

# EUMedRail Bulletin

January 2021

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## Dear reader,

Welcome to the fifth Bulletin of the EUMedRail project. The EUMedRail Team wishes you a healthy and fruitful 2021 and is grateful for the contribution made by the partners of the Southern Mediterranean Region and Europe to the success of the project. Thanks to this cooperation, the European Commission has granted the EUMedRail project with an extension of 2 years, which will allow to continue working for the railway safety and interoperability until the end of 2022. During 2021 we will continue promoting the Agency activities, which will include the launch of the European Rail Safety Climate Survey.

## EUMedRail activities

### EUMedRail seminar on EU railway legislation

The EUMedRail project organised an online seminar on EU railway legislation from 19 to 21 October 2020. The goal of the seminar was to develop understanding on the directives and regulations, provide first-hand information on the implementation of these legislative tools and exchange experiences and ideas between experts of the region and European experts. More than 150 experts from the Euromed region took part in this seminar and could raise questions on specific topics to ERA experts. The seminar started with a keynote speech from the Executive Director of the EU Agency for Railways. Dr Doppelbauer emphasized the work delivered by the Agency to provide recommendations to minimise the



spread of COVID-19 while resuming railway services, the progress made on safety and interoperability in the EU and justified the green competitive advantage of rail and its contribution to reach the objectives of the European Green Deal.

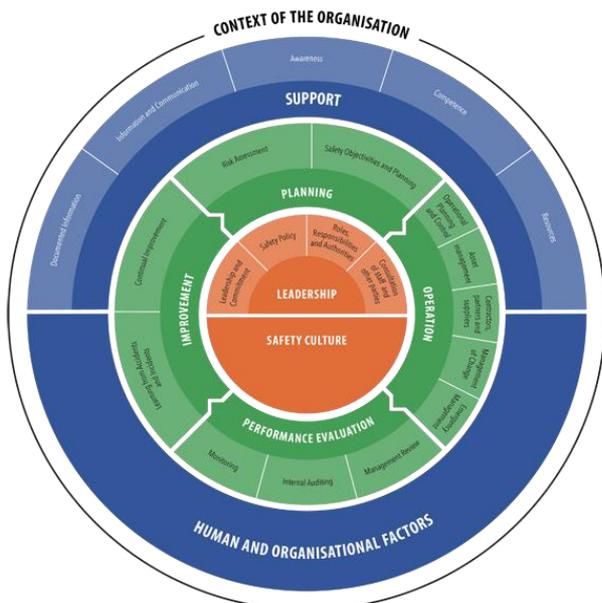


Dr Doppelbauer gave the floor to the Secretary General of OTIF, Mr. Küpper, who stressed in his keynote the role of OTIF and the COTIF Convention to promote, improve and facilitate international carriage by rail. He highlighted the benefits of COTIF for railway undertakings, the market, the organisation of the railway sector and the relationship between railway undertakings. The European Commission, Mr. Collignon from DG MOVE and Mr. Jansen from DG NEAR, gave then warm welcome to the participants. The first session presented an overall framework of the work developed by the agency to contribute to the European railway area without frontiers and provided details about the

[recommendations](#) in the railway transport adopted to diminish the risk of spread of COVID-19. The second session of the seminar addressed the legislative framework to ensure safety performance. Ms Patacchini



introduced the [Safety Management System](#) to ensure the safe management of railway undertaking and infrastructure managers operations. The SMS has to meet the requirements of the [Common Safety Methods](#) following a Plan, Do, Check, Act (PDCA) cycle. Mr Jovicic presented the predictive risk assessment to prevent railway accidents by identifying and acting on causes and a short overview on the Common Safety Methods for risk assessment and the Common Safety Methods for monitoring. Ms Yeo shared recommendations on the integration of [Human and Organisational Factors \(HOF\)](#) through the whole life cycle into the Safety Management System. Railway Automation brings benefits such as the optimisation of normal operations, the global optimisation, the standardisation of rules and the reduced number of staff. However, automation would only reach full potential by fully integrating HOF. To



complement the safety framework, the Agency experts addressed the [European Railway Safety Culture Model](#), a tool to enhance the level of safety. This introduction was followed by the framework applied to the Inland [transport of dangerous goods](#), including the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) and the provisions of Directive 2008/68/EC. Presentations from Morocco and Algeria displayed how the EUMedRail partners are adopting actions to converge with European safety standards. On 20 October, the third session covered the subjects on [supervision and monitoring](#) of safety performance. Participants had a presentation on the NSAs, independent authority entrusted with the tasks related to railway safety. The responsibilities mentioned included the issue of safety certificates to railway operators, safety authorisations to infrastructure managers, vehicle authorisations, train driving licenses, certificates to Entities in Charge of Maintenance (ECM) as well as the supervision of railway undertakings and infrastructure managers, among others. The responsibilities of the National Investigation Bodies (NIBs) were subsequently explained with the [accident investigation process](#), going from the notification of the accident, passing through the investigation process and the elaboration of safety recommendations to the investigation report. The development of [common safety indicators and targets](#) to improve safety performance was also a subject of discussion. The EUMedRail partners shared their experience on the steps taken to improve rail safety. Tunisia had the opportunity of explaining the mandate of the BEA, National Investigation Body of Tunisia, and Egypt introduced how ENR is implementing risk assessment and developing monthly and annual reports to monitor safety. The fourth session of the seminar discussed the subjects on the harmonisation of railway operation, vehicle and maintenance. Mr Mette explained the certification scheme for [train drivers](#) operating on the European railway network leading to the European train drivers' licence. This scheme includes, on the one hand the licence, issued by the NSA, valid for 10 years and for the whole territory of the EU. On the other hand, the certificate is issued by the employer being the railway infrastructure or undertaking, which assesses the competence on rolling stock, infrastructure and language. The discussions continued with an overall overview of the [Technical Specifications for Interoperability \(TSIs\)](#), the [list of registers](#) managed by the agency, [railway maintenance](#) and the [authorisation of railway vehicles](#).

The fifth session took place on 21 October and concerned the subject on digitalisation. Experts discussed the [European rail traffic management system](#) (ERTMS), the Global System for Mobile Communications-Railways (GSM-R), provided explanations on the exchange of freight and passenger information and the Agency roadmap on data and digitalisation aiming to share and exchange data through semantic

interoperability. Israel Railways explained to participants the deployment of ERTMS projects in Israel.

### EUMedRail Steering Committee



The EUMedRail project gathered partners last 24 November 2020 for the online Steering Committee. The meeting kicked off with the welcome speech of the Executive Director of the ERA, Dr. Doppelbauer, who stressed the important commitment of supporting railway safety and interoperability in the EUMedRail countries and the new role of the Agency as a rail authority in the EU. The rapporteur of the EU Year of Rail in the European Parliament, Ms. Anna Deparnay-Grunenberg, praised railways for being a sustainable, innovative and safe mode of transport and helping the EU to achieve climate neutrality by 2050. The EU Year of Rail, she said, will contribute to increase the proportion of people and goods travelling by rail. The Secretary General of OTIF, Mr. Küpper, also intervened to stress the role of OTIF and the COTIF to facilitate international rail traffic. The European Commission stressed the meaningful dialogue in the framework of Euromed projects, and in particular in the area of transport. After these interventions, the project officer, Mr. Ilyas Daoud, revised the actions organised in 2020. The project partners shared with the participants the initiatives implemented in 2020, including executed and on-going projects, regulatory reforms and protocol to face the covid-19 pandemic. The project manager, Mr. Peter Mihm, presented a proposal on the project plan for 2021 and 2022 to organise technical assistance including webinars, bilateral meetings and project seminars. The project plan will be distributed to the national transport coordinators as well as the railway focal points for further contributions.

### Meeting of the UfM Working Groups on Transport Connectivity

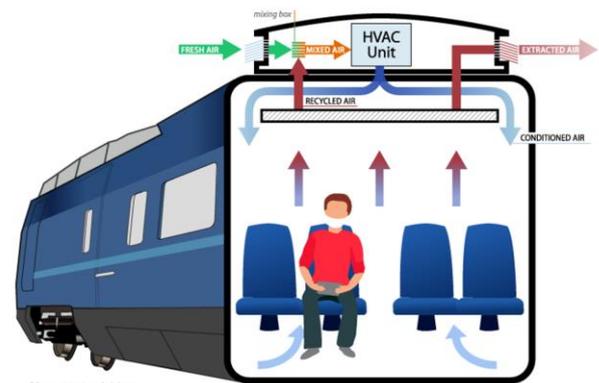
On 2 December 2020, the UfM Working Groups (WGs) on Transport Connectivity gathered in a virtual meeting national transport coordinators (NCs) and participants from international partner organizations. Following the opening introduction by UfM Co-presidency (European Commission and Jordan), the discussions on the state of play and update of the Euromed regional projects in the field of transport were launched. After that, the meeting focused on finalising the revision of the evaluation report

of the current Regional Transport Action Plan for the Mediterranean region (RTAP 2014-2020) and proposed recommendations on priority guidelines for the next Action Plan.



## COVID-19 Information Bulletin on Ventilation in Railway Vehicles

The ERA published last September an information Bulletin on Ventilation in Railway Vehicles providing recommendations on the main air distribution concepts applied in railway vehicles and driver's cab including natural ventilation, forced air ventilation systems and air conditions. The guidelines are intended to produce optimal ventilation adapting to further decrease the risk of spreading COVID-19 in the trains. The Bulletin has been elaborated by ERA and ECDC (European Centre for Disease Prevention and Control) with inputs from the European Commission, National Safety Authorities and railway sector representatives. These guidelines complement the COVID-19 Rail Protocol, published by ERA since May 2020, providing updated and general guidelines to resume railway operations during and after the COVID-19 lockdown. To read the full text, click [here](#).



## ERA Webinars

The EU Agency for Railways is organising interactive webinars to strengthen the understanding of Agency activities and to keep regular dialogue with stakeholders.

## Cybersecurity in Railways



Jointly organised with the European Union Agency for Cybersecurity (ENISA), the webinar presented the cybersecurity framework and how it applies to the railway industry. The webinar intended to raise preparedness and awareness of all actors against cyber threats and informed about initiatives relevant for the railway sector. To watch again the webinar, click [here](#).

## Human and Organisational Factors (HOF) in Railway Automation.



The seminar gathered academics and industry experts to discuss the psychological effects of automation on the human being and the steps that the manufacturers can undertake to integrate HOF in the design process. It presented concrete examples on the integration of HOF in railway automation projects from the Railway Undertaking, the Infrastructure Manager and the Manufacturing sector. Based on the experience of the aviation sector, leading experts reflected on the regulation that automation will need to follow to consider HOF. Examples given by the Rail Accident Investigation Branch, NIB in the UK, and EPSF, NSA in France, completed the seminar. Click [here](#) to listen the recorded seminar.

## Enhancing Rail Safety in 2021

The webinar introduced to the audience some of the initiatives that the Agency is developing to enhance railway safety during the European Year of Rail 2021.

The Agency explained the initiatives to enhance Safety Leadership and the European Rail Safety Climate Survey, to be carried out in 2021. To watch the webinar, click [here](#).



## Announcements- Save the date

**EUMedRail workshop on human and organisational factors on 17 February 2021** (further details will be provided soon)

**Deciphering rail cybersecurity on 16-17 March 2021** This joint ENISA-ERA online conference will feature first-hand information from key rail cybersecurity stakeholders.

**European rail safety days on 14-16 June 2021 in Porto**



The European rail safety days aim to inspire, offer networking opportunities and exchange knowledge across the industry. The event will provide the setting to exchange such good practices. It will also mark the official start of the first European rail safety climate survey, open to all European rail professionals. On 14 June, the event will kick off with safety leadership and practical workshops to foster dialogue and share safety learnings. This will be followed-up with the main event on safety culture on 15 June. On 16 June, the conference will deal with the contribution of the maintenance activities in ensuring railway safety. Click [here](#) for further information.

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**EUMedRail**  
EuroMed Transport Project



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