



Ministerstwo Transportu
The Ministry of Transport



Legal statements regarding 1520mm railway system in EC Decisions in force

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TSI specifications for conventional railway system published in EU Official Journal:

- TAF – EC Regulation 62/2006 z 23.12.2005, OJ L13 18.01.2006
- NOI – EC Decision 2006/66/WE z 23.12.2005, OJ L37 08.02.2006
- CCS – EC Decision 2006/679/WE z 28.03.2006, OJ L284 16.10.2006 i
(annex A) – EC Decision 2007/153/WE z 06.03.2007, OJ L67 07.03.2007
- WAG – EC Decision 2006/861/WE z 28.07.2006, OJ L344 08.12.2006
- OPE – EC Decision 2006/920/WE z 11.08.2006, OJ L359 18.12.2006

TSI specifications for conventional railway system which are to be published in EU OJ soon:

- PRM – Accessibility for People with Reduced Mobility
- SRT – Safety in Railway Tunnels

TSI TAF 1/1

7.4.2.1. Specific case for EU member states with border to third countries

On the territories of EU Member States having a border with third countries, the requirements of this TSI are not obligatory to transports directly arriving from or going to these third countries (case T open).

However if the transport journey will be extended to another EU Member State, then the requirements of this TSI must be applied in full, provided that there is not a bilateral or multilateral agreement between the States concerned or between RUs or IMs acting in the territory of those Member States.

TSI NOI 1/2

7.7.2.4. Limits for pass-by noise for freight wagons, in Finland, Norway, Estonia, Latvia and Lithuania (T1)

The noise emission limits for freight wagons are not valid for Finland, Norway, Estonia, Latvia and Lithuania. The reason for this is the safety aspects under Nordic winter conditions. This specific case is valid until the functional specification and assessment method for composite brake blocks are incorporated in the revised version of the conventional rail rolling stock TSI. That does not preclude freight wagons from other member states from operating in Nordic and Baltic States.

TSI NOI 2/2

7.7.2.6. Specific case for Estonia, Latvia and Lithuania (T1)

The noise emission limits for all rolling stock (locomotives, coaches, EMUs and DMUs) are not valid for Estonia, Latvia and Lithuania until the revision of this TSI. In the meantime, measurement campaigns will be carried out in these States; the revision of this TSI shall take into account the results of these campaigns.

TSI CCS 1/2

7.4.2.3. Specific case for the Baltic States (Latvia, Lithuania Estonia (T_{open}))

The functional and technical upgrading of the current class B facilities deployed on the 1520mm track gauge corridors is allowed if this is deemed necessary to enable the operation of the locomotives of the railway undertakings of both the Russian Federation and Belarus. The on-board equipment of the latter is excluded from compliance with the requirements of paragraph 7.2.2.5. (Implementation Rules). Such corridors are to be mentioned in the infrastructure register.

TSI CCS 2/2

Annex 1, Appendix 1 Train detection systems characteristics necessary to be compatible with rolling stock

6. Specific characteristics on the 1520/1524mm lines
 1. Train detection systems installed on the lines with a gauge 1520/1524mm have to have characteristics listed above except of those listed in this Chapter.
 2. The distance a_i shall not exceed 19 000 mm.
 3. The dimension B_R shall not be less than 130 mm.
 4. Electrical resistance between the running surfaces of the opposite wheels of a wheel-set shall not exceed 0,06 Ohm.
 5. The number of active sanding devices in loco-hauled trains shall not exceed six sanding devices per rail.

TSI WAG 1/14

7.7.2. General specific case on the network of 1524mm

Member State: Finland Case “P”:

In the territory of Finland and at Swedish cross-border station Haparanda (1 524 mm), the bogies, wheelsets and other track gauge interfaces related interoperability constituents or/and subsystems built for track gauge 1 524 mm network are only accepted, if they comply with the following mentioned Finnish specific cases for track gauge interfaces. Without prejudice to the above-mentioned restriction (1 524 mm gauge) all the interoperability constituents and/or subsystems complying with the TSI requirements for 1 435 mm track gauge are accepted at Finnish cross-border station Tornio (1 435 mm) and at train-ferry harbours on the tracks for 1 435 mm.

TSI WAG 2/14

7.7.2.1.1. Interface (e. g. Coupling) between vehicles, between set of vehicles and between trains

Gauge 1524mm, Member State Finland, Case “P”:

For vehicles, which are intended for traffic in Finland, the distance between buffer centrelines is permitted to be 1 830 mm. Alternatively, it is permitted that these wagons be equipped with SA-3 couplers, *or SA-3 compatible couplers*, with or without side buffers.

For vehicles which are intended for traffic in Finland it is required that where the distance between the buffer centrelines is 1 790 mm, the width of the buffer plates shall be increased by 40 mm towards the outside.

TSI WAG 3/14

7.7.2.1.1. Interface (e. g. Coupling) between vehicles,
between set of vehicles and between trains

Gauge: 1524mm, Member State: Finland, Case: “P”:

For vehicles, which are intended for traffic in Finland, the distance between buffer centrelines is permitted to be 1 830 mm. Alternatively, it is permitted that these wagons be equipped with SA-3 couplers, *or SA-3 compatible couplers*, with or without side buffers.

For vehicles which are intended for traffic in Finland it is required that where the distance between the buffer centrelines is 1 790 mm, the width of the buffer plates shall be increased by 40 mm towards the outside.

TSI WAG 4/14

7.7.2.1.1. Interface (e. g. Coupling) between vehicles,
between set of vehicles and between trains

**Gauge: 1520mm, Member States: Poland, Slovakia,
Lithuania, Latvia, Estonia, Hungary, Case: “P”:**

Each wagon compliant with this TSI for track gauge 1 520 mm and 1 435 mm shall be equipped both with automatic coupler and screw coupling according to one of the following solutions:

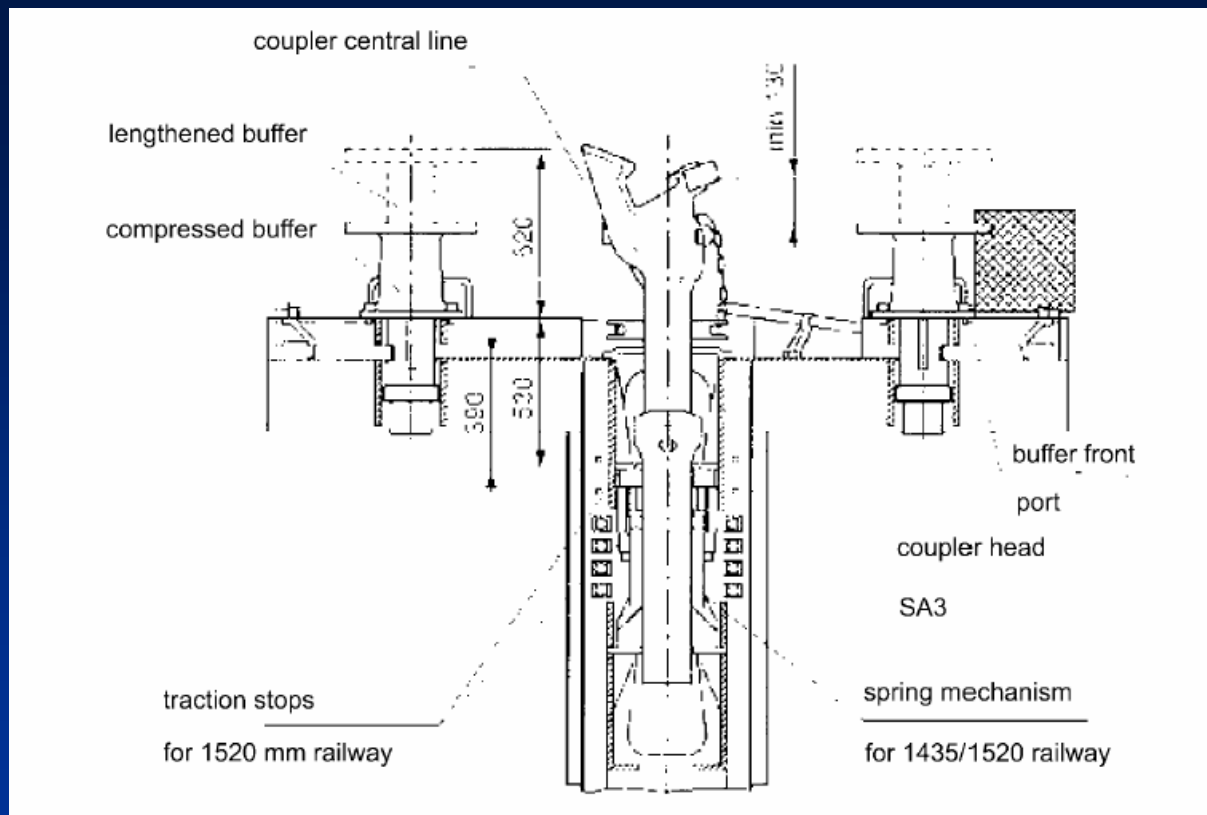
— the kind of coupler can be changed at the border between the 1 435 mm and 1 520 mm networks

or

— the wagon can be equipped with buffers and automatic coupler type SA3 and intermediate coupler

or

— the wagon can be equipped with hidden buffers and automatic coupler; buffers in advanced position shall allow operating a wagon with screw coupling or intermediate coupler.



Tank wagons for dangerous goods shall be equipped with couplers shock absorber complying with following parameters:

- dynamic absorption minimum 130 kJ
- terminal force under quasi-static loading minimum 1 000 kN.

TSI WAG 6/14

7.7.2.1.1.3. Track gauge 1520mm/1524mm

Member States: Lithuania, Latvia,
Estonia, Finland, Poland; Case: “P”

With regards to wagons operating, or intended to operate, in bilateral traffic permanently on 1520mm/1524mm lines between Member States and third countries, sections 4 and 5 of this TSI are not applicable.

TSI WAG 7/14

7.7.2.1.1.4. Track gauge 1520mm
Member States: Lithuania, Latvia,
Estonia; Case: “T”

For wagons operating permanently on 1 520 mm lines between Member States, sections 4 and 5 of this TSI are not applicable until the next revision of this TSI. The next revision shall take into consideration the specific cases as identified from the process given in 7.5.1 of this TSI.

TSI WAG 8/14

7.7.2.1.3.1. Strength of main vehicle structure and securing of freight, Track gauge 1520mm

Member States: Poland, Slovakia, Lithuania, Latvia, Estonia, Hungary; Case: "P"

All wagons intended to operate permanently or occasionally on 1520mm track gauge shall meet the following requirements:

[7.7.2.1.3.1.](#)

TSI WAG 9/14

Kinematic gauge

7.7.2.2.1.2. *1520mm and 1435mm track gauge wagons*

Member State: Poland, Slovakia, Lithuania, Latvia, Estonia; Case “P”

For wagons intended to run on 1 520 mm and 1 435 mm track gauge, see Annex U.

7.7.2.2.1.3. *Kinematic gauge Finland*

Member State: Finland; Case “P”

For wagons which are intended only for traffic in Finland and at the Swedish cross-border station Haparanda (1 524 mm), the vehicle gauge shall not exceed the gauge FIN 1 as defined in Annex W.

TSI WAG 10/14

Static axle load, dynamic wheel load and linear load

7.7.2.2.2.1. *Finland*

Member State: Finland; Case “P”

For vehicles intended for traffic in Finland, the admissible axle load shall be 22,5 tonnes at the maximum speed of 120 km/h and 25 tonnes at the maximum speed of 100 km/h, when the wheel diameter is between 920 to 840 mm.

7.7.2.2.2.3. *Lithuania, Latvia, Estonia*

Member State: Lithuania, Latvia, Estonia; Case “P”

For the vehicle gauge national rules shall be applied.

TSI WAG 11/14

Longitudinal compressive forces

7.7.2.2.5.1. *Poland and Slovakia in selected 1520 mm lines, Lithuania, Latvia and Estonia, Case „P”*

Requirements for 1520mm gauge wagons for wagons of gauge 1435mm to operate on 1520mm network.

Wagons equipped with automatic couplers shall be resistant to longitudinal compressive and tractive forces of 1 000 kN at 120 km/h.

TSI WAG 12/14

Bogie and Running Gear

7.7.2.2.6.1. *Poland and Slovakia in selected 1520 mm lines, Lithuania, Latvia and Estonia, Case „P”*

General

For two-axle bogies permissible wheelset spacing shall be between 1 800 mm and 2 400 mm. Running gear intended for use on European rail networks of 1 520 mm gauge shall be able to withstand an operating temperature range of - 40 oC to + 40 oC. For Asian 1 520 mm gauge networks, running gear shall be suitable for a temperature range of - 60 oC to + 45 oC and a relative humidity of 0-100 %.

Running gear frames

The running gear frame may be welded or cast. The steel used shall be weldable without pre-heating and shall have a minimum tensile strength of 370 N/mm². The minimum values to be obtained for notched bar impact strength (V notch as specified for ISO test) are summarised in table.

TSI WAG 13/14

Braking performance

7.7.2.3.1.2. *Poland and Slovakia in selected 1520 mm lines, Lithuania, Latvia and Estonia, Case „P”*

7.7.2.3.1.3. *Finland, Case „P”*

[7.7.2.3.1.2.](#) [7.7.2.3.1.3.](#)

TSI WAG 14/14

Electrical Protection

7.7.2.4.1.3. *Poland and Slovakia in selected 1520 mm lines, Lithuania, Latvia and Estonia, Case „P”*

Additional requirements for 1520 mm wagons and 1435 mm wagons to operate on 1520 mm network.

TSI OPE 1/1

No specific provisions except coding statements in Annex P which is related to vehicle identification.

TSI PRM 1/1

7.4.1.1 Platform height (Lithuania, Latvia, Estonia “P”)

For conventional rail infrastructure only, it is permitted for the height of the platform to be 200 mm or 1100 mm (+20 mm, -50 mm) above the running surface.

7.4.1.2 Platform offset (Lithuania, Latvia, Estonia “P”)

For conventional rail infrastructure only:

For platform heights of 200mm $b_{q0}=1745\text{mm}$ (+30mm, -25mm).

For platform heights of 1100mm $b_{q0}=1920\text{mm}$ (+30mm, -25mm).

TSI SRT 1/1

No statements regarding 1520/1524mm railway system in TSI SRT which is to be published in EU OJ.

AEIF

7 TSIs with 1520/1524 dedicated statements

- technical statements based on common UIC/OSJD leaflets
- political statements based on high level knowledge

ERA

5 TSIs under preparation

on-going 1520/1524 dedicated study

- technical statements are required



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Thank you for your attention

