

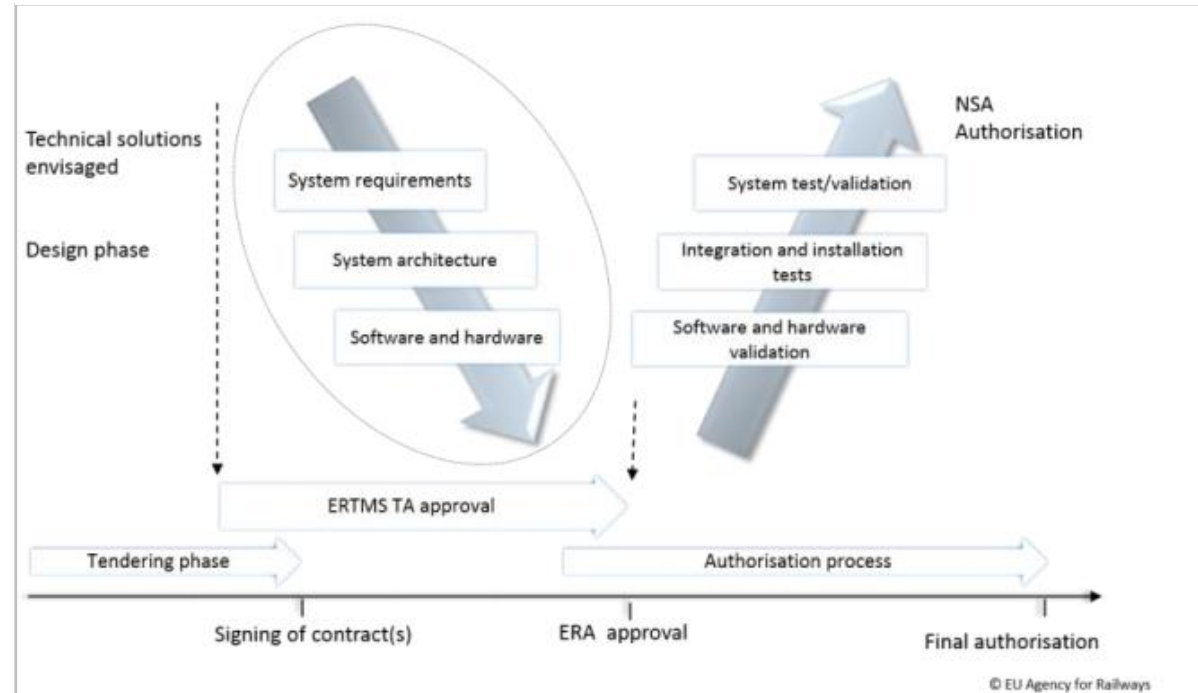
Considerations about Trackside Approval

Contribution to workshop on Trackside Approval

Trackside Approval is part of the 4th Railway Package



The aim is to ensure interoperable implementation of ERTMS in rail infrastructure projects



ERA

Has the role as the System Authority for ERTMS and is a.o. responsible to check that tender specifications are compliant to the interoperability requirements and defines the requirements.

NSAs

Are responsible for the final authorisation of ERTMS projects. The Interoperability Directive requires cooperation between ERA and NSA's during national authorisation.

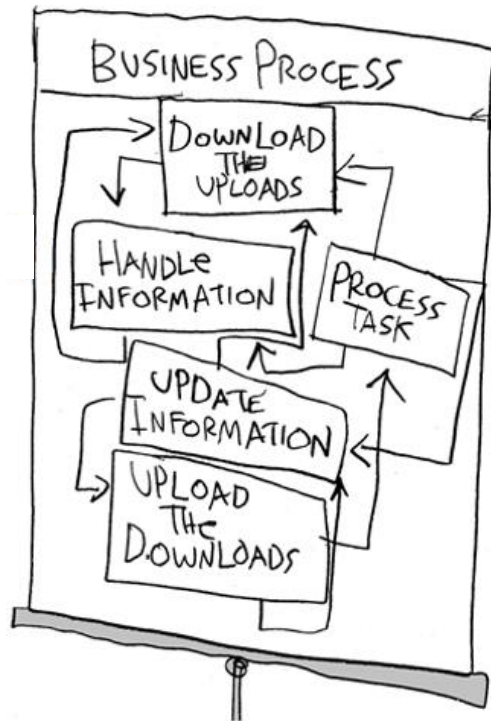
Applicants

Have little options to influence on how the Trackside Approval process and requirements are defined but pay an effort-based fee to ERA

First experience of the applicants



Doubts have arisen about the current approach regarding the requirements for Trackage Approval to be a mature concept to ensure interoperable implementation of ERTMS at European level



- Administrative effort overshadows the real interoperability issues
- Risk for timely placing into service of the ERTMS projects due to the mandatory ERA approval, projects will not be able to solve generic issues in due time
- Overlap with other interoperability processes such as EC verification by Notified Bodies
- Potential significant costs due to (effort-based) ERA fee, internal resources allocation

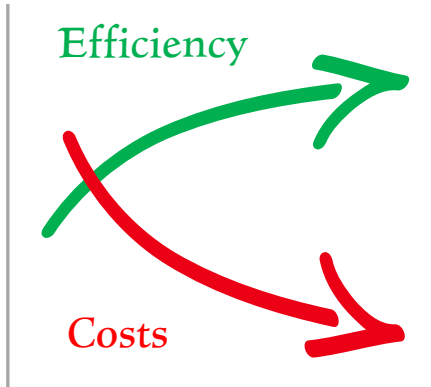
Proposal for the short term



Establishment of an advisory/ad-hoc working group to assist ERA on Trackside Approval efficiency

Recommended actions to be supported

- Removal of items that are already part of existing interoperability processes (for example: assessment by Notified Bodies)
- Evaluation of the issue list: Removal of issues that are not related to interoperability
- Reconsideration and reduction of information requested in the tendering phase
- Establishment of an application procedure without mandatory and immediate elimination of issues
- Improvement of trackside approval guidelines



Proposal for the longer term



Reconsider if Trackside Approval is the best process to ensure interoperable implementation of ERTMS

What is the best solution?



Potential added value must justify the efforts for administration and complex processes

Investigate whether all interoperability issues can be transferred directly into the TSI CCS