LIETUVOS GELEŽINKELIAI

FREE Rail

PROGRAM

Why FREE Rail??

LINK

F Free

- from Russian regulation
- from Russian equipment and IT solutions
- to set up the rules
- to choose European way

R Resilient

- to Russian pressure
- to unfriendly changes
- to cyber attacks
- to supply disruptions

E European

- part of European railway network
- changing together with other EU countries
- transforming / adjusting to European gauge

E Embracing

- shaping a whole new concept of 1520 gauge
- meaningful result for Lithuania / Baltics / Ukraine

Goals, objectives, benefits

The goal is to create and implement a railway operational model adapted to the Baltic region, based on EU railway standards, best practice and harmonized with broad gauge specifics (EU+)

Objectives of the program:

✓definition of the operational model (EU+) and determination of the conditions and measures necessary for its implementation;

✓creation of the legal framework for the new operational model (EU+);

✓creation of secure IT solutions corresponding to the new LTG operational model (EU+);

✓creation of a business resilience standard ensuring the protection of information, employees, and logistics infrastructure from the illegal impact of the third parties;

✓creation of a new technological standard based on EU standards, good practice and compatible with broad gauge requirements.

Benefits of the program:

✓A railway operating model based on EU railway standards, best practice and harmonized with broad gauge specifics (EU+), and adapted to the Baltic region;

✓security architecture that is in line with the interests of national security and business;

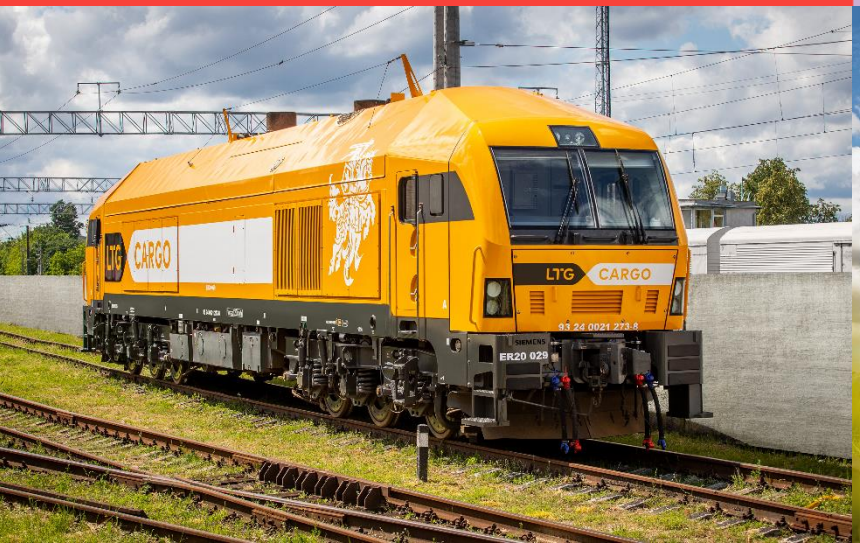
✓railway operations and subsystems are based on technologies which are being developed and supported by Euro-Atlantic partners.

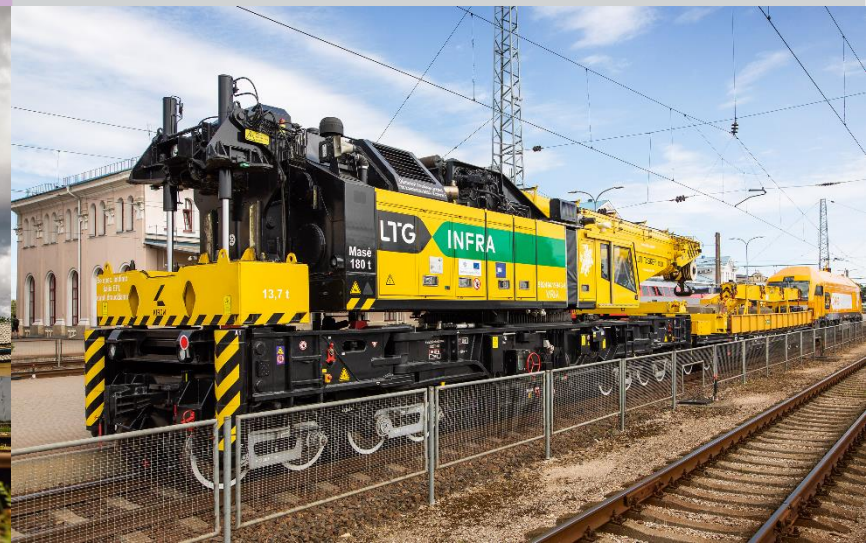
FREE Rail action lines

01 Railway operational model EU+

02 Technological independence

03 IT independence





01

RAILWAY OPERATIONAL MODEL EU+

Action line No. 1. Projects

01

Model EU+

1. Creation of a railway operational model adapted to the Baltic region, based on EU railway standards, best practice and harmonized with broad gauge specifics (EU+)

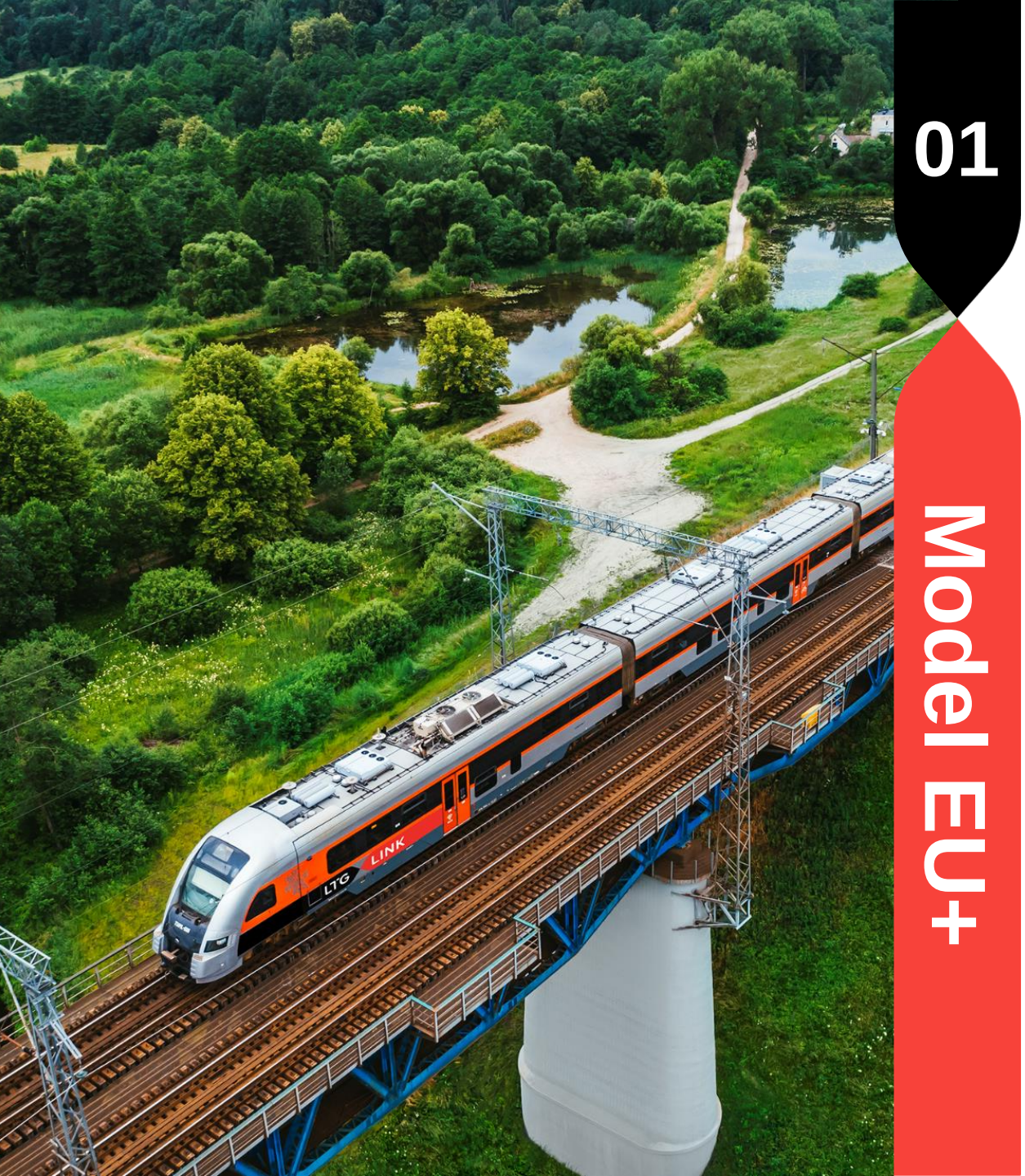
Objectives:

- ✓ To develop the operational model on 1520 and 1435 gauge for the LTG Group companies: LTG Cargo, LTG Link, and LTG Infra, in the following fields:
  - Organization of cargo and passenger transportation services;
  - Use of wagons in LT / Baltic states / Soviet of the Railway Administrations territories (GTT);
  - Organization of rolling stock repair service for customers from LT / Baltic region countries / GTT territories.
- ✓ To align the developed operational model with the Baltic states and carriers;
- ✓ To develop legal framework for the new operational model EU+;
- ✓ To prepare an implementation plan for the chosen operational model.

2. Creation of the political/legal basis for the EU+ operational model

Objectives:

- ✓ Analysis of the basis and legal background of LTG's participation in the GTT organization;
- ✓ Inventory and analysis of LTG obligations to GTT;
- ✓ Inventory and analysis of LTG bilateral contracts, etc.;
- ✓ Coordination of the decisions necessary for the implementation of the chosen operational model with LT, EU / neighboring countries (MoUs, working groups, etc.);



01

Model EU+

3. EU+ business resilience standard creation

Objectives:

✓To assess thoroughly the security aspects of the Lithuanian railway sector;

✓To analyze possible internal and external threats to railway operations, assessing them from an economic, geopolitical, competitive and intelligence perspective;

✓To determine the principles and requirements for the protection of infrastructure, human, technological, digital and other values;

✓To analyze technological alternatives of control management and signaling subsystems (CCS), funding sources and to implement a new safety system;

✓To create a mobile reserve Traffic Control Center (ECV), regulation of its operations and development of a decentralized station management model;

✓To complete the necessary material resources in the event of a military threat/mobilization; to create a civilian mobilization reserve, to prepare business continuity plans in the event of a military threat/mobilization;

✓To select and implement technical/organizational measures for the protection of railway border stations against threats arising from unfriendly countries;

✓To create implementation and support mechanisms for the developed security architecture.

02 Technological independence

Action line No. 3. Projects

02

Techno independence

1. Ensuring technical compatibility with the Standard gauge railway system

Objectives

- ✓ To ensure technical compatibility in the railway system (INF, ENE, LOC, WAG, CCS) and in their maintenance equipment; to identify elements produced exclusively in unfriendly countries.
- ✓ To identify elements in railway subsystems (LOC, WAG) to be certified according to the procedure established by GTT.
- ✓ To perform an analysis of alternative technological equipment elements used in railway subsystems and their maintenance processes; to select the equipment to be used.
- ✓ To select measures that ensure safe integration of alternative elements of railway subsystems into the railway system.
- ✓ carry out an inventory of existing contracts for the supply of elements of railway subsystems / maintenance equipment; terminate existing contracts / conclude new contracts.

2. Creation of a system of normative technical regulation of maintenance activities

Objectives:

- ✓ To inventory the documentation regulating technical maintenance of railway vehicles, including regulation of GTT.
- ✓ To integrate GTT regulations into the system of normative technical documents of the LTG Group companies.
- ✓ To establish a continuous model for the review and updating of normative technical regulation, considering ever changing regulation, scientific progress and best practice.

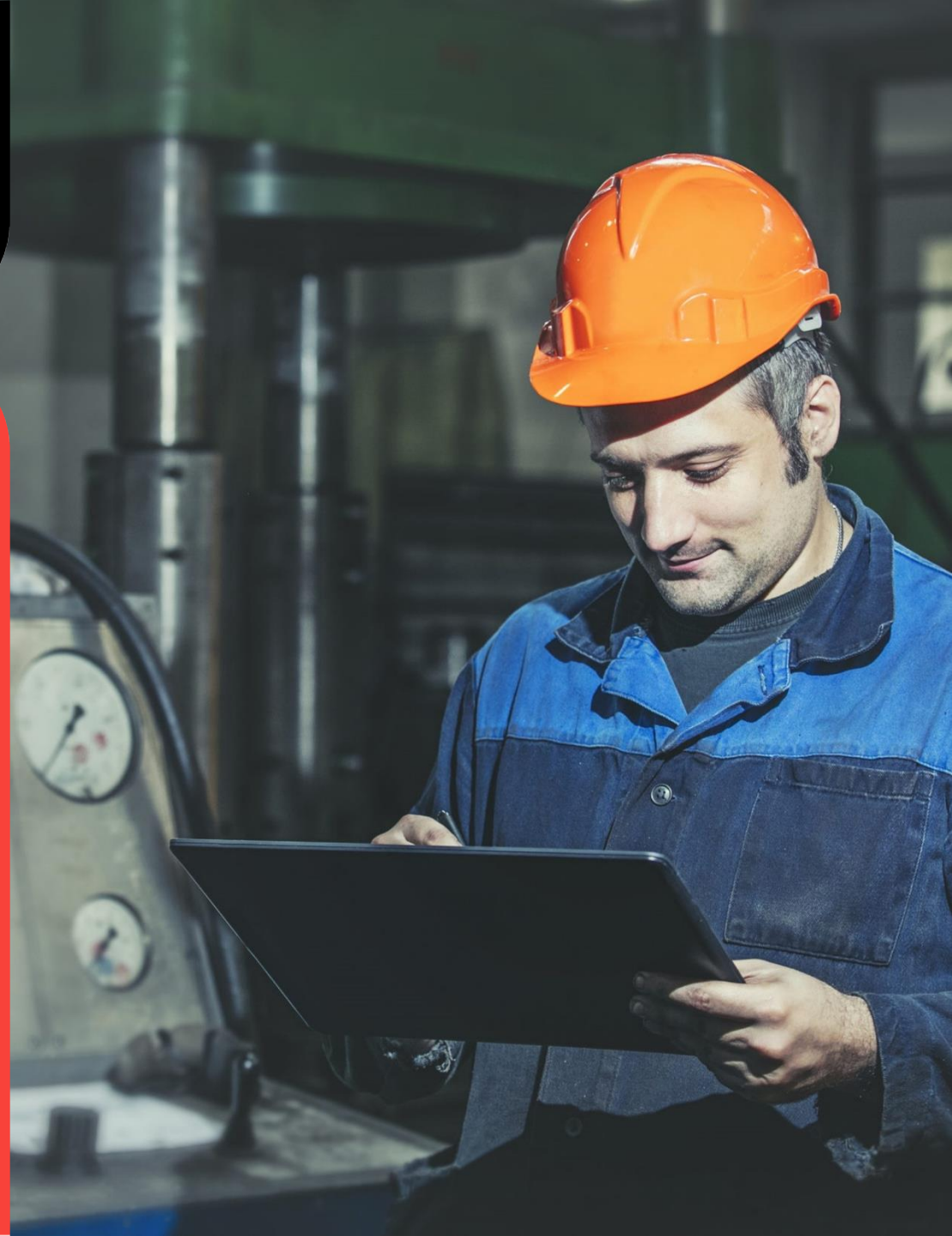
3. Establishment of Designated and Notified Body

Objectives:

- ✓ To establish DeBo and NoBo institutions capable of carrying out assessments of interoperability components and railway vehicles.
- ✓ To draft and sign agreements that ensure the use of interoperability components and subsystems, assessed by LTG DeBo and NoBo, in the third countries.
- ✓ To draft and sign agreements ensuring that the ECM of railway vehicles is recognized in the third countries.

02

Techno independence



03

IT independence

Action line No. 3. Projects

03

IT independence

1. Transitional IT solutions

Objectives:

- ✓ To identify IT components that have interfaces with GTT and other external service recipients/providers;
- ✓ Management plan for identified risky elements (a list with measures);
- ✓ To optimize the amount of data (incoming and outgoing) transmitted by GTT (disabling systems, filtering information);
- ✓ To implement IT solutions necessary to ensure the operation of LTG during the transitional period;
- ✓ To adapt operational processes to the transition period;

2. Development of IT solutions corresponding to the new operational model of LTG

Objectives:

- ✓ To analyze the IT systems applied in the EU space;
- ✓ To develop a new data exchange model and technical solutions.
- ✓ To create a secure and cybersecure IT solution(s) that would enable the implementation of the selected new LTG operational model
- ✓ To develop a system (or a group of systems) adapted to the specific business needs of LTG Group companies

The railway operational model EU+ will be developed and implemented in the frame of the FREE Rail program