The technical pillar of the 4th Railway Package

SERA REGIONAL CONFERENCE

BERLIN, 7 JUNE 2017

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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 <u>more standardised </u>rail products, as with aircraft and cars**

- **<u>Reduction</u> of national rules (still more than 11000!)**

- **ERA as <u>One-Stop-Shop</u> will lead to faster, cheaper and better coordinated procedures for vehicle authorisation and safety certification of railway undertakings**

- **ERA as <u>system authority for ERTMS </u>through issuing track-side approvals**

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Directive (EU) 2016/798 on railway safety

More clear responsibilities

- 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

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

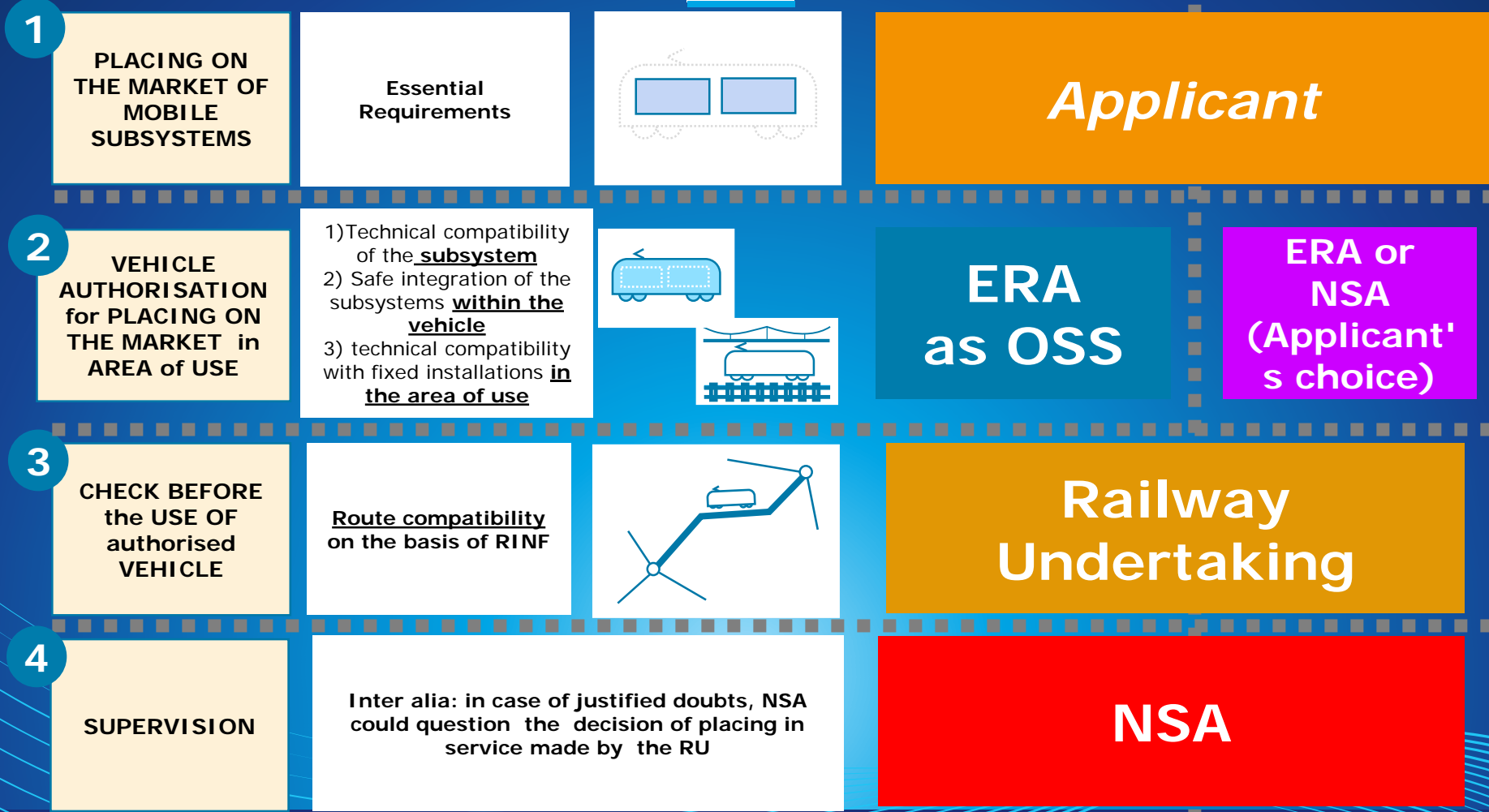Convergence of criteria applicable to notified bodies and designated bodies
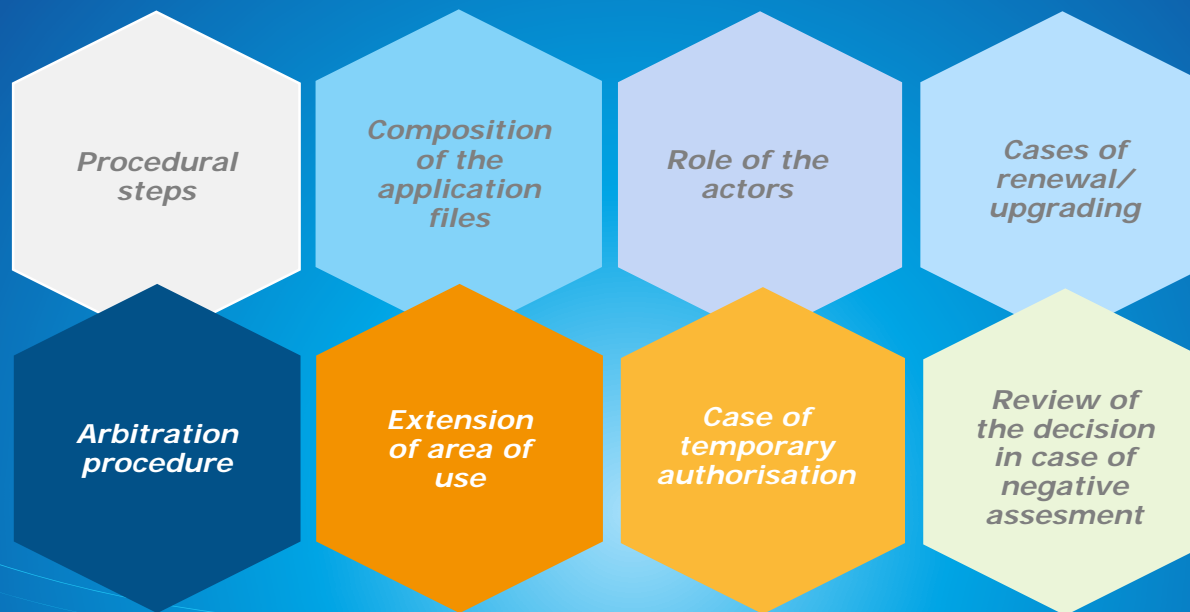
Placing vehicles on the market

Roles and responsibilities

			More than 1 MS	Only 1 MS
1 PLACING ON THE MARKET OF MOBILE SUBSYSTEMS	Essential Requirements		*Applicant*	
2 VEHICLE AUTHORISATION for PLACING ON THE MARKET in AREA of USE	1) Technical compatibility of the **subsystem** 2) Safe integration of the subsystems **within the vehicle** 3) technical compatibility with fixed installations **in the area of use**		**ERA as OSS**	**ERA or NSA (Applicant's choice)**
3 CHECK BEFORE the USE OF authorised VEHICLE	**Route compatibility** on the basis of RINF		**Railway Undertaking**	
4 SUPERVISION	Inter alia: in case of justified doubts, NSA could question the decision of placing in service made by the RU		**NSA**	

Directive (EU) 2016/7987 on interoperability

Harmonised implementation of ERTMS

- *ERA verifies ERTMS trackside technical solutions:*

  - ➤ *Before any call for tender*

  - ➤ *Gives binding opinion necesary 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 notifing, consulting the stakeholders and publishing the rules incl. their assesment status*
- *A process to be applied for both existing and draft national rules*

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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

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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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