

NEWSLETTER

September 2019

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Editorial



Dear Reader,

100 days into our new role as European authority, our teams have been working hard to deliver efficiency and provide a speedy and comprehensive service for EU-wide vehicle authorisation, safety certification, and ERTMS trackside approval using the One-Stop Shop.

The success of the first 100 days is an endorsement of the preparatory work done by the Agency that included cooperation agreements with National Safety Authorities, peer review with the Management Board and an extensive programme of learning cases and positive collaborations with the National Safety Authorities. The Management Board will continue to monitor the implementation period in 2020

through its subgroup, the 4th Railway Package steering group.

Just by looking at the tenacity and urgency with which the team at the Agency is tackling new tasks, it is clear that we are witnessing not only the beginning of a new chapter for railways in Europe, but a change in the organisational culture of the European Union Agency for Railways.

As of September 2019, the Agency received a total of 183 requests, 172 for vehicle authorisation, 8 for safety certification and 3 for ERTMS trackside approval. Our preparations to not only acquire the right expertise to treat these requests, but also the appropriate multilingual skillset, is now paying off. Our experts are treating requests from all over the European continent – using English, French, German, Spanish, and others as the operating language.

A new element in our daily operation is the direct contact with rail manufacturers and operators from all over the continent. Their questions and comments help us daily to improve our service and deepen our professional knowledge in order to make these processes work – so that the European rail sector can rely on fast and reliable administrative processes to access an integrated market. In times where public opinion is strongly swaying in favour of truly sustainable transport systems, I believe the timing could not be better.

The public will look to the European rail sector to provide green and efficient transport more than ever before – and a new EU administration will re-evaluate the role that railways play in the multimodal transport mix.

Unity, good faith and collaboration are more important than ever before in our sector. Therefore, I would like to take this opportunity to thank all partners, stakeholders, and customers that helped us in the past months to prepare for the new role – the National Safety Authorities (NSAs), railways operators, manufacturers, infrastructure managers, the Notified Bodies, passenger representatives, trade unions, legislators and political actors from the national and European levels.

All beginnings are hard, says a famous German proverb – you helped us to make it easier. The method we established for facilitating the technical integration of the European market, I believe, is a success story of European integration.

The Agency as European authority is not on top of a hierarchical pyramid – it is at the centre of a pan-European network of institutions, in which every part plays a vital role in making it happen. I look forward to seeing the change this will bring about, because it will bring a lot of benefit to our sector and to our customers.

Josef Doppelbauer, Executive Director of ERA

100 days of new processes

172
Vehicle
Authorisation
valid requests

8
Single Safety
Certificates
valid requests

3
ERTMS Trackside
Approvals
initial engagements

- In operation since 16 June 2019
- First Single Safety Certificate issued on 16 September 2019

- 132 conformity to type Vehicle Authorisations issued (Average time for assessment: 14.5 calendar days)

MoU with the Organisation for Cooperation between Railways (OSJD)



The European Union Agency for Railways (ERA) and the Organisation for Cooperation between Railways (OSJD) have been exchanging on railway topics since 2007.

Recently, the two organisations signed a renewed Memorandum of Understanding (MoU). The Agency will take this opportunity to disseminate relevant information to stakeholders and to relaunch the call for participation in the ERA-OSJD Contact Group. OSJD membership includes multiple countries and sector companies across the Eurasian continent. About one-third of the members are EU organisations. The OSJD portfolio includes transport law and various activities promoting international railway traffic and its competitiveness.

The updated MoU with OSJD builds on existing cooperation strengths and helps to readjust to be in conformity with the current international railway agenda.

We are looking forward to further developing our cooperation with OSJD to support the development of railway safety, interoperability and international transport by rail between Europe and Asia.

Cooperation agreements: ensuring an efficient collaboration with the National Safety Authorities (NSAs)

Following the implementation of the new EU legislation (4RP), the National Safety Authorities have been collaborating closely with the Agency on assessing applications for single safety certificates and vehicle authorisations. The cooperation

agreements detail the terms of this joint effort. They enable a structured way of working in project teams and establish a common understanding of each other's roles and procedures, which is essential for a smooth transition and efficient

operation. The Agency has now signed nine cooperation agreements with NSAs and will sign the agreements with the remaining EU Member States by June 2020

Interview with Matthias Ruete, European Coordinator for ERTMS



1) Why is ERTMS important for creating a common market for railways in the EU?

ERTMS is at the very heart of TEN-T policy as it promotes interoperability and underpins a genuine Single European Rail Area. Its deployment is a vital element to ensure common standards for railway transport throughout the TEN-T network. ERTMS has the potential to increase safety and reliability, boost capacity, reduce maintenance costs, cut infrastructure costs, decrease prices of brand new locomotives and at the same time enhance the market for second-hand rolling stock.

The ERTMS deployment will decisively contribute to increasing the competitiveness of European railways. Moreover, the use of ERTMS means that we have in the European Union a major industrial project with the potential of setting global standards.

2) What is the current state of ERTMS deployment, and what can we expect in the near future?

ERTMS is operational on just over 5300 km of Core Network Corridors within Europe. It is being fully implemented in Luxembourg, Belgium and Switzerland. The Netherlands, Denmark, Norway and Sweden are also making great efforts to roll it out on a full network basis. Other countries, like Italy and Germany, have recently adopted national strategies aimed at network-wide deployment. In Spain, ERTMS is operational on high-speed lines and Poland is implementing it on a number of main lines.

The target set out in the ERTMS European Deployment Plan (EDP) (Regulation (EU) 2017/6) is to deploy ERTMS on some 15,000 km by 2023. Unfortunately, two years after the adoption of the EDP, we see some delays. However, most of the delays do not exceed two years and the vast majority of the pending lines are under construction.

In line with the Union Guidelines for the development of the TEN-T (Regulation (EU) 1315/2013), 50,000 km of lines have to be equipped with ERTMS by 2030. In addition, currently there are currently only just over 3,000 trains running with ERTMS. Up to 30,000 trains will need to be equipped by 2030.

3) What role will ERTMS play for the digitalisation of railways?

ERTMS will be the backbone of the digital railways in the European Union. Indeed, ERTMS is only a part of a bigger picture described as rail digitalisation. In the future, we will certainly have

less hardware trackside and more software-on-board and the intelligence of the system will be gradually moved from the infrastructure to the cabin and control centres. For this, it is of key importance to allow a smooth upgrade to new versions of the software and swiftly integrate new technologies. These will come shortly after 2022, including the future radio system, moving blocks, ATO (Automatic Train Operation), on-board train integrity or satellite positioning.

4) Can you name some of the future challenges for ERTMS, and how we can overcome them?

We are out of the teething problems period and now have a stable system in place with Baseline 3. There is a positive system-level business case for ERTMS. However, these benefits are not evenly spread. To address this, we need to ensure financing mechanisms, especially for railway undertakings.

We also need to work towards the elimination of old national legacy signalling systems: "Class B" systems remain an important source of costs when infrastructure managers have to maintain several systems at the same time or when railway undertakings may not be able to perform a service being equipped with ERTMS only.

Furthermore, ERTMS must be a fully interoperable, upgradable and modular system, into which you can plug in new functions. At the same time due care shall be devoted not to break compatibility and to avoid sunk investments.

News from ERA

ETCR Training Course



From 1-12th July, the Agency co-organised the 57th ETCR Summer Course on EU transport policy and railway affairs with the European Training Centre for Railways (ETCR) and the College of Europe. The two-week intensive programme featured high-level representatives from the railway sector as well as from the entire EU and non-EU transport sector. Participants came from all over the world and hold middle-management positions in railway companies and public institutions.

CCRCC Conference



It is our pleasure to announce that registration for the CCRCC ERTMS Conference is now open! The conference will take place in Valenciennes (France) and will include topics such as the future railway mobile communication system, GSM-R migration, ERTMS deployment, how digitalisation and

big-data will shape the rail system and more. Do you have great ideas for the future of railways? This is the place to share them. The goal of this conference is to share ideas and collaborate to find solutions together. The workshops on the first and second conference days encourage this collaboration between participants, as the ideas brainstormed will then influence the tone and message of the rest of the conference. This process of identifying common ground between individual actors in the railway sector will ensure a smooth transition from the status quo into the digital future. [Register now on the ERA website.](#)

ONCF/EMI workshop "Inventing tomorrow's railways" – 17/18 June in Rabat (Morocco)

In the framework of its research and development (R&D) activities, the Moroccan National Railways Office (ONCF) and the Mohammadia School of Engineering (EMI) organised a workshop focusing on the development of Morocco's rail signalling system including ERTMS development plans, energy efficiency, rail infrastructure and the integration of Human and Organisational Factors (HOF) to the railway sector. In this context, the Agency was invited to contribute

and introduced the HOF and Safety Culture definitions, as developed by its dedicated HOF network. First, the Agency referred to the EU policy and regulatory framework as set in the Rail Safety Directive and the [CSM for SMS requirements](#). The Agency provided recommendations from its [guidance document](#) on SMS requirements for safety certification and safety authorisation. The Agency finalised its contribution with the presentation of deliverables and tools developed under the aegis of the HOF network and its task forces: the [European Railway Safety Culture Model](#) and the [Safety Declaration](#). The event was finalised with a technical visit of the Agdal railway station (LGV).

Save the date

IPA workshop on ERTMS including a preparatory meeting for participation at the CCRCC 2019 event from 15 to 17 October 2019, Valenciennes, France (ERA will invite and reimburse one expert per IPA-beneficiary).

IPA Summit Signing of the "Safety Culture Declaration on Human and Organisational Factors" by CEOs of the Western Balkans, planned for 13 and 14 November 2019 in Belgrade, Serbia.

Making the railway system work better for society.

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European Union Agency for Railways
120 rue Marc Lefrancq
FR-59307 Valenciennes Cedex
Tel. +33 (0) 327 09 65 00
e-mail: communication@era.europa.eu

