



Approach to 1520 mm isolated network in 4RP

Jānis Eiduks

Consultant on EU issues,

State Railway Technical Inspectorate of the Republic of Latvia




What is specific in EU 1520 mm railways?

- ▶ Different gauge – different other parameters and not only: the traditions and the philosophy too
- ▶ Unlike other cases of «gauge which is different from that of the main rail network within the Union», 1520 mm railways are closely related to and **are interoperable** with a huge rail network in the third countries
- ▶ This connection gives business opportunities
- ▶ The rules for that network mostly are coming from outside the EU

Why certain simplifications in the 4RP?

- ▶ **«networks requiring specific expertise for geographical or historical reasons»** – not only 1520 mm case.
- ▶ **«networks .. isolated from the rest of the Union rail system»** → the possibility of contracting tasks to the relevant national safety authorities - also still not only 1520 mm case. Why transfer the task somewhere else if it is easier (and cheaper) to solve it locally?
- ▶ **«rail networks which have a track gauge that is different from that of the main rail network within the Union and share identical technical and operational requirements with neighbouring third countries»** → additional multilateral agreement between ERA and relevant NSAs with conditions to facilitate extension of area of use/operation - in respect of almost full interoperability in 1520 mm area in order to:
 - ▶ to simplify the procedures regionally and
 - ▶ avoid certain situations where third country authorisation is being recognized, while authorisation of neighbouring MS – not.



1520 mm isolated network and the provisions of Article 21 (14) and (15) of Directive (EU) 2016/797

- ▶ Freight wagons are already fully interoperable
- ▶ The regional RUs are almost ready to work in the neighbouring countries, but most probably will not go for application to ERA, preferring staying in their MS. This will help in facilitating railway transportation market and making services more efficient
- ▶ Certain issues:
 - ▶ Possible different local requirements or operational issues, however this will help in eliminating/harmonizing these differences




Proposal for the Practical Arrangements respecting the provisions of Article 21 (14) and (15) of Directive (EU) 2016/797

Article 9¹(New)

Derogations in case of specific cooperation arrangements or multilateral agreement

A derogation from mentioned above distribution of responsibilities between the Agency and NSAs is possible, where different provisions are provided by specific cooperation arrangements in the cooperation agreement as referred to in Article 21(14) of Directive (EU) 2016/797 or by the multilateral agreement concluded between relevant Member States and the Agency, as referred to in Article 21(15) of Directive (EU) 2016/797.



1520 mm isolated network and the provisions of Article 11 (2) and (3) of Directive (EU) 2016/798

- ▶ The regional RUs are almost ready to work in the neighbouring countries, but most probably will not go for application to ERA, preferring staying in their MS. This will help in facilitating railway transportation market and making services more efficient
- ▶ Certain issues:
 - ▶ IM language
 - ▶ Possible different local rules, however this will help in eliminating/harmonizing these differences



Proposal for the Practical Arrangements respecting the provisions of Article 11 (2) and (3) of Directive (EU) 2016/798

Article 4¹(New)

Derogations in case of specific cooperation arrangements or multilateral agreement

A derogation from mentioned above distribution of responsibilities between the Agency and NSAs is possible, where different provisions are provided by specific cooperation arrangements in the cooperation agreement as referred to in Article 11(2) of Directive (EU) 2016/798 or by the multilateral agreement concluded between relevant Member States and the Agency, as referred to in Article 11(3) of Directive (EU) 2016/798.



Non-existence of such specific approach will not make the overall interoperability in the EU better, however its presence would facilitate rail market in in the EU part of 1520 mm network

Thank you for attention!

Further questions, comments? – janis.eiduks2@vdzti.gov.lv