

PRAGUE, 30 December 2021

Správa železnic Approves First Part of Amended Traffic and Signalling Regulation 'D1'

On the first day of July next year, the amended traffic and signalling regulation of Správa železnic 'SŽ D1' will come into force. It regularise the traffic management on most railway lines in the Czech Republic. The amended regulation has already been approved by the Director General of Správa železnic and published. During the first half of next year, competent employees of the railway infrastructure manager and railway undertakings shall familiarise themselves with it.

"The published first part of the amended regulation governs operating of the railway transport on the lines not equipped with the European Train Control System (ETCS) and operated by Správa železnic," says Jiří Svoboda, Director General of Správa železnic. The amendment also includes some provisions resulting from the effort to ensure unified conditions for the operation and traffic management in the entire European Union. Specifically, the provisions of the 'Commission Implementing Regulation (EU) 2019/773 on the technical specification for interoperability relating to the operation and traffic management subsystem of the railway system in the European Union' have been implemented in the SŽ D1's first part. These include, for example, adjustments to the ride according to visibility conditions, faults in the marking of the front of the train or communication between the employees of the railway operator and railway undertakings.

With the effective date of the amended regulation, some important provisions will change, among other things. These changes include:

- All main signals which are marked with a marking strip with red and white lines will have an 'absolute stop signal' (passing this main signal with the 'stop' indication the driver may continue the ride only on the instruction of the dispatcher);
- Informing drivers of changes to the structural and technical parameters of the line;
- Securing vehicles against runaway;
- Cancellation of pull shunting (vehicles pulled by an engine are sent on to different tracks by uncoupling in motion and subsequent immediate acceleration of the pulling engine before the switch);
- Cancellation of non-coupled banking to 'km' and back to the rear operating control post with a track development (where 'km' stands for particular distance in kilometres different for each train and/or location using this type of train operation);
- Wording modification of a written order for driving in deteriorated weather conditions;
- Cancellation of certain signals.