



FEASIBILITY STUDY FOR THE INTEROPERABILITY OF THE EU 1520/1524 RAIL SYSTEM





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SCOPE OF FEASIBILITY STUDY

WORKING METHOD

TASKS

PRELIMINARY FINDINGS

FOLLOWING UP OF STUDY



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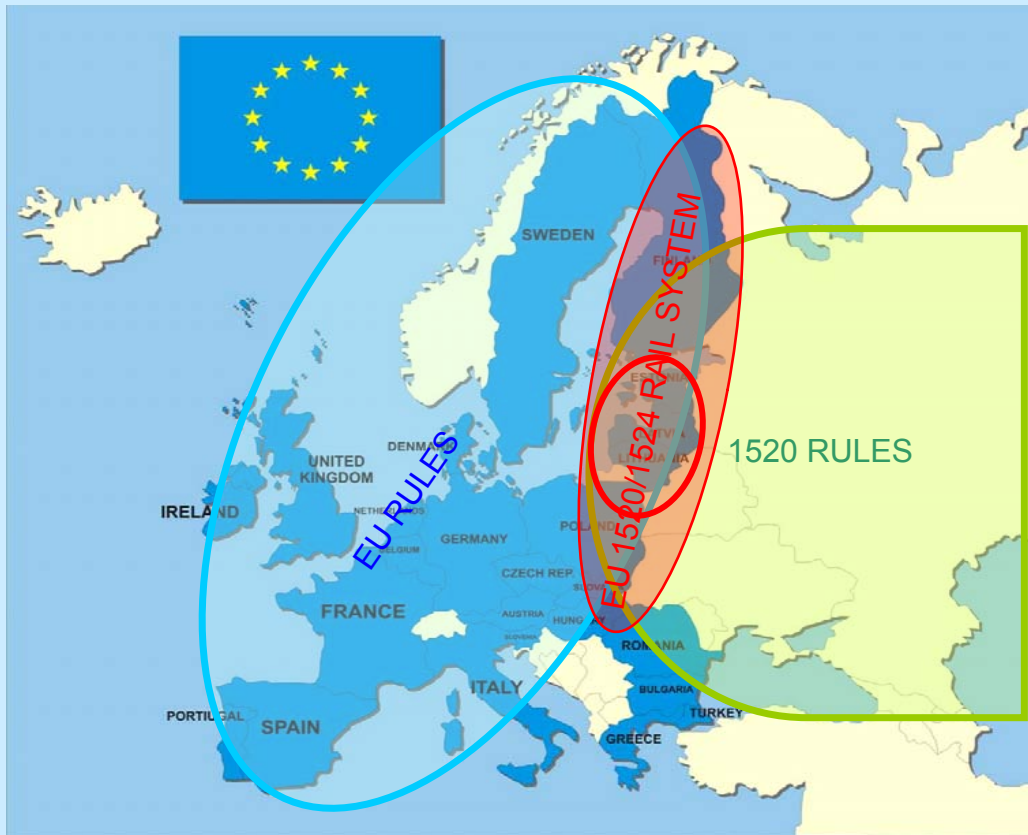
SCOPE OF FEASIBILITY STUDY (MANDATE TO THE AGENCY FOR THIRD TSI GROUP):

4.10 Relationship with 1520 / 1524 mm railway network

The Agency shall perform an **analysis of the relationship between the 1435 mm and the 1520/1524 mm railway systems** as far as technical and operational aspects are concerned, together with a strategic **evaluation on the possibility of future convergence between the two systems** (keeping apart the gauge differences). In this context the pertinence as well as **technical and economical feasibility of a separate specific TSI** valid for the 1520 / 1524 mm railway system shall be evaluated.



GEOGRAPHICAL SCOPE OF FEASIBILITY STUDY:



EU 1520/1524 RAIL SYSTEM:

**FINLAND
ESTONIA
LATVIA
LITHUANIA
POLAND
SLOVAKIA**

**ITS INTERFACES:
non-EU 1520 SYSTEM
EU 1435 SYSTEM**

“EU Rules” + “1520 Rules”



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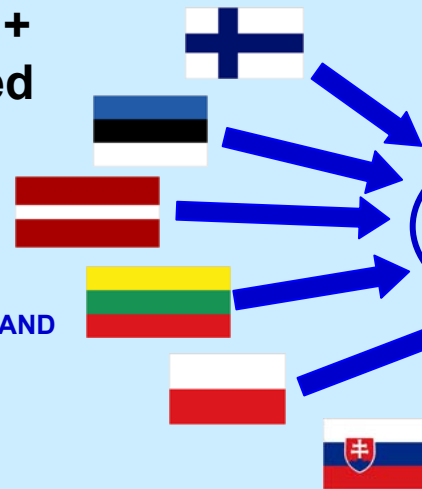


TWO MAIN SOURCES

WP-1520 AD HOC GROUPS (INF, RST, OPE)

Kick-off + 7x3 meetings +
5x3 meetings planned
(≈80 EXPERTS)

EXPERTS NOMINATED BY
NATIONAL SAFETY AUTHORITIES AND
MINISTRIES



REPORTS EVERY
6 MONTHS
Kick-off in Sep 2007

WORK
PARTY

3 AD HOC
GROUPS

COORDINATION
BY ERA



COLLABORATION WITH OSJD

2 preparatory meetings in 2006
4 meetings in 2007
(≈40 EXPERTS)



BILATERAL
MEETINGS





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TASKS CARRIED OUT (1/2)

DISCUSSION AND ANALYSIS:

- **GENERAL FRAMEWORK AND BACKGROUND**
- **EXISTING 1520/1524 TECHNICAL AND OPERATIONAL RULES**
- **MOST SENSITIVE POINTS**
- **OSJD AND CRT IMPACT ON EU 1520/1524 SYSTEM**
- **COMMON FLEET OF 1520 FREIGHT WAGONS**
- **EXISTING REGIONAL INTEROPERABILITY**
- **CERTIFICATION AND CONFORMITY ASSESSMENT IN 1520**
- **TSI DEPLOYMENT AND IMPLEMENTATION IN EU 1520/1524**



TASKS CARRIED OUT (2/2)

DISCUSSION AND ANALYSIS:

- **INTEROPERABILITY BASIC PARAMETERS**
 - ◆ **PARAMETERS RELEVANT FOR 1520**
 - ◆ **IMPACT OF POSSIBLE TSI LEVEL ON EXISTING INTEROPERABILITY**
- **OPTIONS FOR SPECIFICATION OF 1520/1524 ON EU LEVEL**



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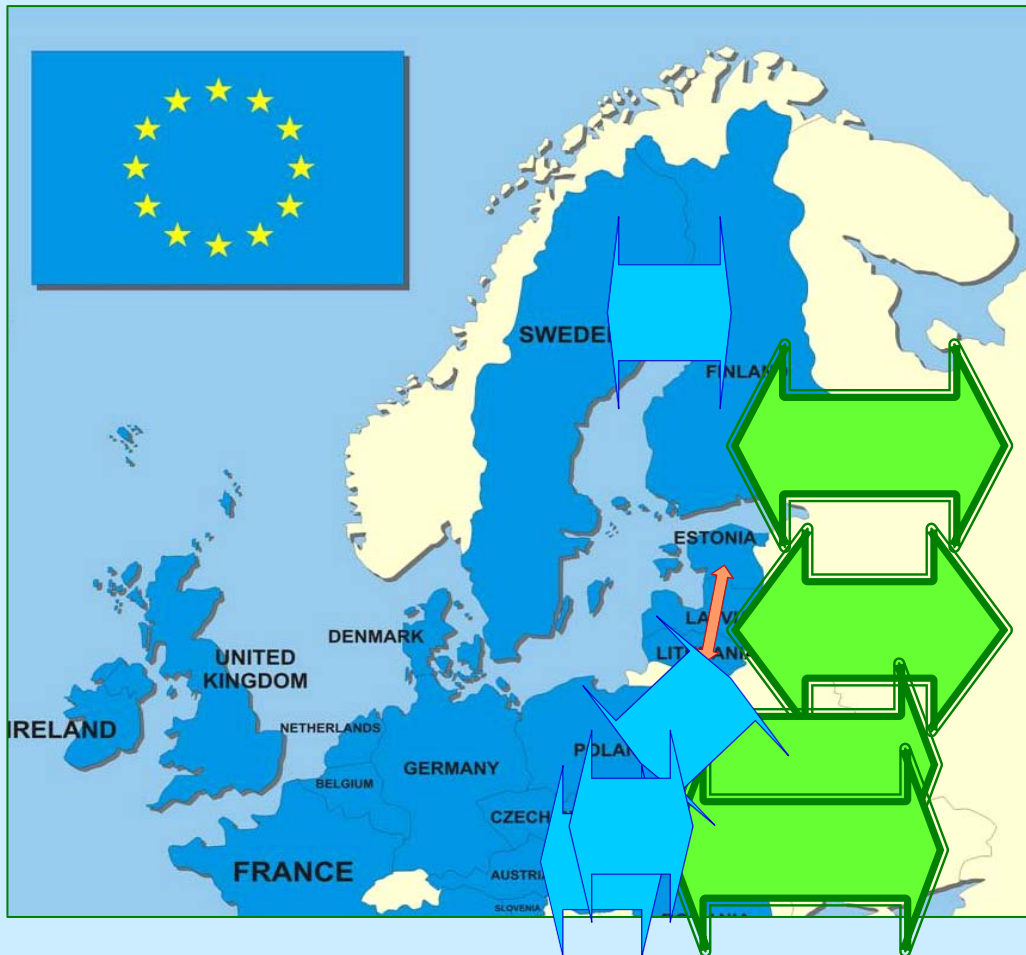
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EU 1520 RAIL SYSTEM PRESENT SITUATION:



TRAFFIC FLOWS

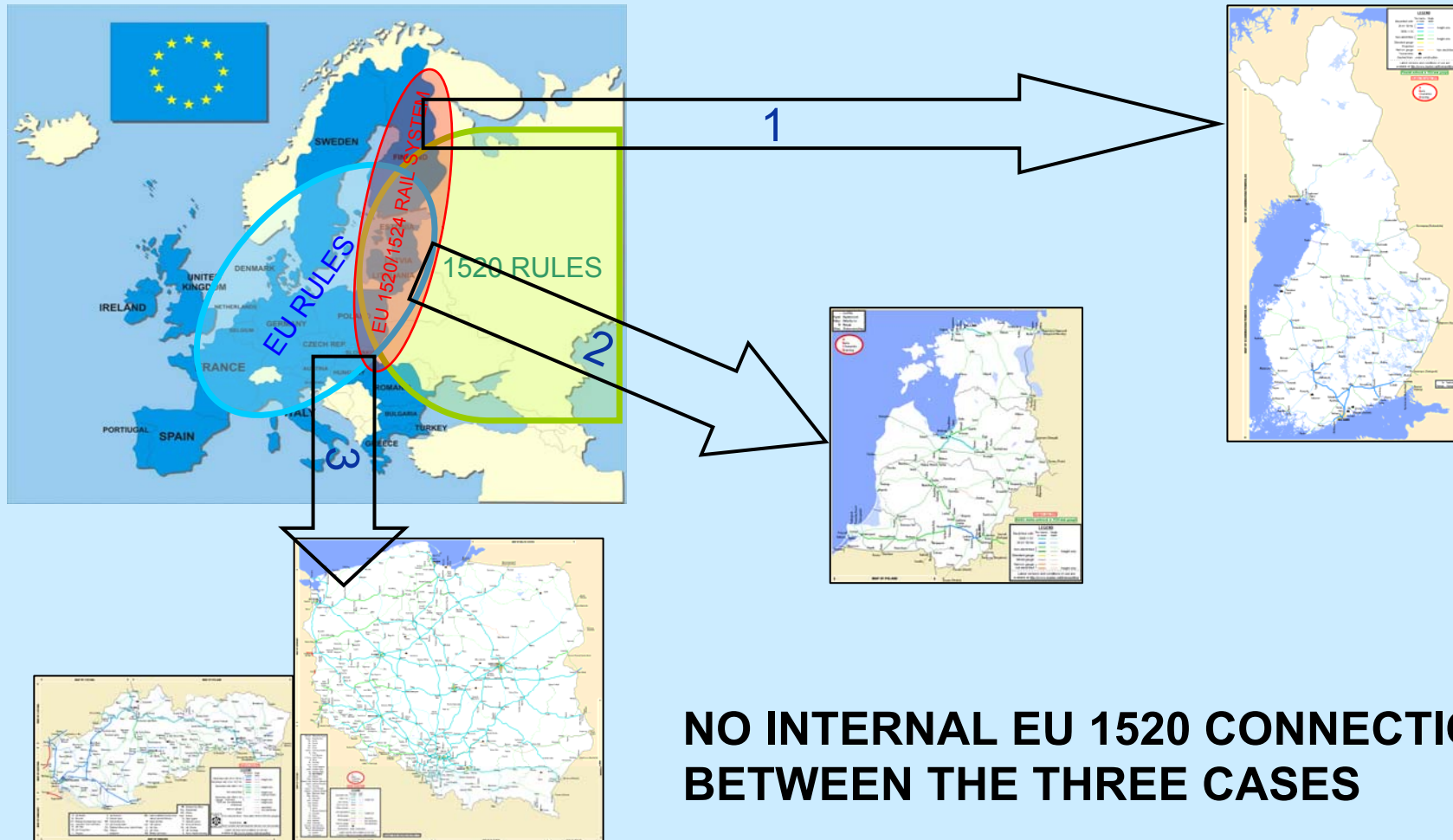
EU 1520 ↔ EU 1520

EU 1520/1524 ↔ EU 1435

EU 1520/1524 ↔ non-EU 1520



EU 1520 RAIL SYSTEM PRESENT SITUATION:





EU 1520/1524 RAIL SYSTEM PRESENT SITUATION:

FINLAND (PARTICULAR CASE):

- ◆ 1524 mm GAUGE, UIC and EN COMPONENTS;
- ◆ OPERATION SEPARATED FROM REMAINING PART OF 1520 SYSTEM

ESTONIA, LATVIA, LITHUANIA:

- ◆ ALMOST FULLY INTEGRATED (BOTH TECHNICALLY AND OPERATIONALLY) WITHIN THE WHOLE 1520 SYSTEM

POLAND AND SLOVAKIA:

- ◆ 1520 IS NOT THE MAIN SYSTEM OF THE COUNTRY



ESTONIA, LATVIA, LITHUANIA (PRESENT SITUATION): ALMOST FULLY INTEGRATED (BOTH TECHNICALLY AND OPERATIONALLY) WITHIN THE WHOLE 1520 SYSTEM

- ◆ **COMMON TECHNICAL AND OPERATIONAL STANDARDS**
- ◆ **EXPLOITATION OF COMMON FLEET OF FREIGHT WAGONS
(CIS + BALTIC STATES)**
 - ☞ **COMMON REGISTER AND OPERATIONAL AUTOMATED DATABASE**
 - ☞ **COMMON 1520 SYSTEM WIDE MAINTENANCE NETWORK**
- ◆ **COMMON TELEMATIC APPLICATIONS FOR FREIGHT SERVICES**
- ◆ **COMMON TELEMATIC APPLICATIONS FOR PASSENGER SERVICES**



RELATIONSHIP BETWEEN TWO SYSTEMS (1435 AND 1520/1524)

FINLAND

- ◆ DIFFERENCES IN VALUES OF SOME PARAMETERS

ESTONIA, LATVIA AND LITHUANIA

- ◆ DIFFERENCES IN VALUES OF MAJORITY OF PARAMETERS
- ◆ DIFFERENCES RELATED TO COMMON OPERATION WITH RAILWAYS OF THIRD COUNTRIES

POLAND, SLOVAKIA

- ◆ DIFFERENCES IN VALUES OF SOME PARAMETERS



POSSIBILITIES OF FUTURE CONVERGENCE BETWEEN 1520/1524 AND 1435 SYSTEMS

FINLAND

- ◆ **ALREADY HIGHLY CONVERGED
(DO NOT PARTICIPATE IN 1520 COMMON FLEET)**

ESTONIA, LATVIA AND LITHUANIA

- ◆ **LIMITED DUE TO PARTICIPATION IN 1520 COMMON FLEET**
- ◆ **EXISTING X-ACCEPTANCE SHOULD BE PRESERVED**

POLAND, SLOVAKIA

- ◆ **POSSIBLE IN SOME PARAMETERS
(DO NOT PARTICIPATE IN 1520 COMMON FLEET)**



PERTINENCE OF SPECIFIC 1520/1524 TSIs

FINLAND

- ◆ NO NEED FOR SPECIFIC 1520/1524 TSI
- ◆ MAY BE TREATED IN TSI COVERING BOTH 1435 AND 1520/1524

ESTONIA, LATVIA, LITHUANIA

- ◆ NO RECOMMENDATION BY NOW
- ◆ TSI MIGHT BE NOT GOOD SOLUTION FOR SOME SUBSYSTEMS (ESPECIALY FREIGHT WAGONS)
ADDED VALUE OF TSI FOR EACH SUBSYSTEM HAS TO BE ANALYSED
- ◆ SOME OTHER KIND OF REGULATION MIGHT BE NECESSARY (SYNCRONISATION WITH NON-EU COUNTRIES IS NECESSARY)

POLAND, SLOVAKIA

- ◆ NO NEED FOR SPECIFIC 1520/1524 TSI
- ◆ MAY BE TREATED IN TSI COVERING BOTH 1435 AND 1520/1524



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TASKS FOR SEP 2007 – JUNE 2008

- **COMPLETION OF TECHNICAL ANALYSIS**
- **ECONOMICAL EVALUATION**
- **COMPLETION OF CONCLUSIONS AND RECOMMENDATIONS**
- **JUNE 2008 – DRAFT FINAL REPORT TO A21C**



ANY QUESTION?





THANK YOU FOR YOUR ATTENTION!

