

RESOLUTION OF RAILWAY COMPANIES OPERATING ON 1520/1524 mm SYSTEM

Estonian Railways, Finnish Railways, Latvian Railways and Lithuanian Railways have adopted this resolution with an aim to address requirements for rolling stock subsystem conforming to standards of Commonwealth of Independent States (CIS) for 1520/1524 mm rail system to be operated within the European Union territory. External agreements concerning cross-border traffic are not covered.

BUSINESS NEEDS

The general task is to support technical harmonisation in the field of European railways but at the same time to continue seamless railway traffic from and to third countries in 1520/1524 mm rail system. It needs to be noted that 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.

It is important to recognize that 1520/1524 mm rail system constitutes an essential part of European rail traffic. This traffic is operated by rolling stock based on CIS technical standards (GOST norms) which are applied in the Baltic States and recognised in Finland.

We are therefore willing to apply the legal tools implemented in the Interoperability Directives, i.e. relevant specific cases in the Technical Specifications for Interoperability (TSIs) and possible derogations from interoperability requirements according to this Community Law.

TECHNICAL CONSIDERATIONS

To ensure an appropriate basis for indicated legal actions we warmly welcome European Railway Agency's work under the mandate of European Commission on comprehensive Feasibility study of 1520/1524 mm rail system within the European Union. This study will be very helpful to recognise and define all the necessary derogations and specific cases needed for the above mentioned purpose.

In general however the main principle of the advised approach shall be derived from the Article 5 (5) and 7 (f) of the Directive 2001/16 - 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.

ACTIVITY OF EUROPEAN RAILWAY AGENCY

The ERA Feasibility study for the EU 1520 rail system interoperability could significantly contribute the abovementioned demands providing that all stakeholders are accordingly involved and business needs of CER members are seriously taken into account.

We are therefore convinced that the Interim report to be presented to the Article 21 Committee must include economic evaluation/impact assessment of measures proposed or the Cost-benefit analyses have to be mentioned in the interim report and carried out during the preparation of the final report.

Moreover, recognising the fact that ERA Feasibility study is conducted in a cooperation with the involved railway companies we demand the study to be verified by those companies and CER before submission to EC Article 21 Committee.

We also wish to advise European Railway Agency to launch the 1520/1524 group officially and involve railway representative bodies. This would guarantee an appropriate treatment of the 1520/1524 mm railway business needs.

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
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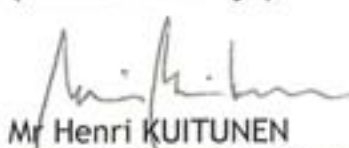
Mr Uģis MAGONIS
Chairman of the Board

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Mr Stasys DAILYDKA
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Mr Henri KUITUNEN
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