

NEWSLETTER

December 2019

Editorial.....	1
#CCRCC2019	2
Safety Leadership	2
Notified Bodies	3
Passenger travel information ...	4
News from ERA	4

Editorial



Dear Reader,

2019 is coming to an end. For the EU Agency for Railways it has been a challenging year. Both ERA staff and the European railway sector have gone through a tremendous learning curve, implementing the new EU railway legislation.

The new authorisation processes are not only boosting the technical integration of the EU railway system, the experience of working in multinational and multilingual teams

also brings people with completely different backgrounds together, creating friendships across borders and fostering the European idea.

We integrated and trained successfully a high number of experts to tackle the authorisations and certifications to be issued following the end of the transition period of the Technical Pillar of the 4th Railway Package. Our new mandate enables assessment team members also to work closely together with the experts drafting the Technical Specifications for Interoperability, making ERA a center of competence and the platform for sharing information on railways in Europe.

ERA is also moving rapidly towards becoming a professional digital administration. We have successfully implemented the One-Stop Shop with up to now more than 99% availability, and ERA registers have been developed into powerful tools.

In order to be well prepared for an increased workload when in June 2020 the remaining Member States will file their applications at the Agency, we are now reviewing and optimising our processes to make them even more efficient.

Together with the European Commission and the stakeholders we have started to discuss the appropriate regulatory framework for the digital transformation of the railway sector and its integration into the multimodal transport chain for both passenger and freight.

ERTMS is an important instrument to reach this digital transformation, with an update of the specifications due to be released in 2022, including an architecture to be adapted to technical game changers such as new communication system, satellite-based localisation, automated train operation, cyber-security and many more.

The Agency will continue to campaign for a positive safety culture for railways in Europe, asking all European railway CEOs for confirming their commitment by signing the European Safety Culture Declaration, and starting to be Safety Leaders in their organisations.

We welcome the new European Commission and our new Commissioner for Transport, Adina-Ioana Vălean. In support of the Green Deal, ERA's contribution to creating a Single European Railway Area will result in railways, already the most sustainable mode of transport, to become a real alternative for passengers and freight customers.

I would like to thank all our stakeholders, the sector organisations, the representatives of industry and customers, the National Safety Authorities (NSAs), the European Commission and ERA staff for their continuous efforts making 2019 successful. Please accept my best wishes for 2020 for you and your families!

Josef Doppelbauer, Executive Director of ERA

#CCRCC2019 conference: ERTMS – the Engine for the Digital Future

Looking back on a major sector event

This year ERA changed the format of the biennial CCRCC (Control Command Radio Communication Conference) by introducing one day of dedicated expert workshops around specific themes: ERTMS deployment and related challenges; Vehicle Upgrade and vehicle authorisation; ERTMS regulatory and funding framework; Railway Radio Communication System; Future transport system – Rail and CCS evolution; Human and Organisational Factors; ERTMS and CCS performance optimisation.



This new format facilitated a more direct dialogue and enabled the

participants to play an active role in addition to the 'meet and greet'. The workshops opened the field to all participants to exchange views on a detailed level about ERTMS challenges and issues. The results, photos and presentations have been published on the [ERA Website](#).

"With more than 500 registered participants and many others



following the live stream or watching the recorded sessions on [Youtube](#), we have created an important exchange platform for all stakeholders involved in ERTMS", says ERA's Executive Director Josef

Doppelbauer, "the high involvement of the attendants and the impressive quality of the discussions show the need for such a dialogue event and clearly prove its added benefit to the sector."



The next CCRCC is planned for 2021. As system authority for ERTMS, ERA will continue to play an important role in the ERTMS deployment in the coming years. The revision of the CCS TSI by 2022 will set standards for a future where modularisation will be key. The Agency is looking forward to continuing the fruitful collaboration with the sector in 2020. We'll keep you updated!

Safety Leadership Training is key to enhance a positive safety culture

Striving to improve safety culture in railways in the European Union, the Agency has developed a Safety Leadership Training which has been successfully tested at senior management level in a few railway companies this year and which was presented at the 5th World Congress on Rail Training in Rabat.

"Safety is a state of mind. Safety requires time and resources and above all dedication, from the top to the bottom. Let's not leave anyone behind", urges ERA's Executive Director Josef Doppelbauer.

A growing number of European railway companies recognise the importance of a positive safety culture and a sound safety leadership. Some echoes:

"Our safety culture will consolidate thanks to the commitment of everybody." Bertrand Gosselin, THI Factory

"Safety leadership is about showing dedication to safety, walking the talk and leading by example." Jim Meade, Irish Rail

Nobody is born as a safety leader, that's why ERA has developed this training which is shaped around a tailor-made film, called 'Between the lines', which relates to the circumstances of an accident.

To ensure a large and efficient deployment of the training, the Agency has conceived a train-the-trainer approach. ERA implemented this training in September and will continue to train experts from railway companies in January 2020.

For more information, please write to us at academy@era.europa.eu

The impact of the new legislation on Notified Bodies (NoBos)

Interview with Christoph Handel, Chairman of NB Rail



How does the Fourth Railway Package impact the business of the NoBos?

The new 4RP legislation defines clear and strict requirements for the activities of NoBos with the aim to harmonise their work throughout Europe. NoBos apply the legislation and TSIs in their daily business and provide evidence to an authorising entity on the compliance of products with TSIs.

The independent assessment work done by the NoBos shall result in clear and precise certificates and files which serve as input in the assessment process at the EU Agency for Railways (ERA). The better the quality of this documentation is, the more efficient will be the authorisation process through the OSS (One-Stop Shop). In addition all EC certificates shall now be published in the ERADIS-database, improving public visibility of TSI compliant products.

As most NoBos had – based on their accreditation or recognition – already in the previous years and months adjusted their way of working to be in line with the recent changes in the EU legal environment, the current impact on their activities is limited to some additional strain in vehicle authorisation projects. It is too early to evaluate the impact of the ERTMS trackside approval process, however we expect the impact to be similar to the vehicle authorisation cases. Nevertheless, we expect that ERTMS trackside approval will provide stability in the projects. We suggest a closer

involvement of the NoBos in the trackside approval process in the future which may help avoid complications in the later assessment activities.

What are the main challenges you are facing with the implementation of the new regulation?

NoBos are very often the first contact point for the applicant to explain and clarify the new legislation and authorisation process. It is a challenge to explain the roles, interfaces and activities of each applicant, the supplier and the different Conformity Assessment Bodies (CAB), such as NoBo, DeBo, CSM-RA AsBo, who are typically involved in a large-scale project, and this work represents an additional cost for the NoBos in an already highly competitive market.

With technical and safety aspects often being sufficiently clear, the biggest demand for explanation from our clients is about administrative matters. This is caused by the transition phase of one additional year for transposing the directives in some member States, which multiplies the options from which the applicant must choose and hence, the potential for mistakes. The sector would benefit from easy, clear, time & cost-efficient processes but the legal framework is complex and full of options to be carefully evaluated. Even though the OSS has improved standardisation we are still far from a target system where the format of the legal requirements allows ‘normal’ applicants to understand the options and choose them effectively, where the risk of unintended ‘missing’ assessments is low, and with standardised formats for the content of evidences to be demonstrated to ERA and/or NSAs.

How would you describe the cooperation with ERA until now?

ERA and NB-Rail have been closely

cooperating for nearly 20 years and we have to assure that this good collaboration continues. ERA and NB-Rail have aligned on a regular basis on any inconsistency or ambiguity in the new process in order to keep the momentum in current projects. NB-Rail contributed also with advice on how to improve the TSIs in future versions.

We consider the cooperation between NB-Rail and ERA essential in a continuous improvement process towards an optimised, easier to understand and implement, and more cost effective approach for the design, building and authorisation of rail technology products. Because NB-Rail Association can contribute with valuable feedback from the ‘field’ it is important that we soon become accepted as a member of the Management Board of the Agency.

Any advice you would give to other NoBos or to future applicants in Europe?

If not yet the case, all NoBos should train their team and prepare their internal procedures for the new IOD (EU) 2016/797 in combination with the ERA document on the NoBo Assessment Scheme of 2017, apply the LTTs (Line To Take) and technical opinions and technical advices from ERA, apply the RFUs (Recommendation For Use) from NB-Rail, help to better harmonise the European Railway system, to make SERA a reality.

I advise the applicants to use the guidelines and FAQs from ERA, train their teams at the start of a project to fully understand the new process, start as early as possible with the authorisation process considering the high relevance of the pre-engagement step, interact with the NoBo as early as possible in the project to reduce the residual project risks to a minimum.

Telematics applications for passengers - ERA welcomes TSGA regulatory services

An important step for exchanging and providing European-wide passenger travel information



TSGA (TAP TSI Services Governance Association) is a non-profit association which was set up in December 2016 by DB, Trenitalia and SNCF Mobilités, in order to build the TAP TSI regulatory services and make them available for rail stakeholders, as stated in the [TAP TSI regulation \(EU\) 454/2011](#).

TSGA aims at supporting businesses to develop digitalisation and to improve the data exchange necessary for efficient rail distribution functions of railway undertakings which provide passenger services.

TSGA is providing the following services:

[Registry Data service](#): indicating where to find all types of resources

requested by TAP regulation, such as timetables, fares, reservation system, public keys for print@home tickets and notifications about any changes for those resources, [Reference Data service](#): providing standardised location information and code lists for rail stations in the European Union, [Data Quality Management service](#): a tool aiming to control the format quality of the data available in the Registry Data and in the Reference Data services.

A TSGA license allows to access these 3 services. For TSGA members, the license fee is already included in the membership fee. Non-TSGA-members can subscribe to a TSGA license providing unlimited access to TSGA regulatory services for 12 months. All the information about the terms and conditions of the license is available at TSGA web site www.tsga.eu.

The TAP TSI (European Technical Specification for Interoperability concerning telematics applications

for passenger services), elaborated by ERA in cooperation with the sector, defines the technical specifications for providing passengers with information before and during the journey such as timetables and fares, reservation and payment systems, luggage management and management of connections between trains and with other modes of transport, such as urban public transport or long distance coaches.

The application of the TAP TSI is mandatory for all passenger railway undertakings, infrastructure managers and travel agencies for rail in Europe. All passenger railway undertakings operating in the European Union shall provide TSGA with the necessary data to feed the TSGA regulatory services. ERA will closely monitor if this obligation is fulfilled. We recommend all passenger railway undertakings operating in the EU to contact TSGA and to start providing the required data for the TSGA services.

News from ERA



Experts from EUMedRail and Western Balkans participate in the ERTMS Seminar and attend #CCRCC 2019

On 15 October 2019, experts from EUMedRail and Western Balkans participated in an ERTMS seminar at the EU Agency for Railways. This seminar was funded by the

European Union's Instrument for Pre-accession Assistance (IPA) dedicated to Western Balkans and Turkey and the EUMedRail-Project, serving Euro-Mediterranean countries, including Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestine and Tunisia.

The objective was to increase their understanding on ETCS technology and to exchange practices on signaling systems, including the regulatory framework, the technical components and hands-on introduction to ETCS. In addition participants discussed the current railway radio communication system, GSM-R, and

the Future Railway Mobile Communication System (FRMCS), expected from 2030 onwards, as well as migration challenges and planning of investments.

On 16 and 17 October, the experts participated in the #CCRCC2019 - conference "ERTMS-The Engine for the Digital Future".

ERA and the Serbian Directorate for Railways organise IPA Summit in Belgrade 13-14 Nov. 2019

Building on the first European Railway Summit held in 2018, the objective of the IPA Summit 2019 has been to raise awareness and start working on a common

understanding of Safety Culture and Just/Fair Culture among project-beneficiaries and their railway sector.

In the presence of the Serbian Deputy Prime Minister and Minister of Construction, Transport and Infrastructure, Prof. Zorana Mihajlovic PhD. and H. E. Ambassador Sam Fabrizi, Head of the EU Delegation to Serbia, the European Railway Safety Culture Declaration has been signed by 35 high-level representatives of railway undertakings and infrastructure managers from the region. More than 100 experts followed the event and a subsequent series of workshops giving a more practical approach to Safety Leadership and Safety Culture. This project was funded by the European Union's Instrument for Pre-accession Assistance (IPA).

Decision on the continuation of support to the IPA II beneficiaries

At the beginning of December 2019, ERA and the European Commission's Directorate General DG NEAR signed a three years contract "Continuation of support to the IPA II beneficiaries by the European Union Agency for Railways (ERA) 2020 – 2022". The contract will allow the Agency to continue its efforts supporting the beneficiaries of the Western Balkans and Turkey under the European Union's instrument for pre-accession assistance (IPA). For more information contact ipa@era.europa.eu

More than 60.000 rail stations at your fingertips

We are happy to announce that since 01 December 2019 all the European Rail Primary Location Codes are publicly available at RailNetEurope's

Common Components [website](#).

After a quick registration process the interested parties will get access to all codes together with their corresponding country code, location name and geographical coordinates.

Dates and announcements

ERA is official partner at The International Rail Forum & Conference (IRFC 2020) which takes place from 1- 3 April 2020 at the *Clarion Congress Hotel Prague*, Prague, Czech Republic. www.irfc.eu, and the Seventh

International Human Factors Rail Conference from 24-26 June 2020 at the *etc. Venues* - Fenchurch Street, London, UK.

ERA co-organises the 58th ETCR Training Course on EU Transport Policy and Railway Affairs from 29 June -10 July 2020 at the College of Europe in Bruges. www.etc.eu



Making the railway system work better for society.

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