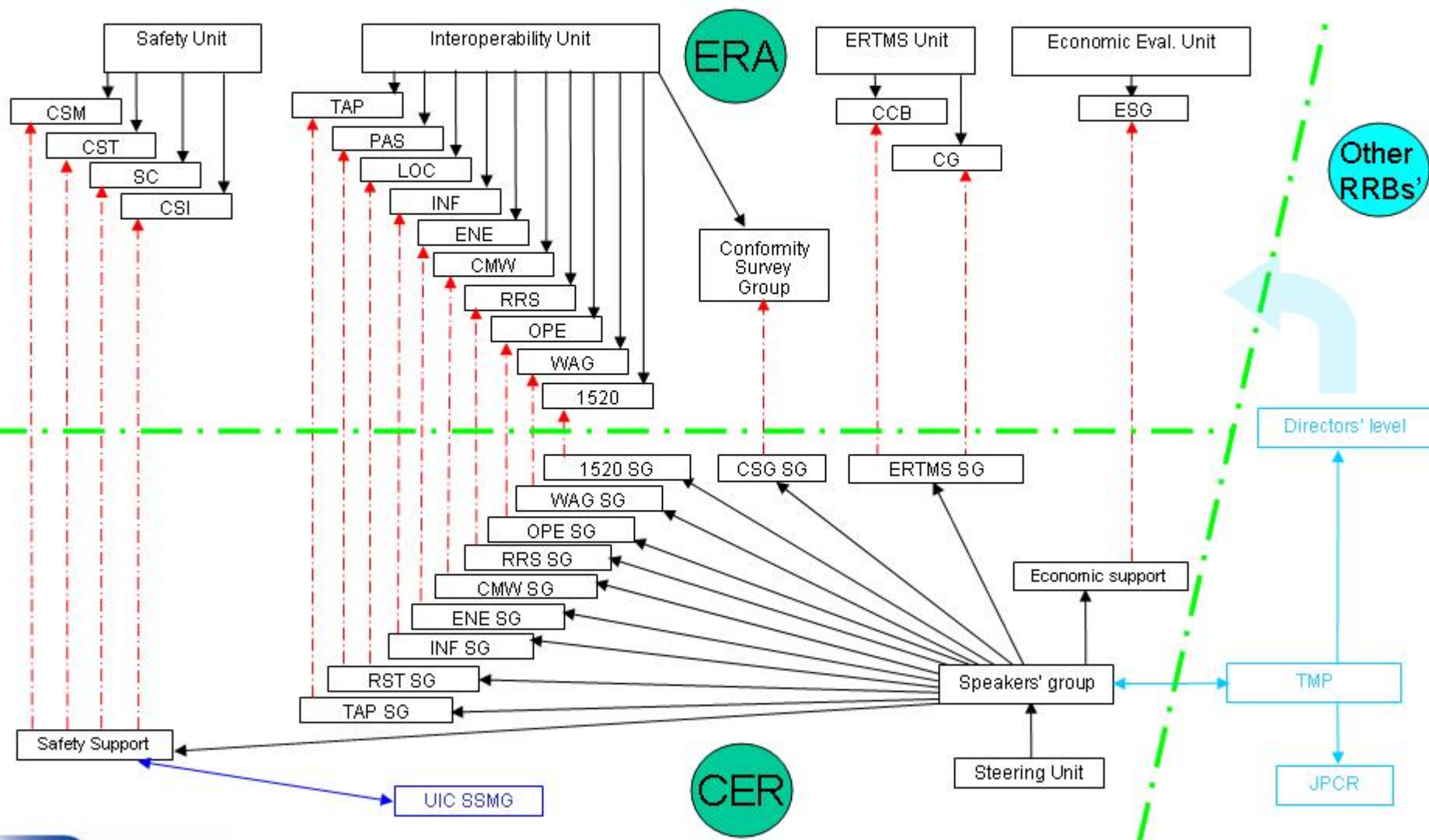
## The draft report is very much in line with the expectations of the CER members

- ✓ It is very much needed to communicate to the CRT in the case of EU conform vehicles crossing the border. The opposite case however shall also be taken into account – the GOST norm conform vehicles and their need for assessment against EU regulation
- ✓ The certification and authorization aspects of GOST conform wagons and double gauge wagons should also be addressed

## Business aspects – always the highest priority



# CER supports ERA widely: 1520 mm Working Party



# 1435/1520 convergence considerations

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**Need for a convergence in railway related legislation between EU and 1520mm railway countries specially taking into account Ukraine, Belarus and Russia**

- ✓ Technically it might be based on CEN/CENELEC cooperation with GOST bodies or on common UIC/OSJD works on common leaflets, appropriate strategic decisions and agreements are also necessary in that respect.

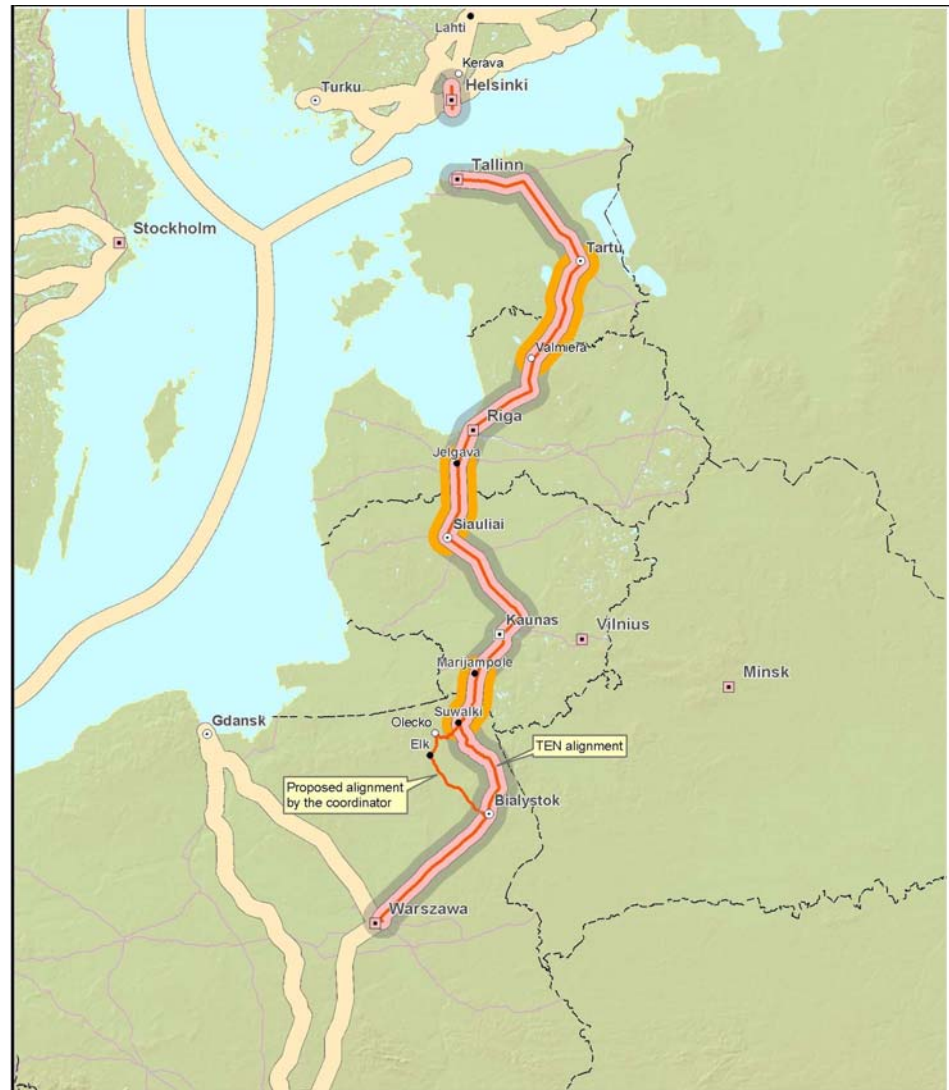
**However the issue of two standardisation systems (CEN/CENELEC versus GOST) should be addressed on the level of the European Commission and its agreements with Russian Federation on mutual recognition of standards and avoiding double certification (conformity assessment, etc)**



# 1435/1520 convergence: Rail Baltica

The project with real economic potential.

Evidenced by established and active commercial interest in using a north/south axis



# Conclusion – follow the spirit of legislation!

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## Two major objectives in the Safety/Interoperability Directives

- ✓ To improve access to the rail services market
- ✓ To develop and improve safety and interoperability

## The legal tools implemented in the Interoperability Directives should apply:

- ✓ relevant specific cases in the Technical Specifications for Interoperability (TSIs)
- ✓ possible derogations from interoperability requirements according to this Community Law

**Main objective must be followed:**

**Improvement of rail transport competitiveness**



**Thank you for listening!**

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