



# *The technical pillar of the 4th Railway Package*

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## *Barriers to be overcome*

*Long and costly procedures & access barriers, due to:*



- *Ineffective functioning of national railway institutions*
- *Discrimination against new entrants*
- *Patchwork of national regulatory regimes and rules*

## *A few concrete examples of problems*

- *Fees for safety certificate: from 0€ up to 70 000€*
- *Total costs for an additional vehicle authorisation: from 900 000€ up to 2 Mill € per locomotive type*
- *Duration of the procedure for the authorisation of a railway vehicle: up to 2 years*
- *Staff involved in interoperability issues in the MS: from 1 person up to 162*
- *Sometimes staff on secondment from incumbent operators – concerns regarding independence and equal treatment*





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## *What do we want to achieve*

- Need to move towards more standardised rail products, as with aircraft and cars
- Reduction of national rules (still more than 11000!)
- ERA as One-Stop-Shop will lead to faster, cheaper and better coordinated procedures for vehicle authorisation and safety certification of railway undertakings
- ERA as system authority for ERTMS through issuing track-side approvals



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## Directive (EU) 2016/798 on railway safety

# More clear responsibilities

### responsibility

**responsibility** (ri spän'sə b...  
the condition of being responsible  
responsibility for the error.] 2. a t...  
that one is supposed to look after  
Her education will be my respon...  
n'si-bil'i-ties, pl.  
si-ble (ri spän'sə b...

- *All actors involved implement the necessary risk control measures and ensure the safe operation by the RUs of the equipment and services supplied.*
- *IMs and RUs are responsible for the safe operation of the rail system and the control of the associated risks.*
- *All actors are responsible for the transmission of relevant information about safety.*

## *Directive (EU) 2016/798 on railway safety*

# *A renewed framework for railway safety*

Extension of scope for the certification of entities in charge of maintenance

New article on supervision and clarification of the role of NSA in performing this task



Possibility to propose new safety methods, e.g. harmonisation of the elements of the safety management system

Introduction of the concept of safety culture and common occurrence reporting





*Directive (EU) 2016/798 on railway safety*

## *Simplifying and accelerating safety certification procedures*



- *Main driver for the recast: to simplify the process of granting safety certificates to railway undertakings*
- *Migration from the current system to a single safety certificate valid in the whole area of operation*
  - *A faster, cheaper and better coordinated certification procedure due to ERA as One-Stop-Shop*



*Directive (EU) 2016/7987 on interoperability*

## ***An increased harmonisation at EU level***

*Alignment of definitions of NSR and NTR, stronger procedure*

*Detailed rules to describe the authorisation procedure*

*European vehicle register to be operational 5 years after the entry into force of the directive*

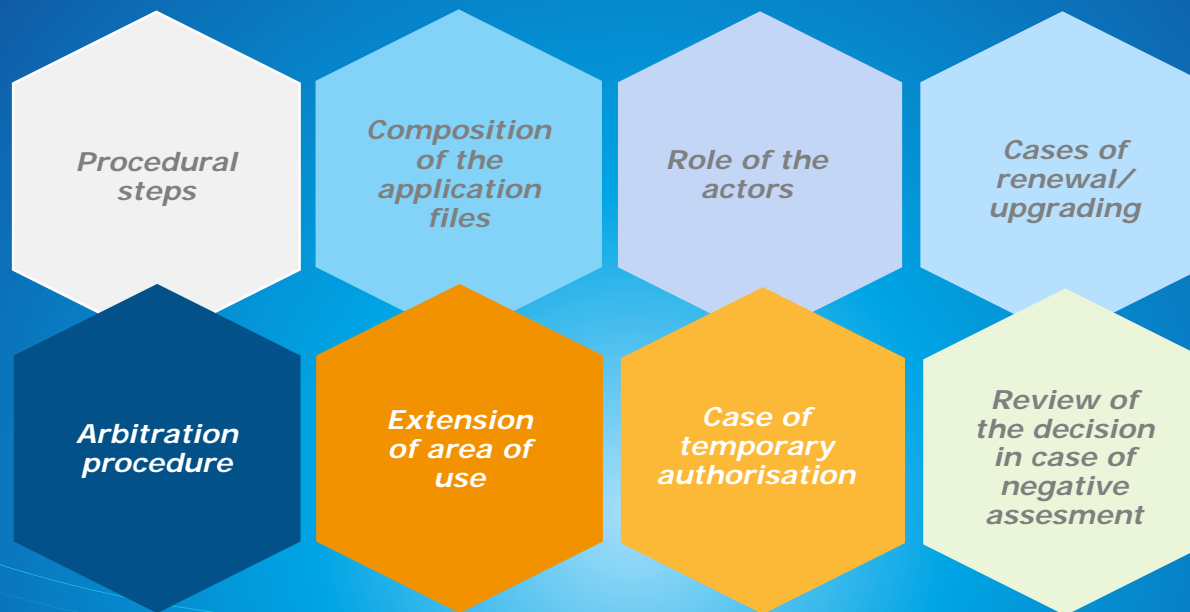
*Distinction between authorisation to placing on the market and checks before use*

*Convergence of criteria applicable to notified bodies and designated bodies*



## *Directive (EU) 2016/7987 on interoperability*

# *A new harmonised framework for vehicle authorisation*

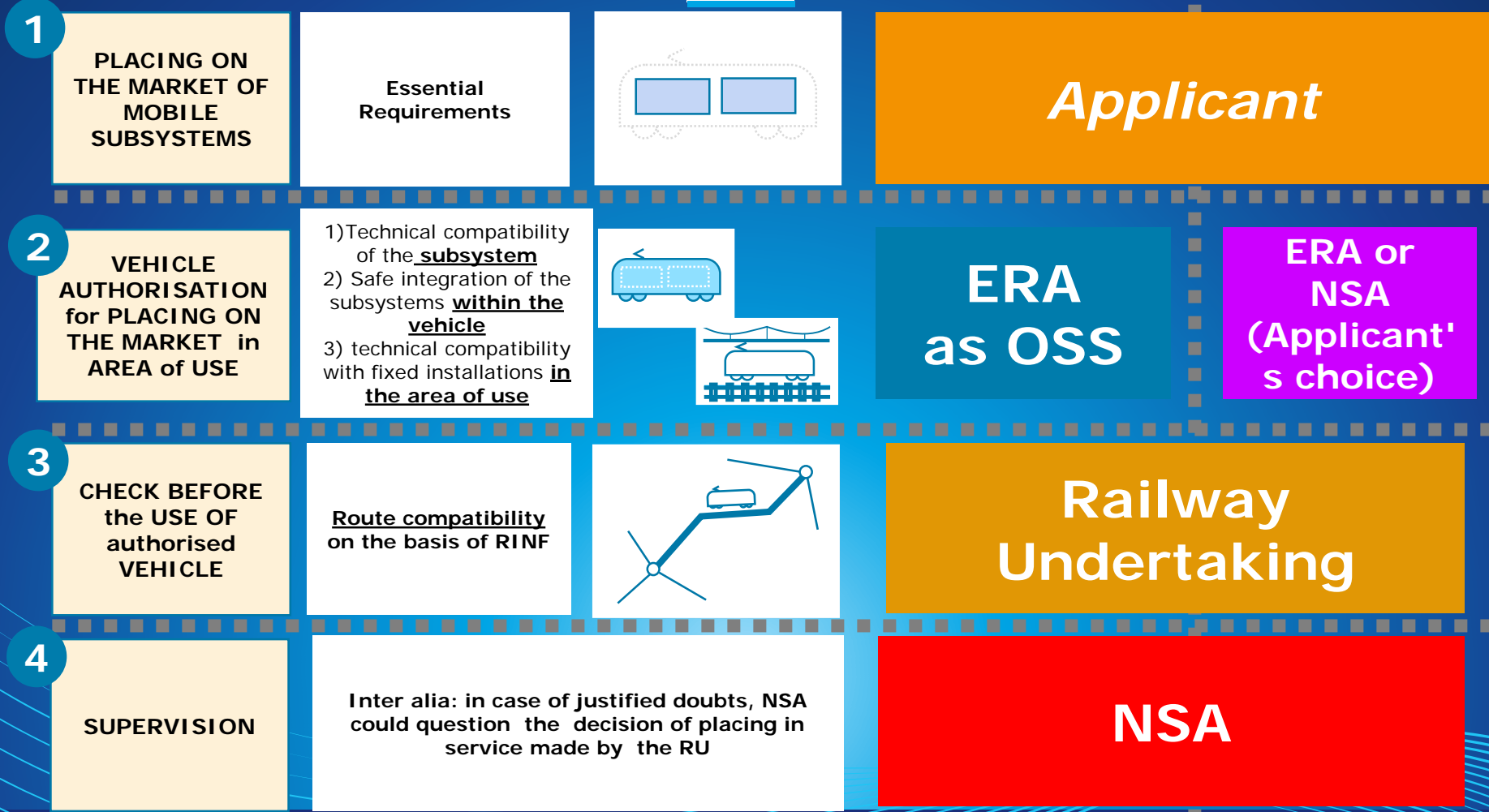


# Placing vehicles on the market



# Roles and responsibilities

More than 1 MS      Only 1 MS



*Directive (EU) 2016/7987 on interoperability*

## *Harmonised implementation of ERTMS*



- *ERA verifies ERTMS trackside technical solutions:*
  - *Before any call for tender*
  - *Gives binding opinion necessary for placing in service*
- *The Infrastructure Manager:*
  - *sends technical solution to ERA*
  - *informs ERA about any changes in the initial project*



## *Directive (EU) 2016/7987 on interoperability*

# *More sound procedure for national rules*

- *Objective: to eliminate redundant and obsolete rules*
- *A single process to notify and assess national rules in the scope of technical and safety rules*
- *A single IT system for notifying, consulting the stakeholders and publishing the rules incl. their assesment status*
- *A process to be applied for both existing and draft national rules*





*Regulation(EU) 2016/796 on the EU Agency for railways*

## *An enhanced role for the Agency*

**New tasks to ensure an uniform implementation of the EU framework:**

- Examination of **national rules** with the right to request the removal of unnecessary ones
- Monitor National Safety Authorities and Notified bodies
- System authority for ERTMS
- System authority for telematics



## *Implementation - next steps*

*Three years transition period to prepare ERA for the new tasks*

*Two years for the EC to adopt a number of implementing/delegated acts*

*Transposition by MS*

*A new expert group set in order to:*

- support the adoption of a number of acts,*
- ensure the commitment of all actors*
- strengthen the coordination of all tasks to be performed*





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Thank you!



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