

NEWSLETTER

March 2018

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Editorial



Dear Reader,

The 4th Railway Package is the single most important piece of legislation in the history of European railways – and in 2018, pressure is rising as fundamental change is imminent.

For the first time ever, there will be EU-wide vehicle authorisation, safety certification, and ERTMS trackside approval. But we are not there, yet – and time is running fast, and the challenges are steep.

The Agency Must Be Ready

We are less than one year away from the zero hour, as the One Stop Shop

(OSS) will need to be operational, by law, as of 16 February 2019. We need to be ready with tools and resources – and I am certain that we will be. We have mobilised around 40 staff in the Agency working on the learning cases, through which they will learn to operate the new processes. We received numerous applications for the *Pool of Experts*, through which the execution of authorisation and certification across the European continent shall be ensured. It will in the end comprise more than 200 people.

We compared our resource allocation with the established workload, and we appear to be well staffed. There is still work to be done and people still need to be trained in the new process – but in terms of resources, we are prepared.

The Sector Must be Ready

In June 2017, we opened a liaison office tasked with establishing links between the main applicants in Europe, and the Agency. Since then, we received applications for more than 20 learning cases – out of which a representative selection will enter the shadow running phase by mid-2018 (read more on learning cases and shadow running below).

And yet, we need to continue investing in disseminating the 4th Railway Package. We have big players, big companies, big Member States, which from the very beginning have proactively participated to our workshops. On the other hand, many smaller stakeholders only have a vague notion of the vast consequences of the 4th Railway Package.

Together with the National Safety Authorities (NSAs), we will do our best to close this information gap, and continuously communicate the change ahead of us.

The Entire Ecosystem Must Prepare for a Period of Uncertainty

Only in December 2018 can we say with certainty, which Member States will have the 4th Railway Package transposed into national law by June 2019, and which ones will opt for the one year extension provided by the Directive. This means we have to prepare for what should be the best case for the EU, but possibly the worst case for the Agency: a majority of Member States will have transposed by this date, but not all of them. At ERA, we are preparing for all possible scenarios in this respect, keeping in mind that business continuity is what the sector needs most.

While preparing the 4RP certainly is our main focus in 2018, other initiatives are also important for the sector. Commissioner Bulc has made 2018 the *Year of Multimodality* (see page 3), we reinforced our good collaboration with CEN/CENELEC, and our international team is doing good work with the EUMEDRAIL project (p. 4).

Last but not least, we look forward to the European Rail Safety Summit from 10-12 April in Dubrovnik, where we, with the support of the European Commission, will start our campaign to promote a positive safety culture for the European rail sector. ◀

Interview with Alois Starlinger, Stadler Rail AG

Stadler's Head of Authorisation on the Learning Case Project

What are your hopes and expectations towards the 4th Railway Package?

Our hopes and expectations towards the 4th railway package are that:

- The railway vehicle authorisation process is harmonised in all member states of the European Union,
- The amount of national technical rules is significantly reduced,
- All member states finally achieve the notification for their national technical rules (NNTRs),
- The network access requirements are streamlined, defined properly (e.g., special national requirements like bridge accessibility (an important requirement in Germany with DB Netz), and harmonised all over Europe,
- All information on the network parameters required to get access for test runs and for the check with the technical compatibility is accessible free of charge in all member states – the corresponding database is continuously updated and managed by the Agency,
- The vehicle authorisation process becomes clear, stable and predictable – there should not be any surprises in the process of ongoing projects anymore
- The process time for the vehicle authorisation shall be reduced.

ERA News: 4th Railway Package Preparation Programme – Next Steps

Learning Cases, Shadow Running, and 10 things that will change for Vehicle Authorisation

The learning cases have been initiated to facilitate the handover of projects from National Safety Authorities (NSAs) to the Agency for those projects that can be expected to change the authorising entity during the change of the regime (2019/2020). The main purpose is for Agency staff to learn about the project framework, gain specific technical knowledge where applicable, and identify possible

What is the main takeaway from your learning case project(s) with the Agency?

Stadler has three learning case projects with the Agency:

- SBB Giruno (Stadler Smile) high speed train foreseen for operation in Switzerland, Italy, Austria and Germany
- SBB FLIRT LEX foreseen for operation in Switzerland and France
- EURODUAL locomotive for operation in France, Belgium, Germany, Sweden and Norway

The main lessons are that the Agency should increase number of experts to deal with the potential number of projects in the future, as the Agency only had a chance to occasionally attend the project review meetings. Experienced experts from National Safety Authorities should be involved as consultants in the authorisation process of the early projects run via the Agency. A responsible project manager shall be assigned at the Agency to be the contact persons for all issues related to the authorisation process and to follow up the status of the project.

training skills for ERA staff to perform future tasks.

The sector currently has submitted 20 cases for vehicle authorisation, all of which are subject to a code of conduct that provides that exchange of documents, or information received orally is subject to absolute confidentiality. The National Safety Authorities remain to act as the unique interlocutor and entry point for the applicant, and is the only entity responsible for the authorisation process.

The Agency's role is to observe and learn for its future role as European authority. The hereditary processes of vehicle authorisation by a NSA will be paralleled by the methodology of new processes foreseen by the 4th Railway Package, and of course, from an IT point of view, the One Stop Shop (OSS)

What advice would you give to colleagues from other rail manufacturers on the new authorisation scheme?

Get in contact with the liaison officer of the Agency in order to present your projects as soon as possible. Get familiar with the procedures foreseen in the 4th Railway Package. Get access to the One Stop Shop platform and apply for the ongoing railway vehicle authorisation projects that might not be finished until June 15, 2019. Report any problems with the authorisation procedure immediately to the Agency. ◀



Dr. Alois Starlinger is Member of the Group Executive Board and Executive Vice President Vehicle Authorisation, Structural Analysis and Testing at Stadler Rail AG

and its tools. This will allow ERA staff to learn how to deploy the new processes, and to do some fine tuning where necessary. Establishing how to interface with the National Safety Authorities and their IT systems will be key for making the processes work in the future.

Accepting 20 learning cases meant for ERA to carefully consider availability, budget, and complexity of the projects, while at the same time working with a maximum number of National Safety Authorities in Europe, and accurately mapping the ecosystem of the European rail sector with different types of vehicles and specifications.

On Track to Start Shadow Running

The shadow running phase will start in June 2018, where applicants from the ▶

learning cases will be asked to volunteer for taking their project one step closer to the processes of the 4th Railway Package. This will require additional work and effort by the applicant, as they will have to submit a new set of documents in line with those processes, and of course make use the One-Stop-Shop.

In return for this extended effort, the applicant will get his project pre-engagement free-of-charge – as of 2019, when ERA is an official authority, fees and charges will apply.

The learning cases and shadow running projects are essential for preparing the new regime, as they establish vital communication channels between the Agency and the sector, and ensure business

continuity in times of uncertainty - as the 4th Railway Package might take effect in 2019 or 2020 depending on the individual decision by each Member State. ◀

10 Changes for Vehicle Authorisation

Main differences for VA between Directives 2016/797/EU and 2008/57/EU

1. **New concept** of *Authorisation for Placing on the Market* for vehicles (APM) as compared with the *Authorisation for Placing in Service* of vehicles (APS or APIS)
2. **Authorisation of mobile subsystems no longer required**
3. APM is issued covering **one** (applicant **can choose** between ERA and National Safety Authority (NSA) as authorising entity) or **several Member States** (ERA mandatory as authorising entity) after consultation with the concerned NSAs
4. Possibility to have a **single APM covering an area of use for several Member States**
5. **Technical Specifications for Interoperability (TSIs)** shall specify **when a new authorisation is required** after an upgrade/renewal
6. The IT tool **One Stop Shop (OSS)** is introduced
7. NSAs may issue a **temporary vehicle authorisation for tests**
8. Arbitration and the **Board of Appeal** is introduced
9. Possibility to **suspend/revoke/amend** an issued authorisation
10. Checks before the use of authorised vehicles are described by **Article 23** of the **Interoperability Directive**

Spotlight on the Customer: Intermodal Freight Transport Exhibition in the European Parliament

In the Year of Multimodality, the International Union for Combined Road-Rail Transport (UIRR) looks across the Atlantic to improve intermodal transport in Europe

UIRR teamed up with the Intermodal Association of North America (IANA) to present the first intermodal exhibition in the European Parliament. Hosted by the



Honourable **Wim van de Camp**, EPP coordinator in the Transport and Tourism Committee, the message of a solution for longer distance freight transport that offers a path towards much desired decarbonisation, significant reduction of pollution, road congestion and accidents resonated well with the audience of Members of Parliament, representatives of the European Commission, and the transport sector.

Commissioner Violeta Bulc in her opening speech underlined the need for regulatory solutions that make

the joint functioning of a high number of diverse actors to fulfil a single transport assignment, which will focus on digitalisation and are expected to be part of the *Third Mobility Package* forecast to be unveiled in May.

Dick Verdickt, Senior Advisor to Belgian Transport Minister François Bellot, conveyed the firm support of his Government to intermodality as this is viewed as the solution to solving Belgium's significant road congestion and transport-related air pollution problems.

Phil Shook, the Leader of the IANA delegation, emphasised the need for intermodal actors on both sides of the Atlantic to exchange their best practice and thus learn from one another. UIRR President Ralf-Charley Schultze echoed this message, and said that the learnings from the United States must be adapted to the regulatory environment of the EU, where the challenges cannot be overcome by the sector alone, but only with

political support by leaders from the EU and the Member States.

The exhibition marked the beginning of the European Year of Multimodality, initiated by



Commissioner Bulc in order to reach the climate targets set by the Paris Agreement, while at the same time fostering innovation and boosting the competitiveness of the European transport system.

ERA is supporting this initiative with an event co-organised by the UIRR, and other sector organisations and companies, to be held on **16 May 2018 in Brussels**. ◀

Further information:
[Intermodal Exhibition in EP 2018 Year of Multimodality](#)

Dates and Announcements

EUMEDRAIL Project Strengthens Collaboration with Egypt and Serbia

Started in October 2017, the EUMEDRAIL is an EU-funded project under the leadership of the Agency, to promote best practices, regulation and standards to the beneficiaries of the Southern Mediterranean Region including Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Tunisia and regions under Palestinian Authority.



Working closely with the Intergovernmental Organisation for International Carriage by Rail (OTIF), a collaboration with Egyptian authorities was kicked off in December 2017 to develop effective procedures and train staff in safety performance and investigation, while the already successful collaboration with Serbian authorities was reinforced in February 2018. Next planned visit is to Lebanon in late March. ◀

[More info about the EUMEDRAIL project](#)

ERA and CEN/CENELEC Reinforce Collaboration



Brussels, 12 February 2018 – Reaffirming a long-standing cooperation, the European Committee for Standardisation (CEN), the European Committee for Electrotechnical Standardisation (CENELEC) and the European Union Agency for Railways (ERA) signed a renewed cooperation agreement to further enhance the harmonisation of technical standards for Railways.

Through the agreement, CEN and CENELEC together with ERA will provide a comprehensive set of technical documents aiming to guarantee a high level of railway safety and interoperability, and improve the competitive position of the railway sector.

The partners already collaborate in a wide range of projects and technical fields, and aim at reducing the number of contradictory technical specifications still existing in the sector.

Please download the full press release [here](#)

REGISTER NOW – LIMITED PLACES LEFT

10-12 April
2018

European Rail Safety Summit,
Dubrovnik

[Programme and Registration](#)

SAVE THE DATE

16 May
2018

Multimodal Year 2018 – The Future of
Intermodal Conference, Brussels

Programme announced soon

REGISTER NOW

2-13 July
2018

ETCR 2018 Seminar,
Bruges

[Programme and Registration](#)

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