

# NEWSLETTER

October 2020

Editorial.....	1
ERA & full 4RP transposition.....	2
Human and Organisational Factors (HOF) in Railway Automation Seminar .....	3
Safety Culture Programme .....	4
News from ERA .....	4

## Editorial



Dear Reader,

As we are collectively coming to terms with the impact of a continued COVID-19 crisis on our lives, the best we can do is to cope with the situation in the most responsible manner, while delivering our tasks. At the Agency we continue all activities without interruption. All services remain reachable in remote access.

For example, the work of the COVID-19 stakeholder platform bore fruit with issuing an [information bulletin on ventilation in railway vehicles](#), published in September.

This bulletin is the result of intensive constructive collaboration among all stakeholders and I wish to thank in particular our colleagues from the European Centre for Disease Prevention and Control (ECDC) for their most valuable expert input.

The COVID-19 crisis has also delayed the full transposition of the technical pillar of the 4<sup>th</sup> Railway Package (4RP). While 16<sup>th</sup> June 2020 was the target date in our original planning, many Member States chose to use the extension of this deadline until 31<sup>st</sup> October – therefore, this date has now become the new milestone for the evolution of the European railway legislation.

From this date onwards, the new harmonised procedures will finally be applicable across the entire European Union. After having started in June 2019 with initially eight Member States, we are now crossing the finish line.

With the extension of our competence to the whole European Union, we take a major step forward on the way to establishing the Single European Railway Area (SERA), helping rail to become the transport mode of the 21<sup>st</sup> century. I'm proud to report that the Agency is ready – since June 2019 we have already taken more than 1.000 decisions and authorised more than 10.000 vehicles.

Of course, despite the persistent COVID-19 pandemic, we are not losing sight of major political reform

projects such as the greening of the European transport sector as a response to probably one of the main challenges of humanity: acting on climate change.

The Agency has started a project to realistically quantify the contributions of the rail sector towards the EU Green Deal and we will continue to act as a platform for exchange in order to find solutions.

In a recent workshop with key stakeholders, the prevailing consensus was that the contribution from the rail sector to the Green Deal objectives has to be large, and action to overcoming obstacles to a more efficient rail service in Europe should be imminent.

We can conclude that the times we live in pose as much a challenge as they bear new opportunities for the rail sector – the Agency is fully committed to fulfilling its role as European authority and to contributing to overcoming the challenges and grasping the opportunities.

Enjoy the read and stay safe

*Josef Doppelbauer*  
Executive Director

## 31<sup>st</sup> October 2020 full 4RP transposition: is ERA ready?

We asked Thierry Breyne, Head of ERA's Planning and Approvals Delivery Unit

### With your team you manage the new processes, required by the 4RP. What is the current status at ERA?

In September we have reached our 1.000<sup>th</sup> vehicle authorisation and issued 14 single safety certificates. 14 applications for ERTMS trackside approvals are also ongoing.

The 4RP tasks and the processes being new, we are constantly identifying needs for clarifications or improvements but thanks to the outstanding commitment of all the experts from the different units of the Agency assigned to the applications, the processes are running smoothly and decisions are taken in due time.

### How do you expect the coming months to be?

I expect that we will continue our excellent collaboration with most NSAs. Many NSAs are ready to support the work of ERA through the Pool of Experts. This will create in the mid-term a true European spirit

amongst railway professionals involved in authorisation and certification and boost the harmonisation of the new processes. To have even more NSAs involved in this Pool of Experts, we will continue to work with the 9 NSAs not having yet signed the voluntary part of the cooperation agreement dedicated to the Pool of Experts.

Even though I'm looking confidently into the future, we cannot neglect that the 4RP means a huge change for the European railway sector: new processes supported by a new tool (OSS) with ERA as a new actor. This means that we should continue to take into account the return on experiences from all involved to improve even more the efficiency of the processes.

Our main challenge remains the workload and resource planning. The Agency will have to show a lot of flexibility in its organisation for facing unexpected requests and


issues linked to the novelty of the processes and the nature of our new tasks. This will force the Agency to adapt more frequently than in the past its working programme by being able to decide quickly on priorities between activities.

### Which advice do you give to the new applicants?

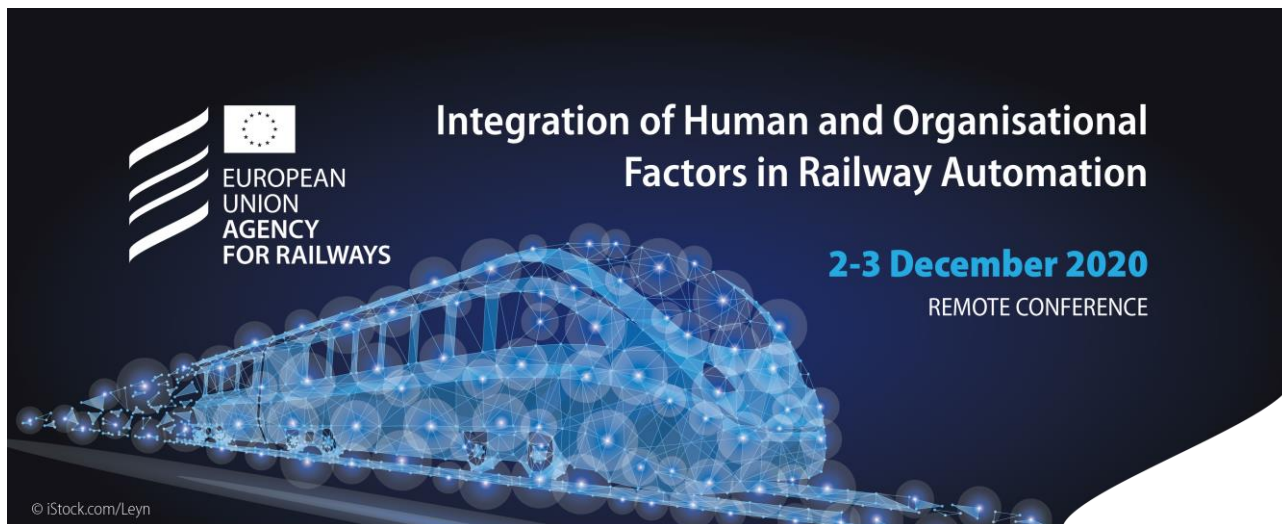
For the future applicants it is very important to contact ERA as early as possible to enable efficient planning and to be able to start organising in the most efficient way. We advise new applicants to take advantage of the possibility of pre-engagement which may help them to save time and avoid pitfalls during the procedure.

### What is the impact of COVID-19 in this important year for ERA?

We experience so far no big impact on our workload. We have the impression that the sector is continuing to work despite the measures.

 <b>Figures &amp; Facts: September 2020</b>		
Vehicle Authorisations	Single Safety Certificates	ERTMS Trackside Approvals
<p><b>958</b> delivered* representing in total <b>11435</b> vehicles</p>	<p><b>14</b> delivered</p>	<p><b>14</b> applications</p>
<p><b>45</b> projects ongoing</p>	<p><b>19</b> projects ongoing</p>	<p><b>15</b> initial engagements from which 4 closed</p>
<p>Delivery for conformity-to-type with an average of 3.9 working days in September 2020</p>	<p>Delivery within an average time of 4.25 months</p>	
<p>* 891 conformity-to-type decisions; 29 pre-engagement baseline opinions; 34 other authorisation case decisions</p>		

Save the date:



ERA is organising a free virtual seminar (webinar) on Human and Organisational Factors (HOF) in Railway Automation bringing together international experts from a diverse range of fields providing a forum to discuss the integration of HOF in railway automation.

Railways are experiencing an automation revolution potentially leading to the following opportunities:

1. Optimisation of normal operations – highly reliable automation can optimise the operation so that capacity and performance are improved under routine operations, whilst also ensuring consistency and improving safety.
2. Global optimisation – automation can consider a broader range of variables than a human operator and so provide for optimisation over a larger area.
3. Standardisation of rules – automation can drive the standardisation of rules and provide a business case for investment to remove unnecessary variation in the railway.
4. Reduce staffing – reliable automation can reduce operator workload and allow for a smaller workforce.

However, if human input to the system is not considered there is a threat to the safe and efficient operation of the railways.

It is a myth to think that automation will eliminate humans from the socio-technical system in railways completely. The human contribution is not removed, but rather transformed to a greater or lesser degree depending on the level of automation employed.

In all but autonomous systems, humans will still be involved in monitoring during normal operations and operating during degraded modes. There is also human input throughout the system lifecycle, from design and certification through maintenance and regulation. The integration of HOF will still be necessary as new risks will emerge.

HOF is a multidisciplinary field focusing on how to increase safety, enhance performance as well as increase user satisfaction. It refers to the interactions among system components and humans, considering their behaviours, at all levels such as individual, situational, group, organisational or cultural.

This free virtual seminar will include presentations from a wide range of perspectives and demonstrate the importance of integrating HOF in

railway automation. A leading academic will look at the psychological effects of automation on the human being and what can be done to mitigate the associated risks by integrating HOF throughout the process. A manufacturer will explain how they integrate HOF by using standards in their processes from the design to testing phase. Find out how railway undertakings are integrating HOF in their automation projects and the challenges and opportunities they encounter.

Lessons can be learnt from other transport modes where integration of HOF has long been recognised as essential and there will be a presentation showing how this is done. As recent aviation accidents have shown us HOF in automation also needs to be regulated and there will be presentations from both a National Safety Authority and a National Investigation Body.

Railway automation has great potential and only through integration of HOF by all stakeholders can the threats be mitigated and opportunities seized.

You'll find updated information on the ERA [website](#). Please send any questions you may have about the virtual seminar to [HOF2020@era.europa.eu](mailto:HOF2020@era.europa.eu)

## ERA's Safety Culture Programme continues at full speed

With trainings on Safety Leadership and Regulatory Oversight of Safety Culture, a pilot peer review exercise, and the European Rail Safety Climate Survey to be launched during the European Year of Rail 2021.

After launching the **European Rail Safety Culture Model 2.0** in 2019, ERA is continuing the deployment of its ambitious Safety Culture programme. The model will soon be available in all official EU languages for download on the [ERA website](#).

In addition, the 1-day training on safety leadership targeting rail managers at all levels, and the 2-day training on regulatory oversight of safety culture targeting European inspectors, have been tested and finalised. The safety leadership training includes a train-the-trainers approach to enhance dissemination and capacity building in large companies.

ERA offers these training as chargeable services on-site or in its premises. Trainings can be booked contacting [Academy@era.europa.eu](mailto:Academy@era.europa.eu).

In close cooperation with CER, the Agency is currently running a **pilot** with large European railway companies **to elaborate a safety culture peer review service**. In analogy to what has already been proven very valuable in the nuclear industry, such review exercise should enable to assess the safety culture of companies, reflecting their

openness for criticism and enhancing their maturity.

Also, the activities on enhancing just culture continue successfully with the creation of a task force, of which the objective is to develop a new training remotely accessible. A **just culture** that relies on trust and openness affects organisational thinking and acting on safety. It strongly impacts the use and potential success of a shared reporting system.

The Agency is currently developing together with another task force a safety climate survey looking at staff perception with regard to railway risks.

After successful pilot tests this summer, the Agency is now fine-tuning and translating the survey. The survey will be open to all European rail professionals, including inspectors and investigators.

The Agency is willing to nurture relationships with companies on this activity, sharing the results based on the responses given by their employees, under strict conditions to be agreed. Modalities for cooperation are currently being

defined together with the Agency's representative bodies. The survey will be launched during the **European Rail Safety Days** planned 14-16<sup>th</sup> June in Porto.

*"The European Rail Safety Climate Survey is a unique opportunity to enhance safety awareness across European railways. With effective communication and dissemination, it may become a powerful tool to monitor staff perceptions of railway risks in all EU Member States and react accordingly. Sharing the results with companies, under strict conditions of anonymity, we offer them a tool to improve their safety culture. We look forward to cooperating with all companies and NSAs to make the **European Rail Safety Climate Survey** become a collective success!"* says Grégory Rolina, Programme Manager. For more information, contact: [safetyclimatesurvey@era.europa.eu](mailto:safetyclimatesurvey@era.europa.eu)



## News from ERA

### Dates and announcements

Free webinars organized by ERA: [Cybersecurity in Railways](#), on 13<sup>th</sup>

November 2020 at 10h, and [HOF in Railway Automation](#), on 2-3 December 2020.

[ETCR](#) Summer Course on EU Transport Policy and Railway Affairs, from 28 June to 9 July 2021.

Making the railway system work better for society.

© 2020, European Union Agency for Railways. All rights reserved.

**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](mailto:communication@era.europa.eu)

