

Single Programming
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2018

Outlook



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Contents

Making the railway system work better for society	IV
Foreword by the Executive Director	3
Facts and timeline	5
The Agency's programme and objectives	6
Activity 1 – A Harmonised Approach to Safety.....	8
Activity 2 – Removing Technical Barriers.....	10
Activity 3 – A Single EU Train Control and Communication System	12
Activity 4 – A simplified access for customers.....	14
Activity 5 - Evaluation, Management and Resources.....	16
Annexes	18
Abbreviations.....	19

Foreword by the Executive Director

The European Union Agency for Railways (ERA) is the EU agency tasked with establishing a single European railway area without borders, facilitating the development of a genuine European railway culture, driving the change to a pro-active railway safety culture with common criteria, targets and methods at EU level, advancing the single European Train Control and Communication System (ERTMS), and promoting a simplified access for customers of the European rail system. The activities of the Agency shall contribute to a high level of railway safety and interoperability, while improving the competitive position of the railway sector.

With the entry into force of the Technical Pillar of the Fourth Railway Package in 2016, the European Union Agency for Railways' mandate was extended by making it the main body responsible for issuing vehicle authorisations (VAs) and single safety certificates (SSCs) across the whole EU. In close coordination with Directorate-General for Mobility and Transport (DG MOVE), the Agency has developed a very significant preparation and implementation programme which, between 2016 and 2019, will transform the entire organisation, enabling it to perform our new role, in particular as decision makers in the Single European Railway Area.

The railway sector is facing difficult times at the moment - it is seriously impacted not only by huge competition coming from other transport sectors (automotive, aviation and maritime sectors), but also from competition within the railway sector itself, mainly coming from the Far East. Evolution in technology, most notably in digital technology, constitutes both an opportunity and a challenge for the rail sector. The opportunity is due to the potential process improvements provided by digital, the challenge is caused by the fact that individual digital solutions might cause new issues for interoperability, and that other sectors might benefit considerably more from the digital transformation than rail – and these sectors might be quicker to make the transition to the digital world. With less fragmentation in the Single European Railway Area, a technical harmonisation that can pave the way towards a global reference, and an approach for collaborative innovation in a competitive operational setting based on true customer orientation, we believe that the rail sector has a fair chance to master the transition from the transport mode that shaped the industrial revolution to an attractive transport mode in the digital age. To that end, ERA may contribute positively in several ways to the above aspects, in order to strengthen the competitiveness of rail.

As of 2017, the Agency is envisaging its activities and related objectives into a multi-annual perspective, in order to ensure clarity of goals, continuity, and stability. All Agency activities are traced back to a set of clear and stable, longer term objectives, together with a strategic approach to come closer to each goal step by step. These concrete steps are in turn described in more detail in the respective annual section of the work programme.

This outlook provides an overview of our activities for the years 2018 to 2020. As in the past, I am convinced that the implementation will further contribute to enabling better co-operation with all the stakeholders in the European Institutions and in the railway sector, in order to achieve our ultimate goal: "to make the railway system work better for society". Together, we will make it happen.

Josef Doppelbauer



Facts and timeline



2004 – Regulation (EC) No 881/2004 establishing a European Railway Agency

2006 – Regulation (EC) No 1335/2008 amending Regulation (EC) No 881/2004

2011 - White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system

2016 – Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004

2019 – ERA = authority

The Agency's programme and objectives



The European Safety Regulatory Framework has now been established for several years, however, the need for a harmonised approach remains a key priority in order to ensure the highest possible safety level in the railway sector while migrating to a Single European Railway Area. In order to support a harmonised approach to Safety, the Agency will, amongst other actions, in 2018 further develop and implement the programme towards the Single Safety Certificate, work with stakeholders to promote a positive safety culture, and provide support in revising the Train Drivers' Directive (TDD).

As the European railway system is being shared by many actors, it is imperative to have a common understanding of the system, processes, rules and responsibilities. In this context, the Agency will continue to define and implement the process for Vehicle Authorisation, relying on further improvement of the scope extended TSIs (closing of open points) and significantly reduced national rules. In addition, more focus will be placed on training and dissemination activities and on the migration to a single database for railway rules.

The Agency will continue to work on the implementation of the railway databases and registers and their rationalisation to improve usefulness, usability and data quality while reducing administrative burdens and undue costs for the Member States and stakehold-

ers. In particular, the Agency will work on the specifications and the implementation of the European Vehicles Register.

Concerning Notified Bodies, the Agency will follow up the implementation of the sectorial scheme for accreditation and recognition, and design the system for monitoring, including a forum for exchange of experiences for assessment bodies according to CSM 402/2013. The Agency will also continue supporting harmonisation for accreditation and recognition criteria of all checking bodies.

As the system authority for the ERTMS specifications, the Agency will manage the specifications including mitigation measures in case of errors, and the delivery of the game changers defined in the longer term perspective, in particular related to ATO and the new radio communications system. The Agency will leverage on the commitment of the ERTMS Stakeholders Platform to facilitate harmonised deployment of the system. The Agency will provide technical evaluation of EU-funded projects in cooperation with INEA. The Agency will seek early engagements with railways in the frame of 4RP trackside approval for ERTMS, and assistance to RU in assessing compatibility with infrastructure.

In order to improve the efficiency of the railway system, accessibility by all stakeholders and exchange of information needs to be further developed. In this respect, the Agency will continue working on a harmonised protocol for exchanging information between railway actors, and on an improved access of stations and trains, for instance, for persons with reduced mobility.

In addition to the 4 operational activities, the Agency groups its horizontal and support functions and tasks under the activity "Evaluation, Management and Resources" covering the work in relation to economic evaluations and impact assessments, business planning and reporting, Integrated Management System (IMS), the provision of legal advice, international relations, stakeholder management, research coordination, human and financial resources, information technologies and facilities. This Activity also covers project such as Shift²Rail and the coordination of the Fourth Railway Package preparation.

For the past couple of years, the Agency has been preparing for the implementation of the Fourth Railway Package programme, detailing the different phases over the next year, focusing in 2018 on establishing the Board of Appeal, the internal procedures for the Single Safety Certificate, Vehicle Authorisations, ERTMS trackside approval, and fees and charges, IMS following the ISO certification, amongst others.

In conclusion, we believe that also in 2018 the Agency will strongly contribute to the effective functioning of the Single European Railway Area (SERA) without frontiers, moving closer to the vision of a harmonised approach to safety, removing technical barriers, advancing the single European Train Control and Communication System (ERTMS), and promoting simplified access for customers for in the European rail sector.

MULTI-ANNUAL Activity 1 – A Harmonised Approach to Safety



- **Preparing for the Single Safety Certificate under the Fourth Railway Package:** with a view to becoming world leader in railway Safety, the work in this area feeds into the preparation together with the stakeholders, essentially the NSAs, in view of delivering a Single Safety Certificate in cooperation between the Agency, NSAs and actors from the entry into force of the Fourth Railway Package onwards. This cooperation will be tested in a shadow running even before taking over the new functions. The Agency will also learn from the return of experience of the existing safety certification processes including the practical learning cases when collaborating with the NSAs on these cases.
- **Learning for better Safety:** to further develop a common approach to Safety in the EU railway system, based on a shared understanding of roles and responsibilities and a common approach to Safety Culture with a focus on learning, improvement and prevention, as an essential base for the successful EU wide introduction of the Safety Management System regime and hence for the efficient harmonised processes leading to Safety Certification.
- **Monitoring Safety performance/ Improving Safety performance:** The Agency will work in partnership with all stakeholders to promote and establish an environment where the actors have trust in the functioning of the system, backed by an enhanced monitoring of the real underlying problems and barriers and by a focused approach on where to act in light of the evidence gathered.
- **Managing Maintenance risks:** The Agency will continue working with stakeholders to define and establish an acceptable level of risk for technical systems.

[Read more on this activity for 2018 \(link\)](#)

ANNUAL Activity 1 – A harmonised approach to Safety

The Agency Regulation identifies the need for a harmonised approach to safety that supports the Commission's vision of Europe as world leader in railway safety. Over recent years the legislative framework to support safety has been progressively developed and the Fourth Railway Package will adapt the framework to further support the development of a single safety area. The legislative framework is an essential element but is not enough.

Safety has to be delivered on the ground in a harmonised way and that can only be achieved if there is a shared vision of safety, and a common approach to safety culture. Safety culture development is interdependent with safety reporting, learning and measuring and promoting safety management maturity, including strong safety leadership and proactive fulfilment of safety responsibilities.

Without prejudice to the rules of confidentiality relating to investigations, there will need to be greater transparency in the sharing of information so that lessons learnt can be shared and each actor can take the responsibility for the part of safety that is theirs. Railway safety is not isolated from other parts of the system or from society and the factors that act as obstacles to safety harmonisation and safety improvements need to be understood. The Agency is part of a team of National Safety Authorities (NSAs), National Investigation Bodies (NIBs), Railway companies, and Ministries that will need to work collaboratively to deliver safety.

The European Commission proposals in the Fourth Railway Package already show the need for cooperation agreements in the fields of safety certification and authorisation for placing on the market of vehicles but in fact all of the safety initiatives are necessarily delivered through partnership and collaboration.

In addition to working closely with its stakeholders and other actors of the railway sector, the Agency will in 2018 also continue developing and implementing the Single Safety Certificate project.

The Agency will also continue to implement educational initiatives for a wider range of stakeholders, in particular middle management of railway actors.

MULTI-ANNUAL Activity 2 – Removing Technical Barriers

- **Preparing for Vehicle Authorisation under the Fourth Railway Package:** to develop and migrate to the common Vehicle Authorisation process foreseen in the Fourth Railway Package. The Agency will learn from the return of experience of the existing authorisation processes including the practical learning cases and the application of TSIs and exploiting the simplification benefits that come from the new framework. In order to ensure consistent application of the Vehicle Authorisation framework within the Agency and between the Agency and its partners, the Agency will also develop application guides and other informative documentation.
- **Removing technical barriers/Removing operational barriers:**
 - › to support the removal of technical and operational barriers, to complement the TSIs with the new elements set out in the Fourth Railway Package (including the provisions applicable to the existing subsystems and vehicles in the event of modifications and the parameters of the subsystems to be checked by the railway undertaking after the Vehicle Authorisation to ensure compatibility between vehicles and the infrastructure)
 - › to help the actors to implement and apply the scope extended TSIs
 - › to start full revision of the TSIs (taking into consideration the objectives mentioned in the Delegated Act on TSIs revision, as well as other feed-back)
 - › to revise the conformity assessment modules in the Decision 2010/713/EU to identify and exploit possible simplification and cost savings for the sector
 - › to complete the cleaning up of National Rules
 - › to continue supporting the implementation of the European train driver certification scheme in cooperation with NSAs and the sector.
 - › to further develop the OPE TSI in order to set up a core of harmonised operational principles with the aim of reducing the need of national rules.

Also, the Agency will concentrate on drafting a common examination scheme for the train driver licence and on supporting the Commission in preparing a first general revision of the Train Drivers' Directive. More generally, national safety rules on staff competence, fitness or other job access criteria, applicable to staff performing safety relevant work, will be evaluated with the aim of reducing national rules and recommending appropriate European measures where necessary. This activity will be prepared in close coordination with DG MOVE with the revision of the Train Drivers' Directive (TDD) to ensure the most efficient and effective procedure.

- **Ensuring efficient and effective conformity assessment:** the Agency will work in collaboration with NSAs to support national bodies for accreditation and recognition of assessment bodies according to CSM 402/2013 on risk assessment. The Agency will also develop tools necessary to improve further quality and trust among the actors, such as a scheme for the monitoring of Notified Bodies (NoBos) and further steps towards audits and inspections of NoBos as foreseen by the Fourth Railway Package. Furthermore, the Agency will develop a common approach for all assessment bodies aimed at better consistency, proportionality and simplification.

[Read more on this activity for 2018 \(link\)](#)

ANNUAL Activity 2 – Removing Technical Barriers



For newly authorised vehicles, the application of the scope-extended TSIs which entered into force in 2015, reduced the need of national rules to TSI open points, specific cases not fully described in the TSI (thus referring to the national rules), and legacy interfaces (such as Class B control command and signalling (CCS)). On this basis, in 2018 the Agency will continue to facilitating and monitoring Member States’ “cleaning up” of their national rules, in particular operational rules (type 4 safety rules) and rules on competencies (type 6 safety rules), also in order to further develop the OPE TSI. In particular, the Agency will perform specific dissemination activities in relation to the new framework of OPE TSI (Fundamental Operating Principles, clear structure for type for NRs and improved links to the operational requirements in the new SMS of RUs and IMs).

The Agency will continue facilitating and monitoring the implementation of the scope-extended TSIs, and closing the remaining open points where needed, while at the same time updating the TSIs also on the basis of the Fourth Railway Package provisions. The TSI updating will also consider the inclusion of appropriate and coherent transition provisions in the view of the new process for vehicle authorisation. Furthermore, the rolling-stock related TSIs will define the cases which require a new vehicle type authorisation or a new authorisation to place a vehicle on the market.

Regarding Vehicle Authorisation, the Agency will work with the Member States to facilitate the migration from their National Legal Frameworks to the European Legal Framework set up by the Fourth Railway Package and will report the Member States progress to the Commission. The Agency will also build on the experience of the Real Authorisation Cases work in 2014 and 2015 to participate in “Learning Cases” of Vehicle Authorisation. The Agency will continue to develop the guide with the help of stakeholders based on the text adopted at the end of 2017.

In order to increase the trust in the work performed by NoBos, the Agency will further support the implementation of the scheme for accreditation and recognition and progressively put in place the monitoring of NoBos. At the same time, the Agency will carry out a study on conformity assessment modules.

In addition to working closely with its stakeholders and other actors of the railway sector, the Agency will in 2018 also continue contributing to the development of a European scheme for train driver certification for removing technical barrier and to support the improvements of the Train Drivers’ Directive (TDD). This activity will be coordinated with the revision of the TDD to ensure the most efficient and effective procedure.

MULTI-ANNUAL Activity 3 – A Single EU Train Control and Communication System



- **Increasing the Agency's role in checking ERTMS projects compliance with the specifications, on-board and trackside:**
 - › to secure the success of ERTMS by applying strong ERTMS version management and a strengthened system authority role to prevent any diversification of the Single EU Train Control and Command system
 - › to establish, in collaboration with all stakeholders and concerned actors in the ERTMS Stakeholders Platform, an optimised coordination of ERTMS development and deployment to ensure a single transparent, stable, affordable, and interoperable ERTMS system throughout Europe in line with the commitments of the Memorandum of Understanding on ERTMS signed in 2016
 - › to improve the quality of the test specifications for the on-board system and of the NoBo assessment of conformity
 - › to work with the Commission and the Shift²Rail JU on the relevant aspects of research and innovation to ensure the economic benefits of innovation, and promote the harmonised system as a reference on the international scene.
- **Ensuring interoperable and stable ERTMS:** the Agency will manage the maintenance and evolution of the ETCS and GSM-R specifications, improving their quality, including harmonised operational principles, as defined in the longer term perspective. The Agency will publish the issues detected in the specifications and the solutions to ETCS and GSM-R Change Request resulting from the CCM process.
- **Establishing and improving communication backbone for railways:** the Agency will facilitate the EU railways to prepare for technological/business evolution in the field of ERTMS communications.

[Read more on this activity for 2018 \(link\)](#)

ANNUAL Activity 3 - A Single EU Train Control and Communication System

The European Railway Traffic Management System (ERTMS) is an important industrial project for Europe and a major step for an interoperable railway system and the progressive establishment of an open market in the sector. ERTMS is a cornerstone of a more efficient and performant railway system. The Agency is the system authority for the ERTMS specifications.

2018 will see the Agency managing the specifications in a transparent manner to protect investments and allow innovation, following the principles established in the ERTMS MoU signed in 2016. If error corrections are necessary, the Agency will ensure that also mitigation measures are developed. In the frame of the long-term perspective, the game changers will be progressively defined: in 2018 the common specifications for ATO (grade of automation2) will be agreed and made available.

The harmonised specifications alone will not deliver the full set of benefits expected from ERTMS. It is necessary to ensure their coordinated applications, also by promoting best practices and proven approaches with engineering rules and operational concepts, and achieving cost effective verification and authorisation. The Stakeholders Platform will be instrumental to enable those objectives, in parallel with the progressive implementation of the Fourth Railway Package roles of the Agency in Vehicle Authorisation and trackside ERTMS approval. The Agency will increase direct contact and seek feedback from real implementations. The Agency will apply de facto the principles of the Fourth Railway Package approval to trackside projects and develop mechanisms on how to advise on the compatibility between ERTMS on-board and trackside, as stipulated in Article 30 of the Agency Regulation. The Agency will elaborate a harmonised operational rulebook to foster the consistent use of ERTMS. The Agency will cooperate with DG MOVE leveraging on the cost/value-added of the ERTMS Deployment Manager, in particular focusing on the compliance of trackside ERTMS implementations, and providing support to the INEA Executive Agency regarding projects for which an application for Community financial aid has been submitted. The Agency will complete investigations on the threats and opportunities of cyber-security related to safety critical software and communication systems. The Agency will propose the definition of the future communication system, ensuring a wide consultation of all relevant stakeholders.

MULTI-ANNUAL Activity 4 – A simplified access for customers



- **Preparing a One-Stop-Shop (OSS) for certification and authorisation under the Fourth Railway Package:** to prepare for the functions of the Fourth Railway Package, in cooperation with all stakeholders continuing to participate in learning cases, assisting the European Commission in the developments of the common processes and documentation for the new regime and to prepare the “One Stop Shop” database, including all supporting aids, followed up by shadow running as for the Safety Certificates, Vehicle Authorisation and ERTMS trackside approval.
- **Facilitating users’ access to relevant data:** to continue the development and change management of the Telematics TSIs, of the TSI for accessibility for persons with reduced mobility and of the inventory of assets foreseen to provide information on the implementation of the PRM TSI also to the customers. Furthermore, the Agency will continue working on the development and implementation of the relevant infrastructure (RINF) and vehicle registers (ECVVR, EVR, ERATV, VKMR and ERADIS) as well as the Single Rules Database (SRD)

[Read more on this activity for 2018 \(link\)](#)

ANNUAL Activity 4 – A simplified access for customers

The functional and technical specifications for the OSS will be put in production when the Agency has to effectively deliver Vehicle Authorisations and Single Safety Certificates and has to check the technical solutions of ERTMS tenders. This release of the OSS will be used at first in shadow running. The business needs for the Vehicle Authorisation part of the One Stop Shop Database has been developed in 2016 with particular attention on the requirement to include an “early warning” system to identify at an early stage the needs for coordination between decisions to be taken by national safety authorities and the Agency in the case of different applications requesting similar authorisations.

Further progress is expected regarding accessibility by all stakeholders / customers of the railway system information, including rules and data related to its operation. This will result in enhanced performance and usability of the railway system, as well as the potential creation of new business opportunities.

In 2018 the Agency will continue performing the maintenance of the following railway IT tools, registers and databases:

- Register of Infrastructure (RINF, expected to be completed by 2019 according to the 2014 Decision))
- European Centralised Virtual Vehicle Register (ECVVR) and its successor European Vehicle Register (EVR)
- European Register of Authorised Types of Vehicles (ERATV)
- Vehicle Keeper Marking Register (VKMR)
- ERA Database for Interoperability and Safety documents (ERADIS)

The Agency will also work on their continuous improvement (in particular for the revision of the Decision on the infrastructure register and the consolidation and integration of the railway-related registers) and will support the MSs and stakeholders in their implementation and use.

The Agency will also continue developing the “Single Rules Database” envisaged by the Fourth Railway Package to replace the current NOTIF-IT and RDD databases.

From another perspective, to improve access of stations and trains for Persons with Reduced Mobility (PRM), a tool for informing the public and monitoring progress of PRM TSI implementation will be developed (Inventory of Assets).

The Agency will revise the TAF TSI and the TAP TSI regulations in order to simplify the procedure for the update of its technical baseline in accordance with the TAF TSI and TAP TSI Change Control Management process as envisaged by Commission Delegated Decision Supplementing the Directive 2016/797 in view to facilitate the deployment of harmonised protocols and processes for exchanging information between railway actors will enable RUs and IMs to permanently locate freight trains and exchange documents related to the carried goods. The deployment of similar harmonised protocols and processes will allow the issue by travel agents of seamless tickets covering several RUs in several countries and the exchange of additional traveling information between stakeholders / customers according to the European Rail Passengers’ Rights Regulation. Above deployment of those harmonised protocols and processes will be done in a multimodal environment where special attention will be paid to aspects such as information exchange towards emergency systems in freight or connection to other modes of transport in passenger transport. The Agency will in this context continue to monitor the implementation of above harmonised protocols / processes and issue implementation progress report to EC. In addition, focus will be placed on dissemination activities vis-à-vis the RUs, IMs and other impacted actors in form of regional workshops.

Moreover, in order to ensure the TSI compliant deployment of the Telematics Subsystems, the Agency could check upon request the level of compliance of the developed IT applications against:

- the interfaces as described in the Technical Documents listed in the Appendices of the TAP and TAF TSIs
- the processes as described in chapter 4 of the TAP and TAF TSIs.

In addition, the Agency will, on request, perform audits to evaluate the compliance of IT applications against:

- the interfaces as described in the Technical Documents listed in the Appendices of the TAP and TAF TSIs
- the processes as described in chapter 4 of the TAP and TAF TSIs.

MULTI-ANNUAL Activity 5 - Evaluation, Management and Resources

- **Ensuring the coordination of the Fourth Railway Package implementation:** in addition to the projects in relation to the Fourth Railway Package covered in the operational activities, the Agency will develop further internal processes necessary as a prerequisite for implementing the Fourth Railway Package such as management and traceability of working documents, competency profiles, prioritisation of the Agency projects and activities, establishing a scheme for managing fees and charges, and establishing the required governance (e. g. board of appeal) etc.
- **Ensuring a prioritised portfolio of the Agency activities:** the Agency is committed to substantiate its portfolio of activities through an impact assessment driven logic, starting from the problems/needs, the objectives, possible options, with a clear identification of their impacts for the railway sector and for society. The prioritization process is made transparent to external stakeholders and involves the Management Board through a dedicated workshop. The collection of evidence for performing the impact assessment for individual decisions (recommendations, opinions) and for ex post evaluations, as required, will continue, in line with the Agency Regulation requirements and the EC guidelines on Better Regulation. Special attention is given to the monitoring of outputs, outcomes and impacts and to the transparent reporting on those, while involving the various stakeholders in the process of collecting evidence (Economic Steering Group).
- **Ensuring efficient and effective communication:** following the implementation of its Communication Strategy in 2015, the Agency will continue to deploy this strategy in line with the planning and optimise its internal horizontal processes, such as e-processes, sound financial management.
- **Ensuring legality of Agency's activities:** this service provides legal advice and opinion within the Agency.
- **Ensuring the implementation of the Agency's Integrated Management System (IMS):** Internally, the Agency will gain further efficiency through the full implementation of the Integrated Management System, including the already obtained ISO 9001 certification, with the necessary IT support in the processes to be able to better focus our core business and maximise the impact of the Agency output on the sector.
- **Ensuring that railway related research and International Standards are aligned with SERA and ERA objectives.** In the fields of research and standardisation, the Agency will further strengthen its relationship with:
 - › the Shift²Rail joint undertaking,
 - › the Commission services involved in rail-related research,
 - › other European stakeholder entities involved in research affecting railways (including ERRAC – European Rail Research Advisory Group), and
 - › standardisation bodies within and out of the EU.
- The Agency will provide independent railway expertise to help ensure that research and standardisation activity carried out is targeted where it is most needed and that it supports the objectives and framework of the SERA. From 2018, where necessary to achieve its strategic objectives, the Agency will itself commission research.

In parallel the Agency will work with the entities involved in both research and standardisation to ensure that the innovation driven by research will be rapidly, efficiently and effectively integrated into the framework of regulation (TSIs) and standards.
- **Support to the development and dissemination of the EU acquis:** In all the Agency activities, we will seek to further improve the relations with our stakeholders. This is to enhance the atmosphere of mutual trust, develop better cooperation, and establish the Agency as the heart of the Single European Railway Area. As the natural partner for all railway actors, we will work to improve the shared railway system based on a common understanding of how the key concepts fit together. The Agency will assist the European Commission in the development and dissemination of the EU acquis both inside and outside the EU.

The strategy on international relations intends to promote the European approach to countries outside of Europe. With international organisations, we aim to encourage a more competitive position for railway transport in Europe and worldwide establishing the European Union Agency for Railways as global reference in safety and interoperability.
- **Ensuring sound management of the Agency's human and financial resources, ICT services and facilities:** the Agency implements sound management through its services related to HR, financial and budgetary management, and information and facilities management.

Read more on this activity for 2018 ([link](#))

ANNUAL Activity 5 - Evaluation, Management and Resources



The horizontal activities supporting the Executive Director and the Agency are economic evaluations/impact assessments, strategy and business planning and reporting, the Integrated Management System (IMS), deployment of the communications strategy, and providing legal advice. This activity also covers areas such as human resources, procurement, finance, accounting, ICT and facilities. In addition, there are the transversal tasks of international relations management, railway research coordination (in particular the provision of support for Shift²Rail the EC and other entities such as ERRAC involved in transport research), establishing and maintaining the Portfolio of Common Positions, stakeholder management (e.g. the networks of Representative Bodies, NSAs, NIBs) and the preparation of the implementation of the Fourth Railway Package. These horizontal actions support in general the Agency as a whole, and more particularly, the core business in increasing the efficiency in outputs.

In the framework of the Fourth Railway Package, in addition to the projects already described in the previous activities, the Agency has to develop other projects, described in the below table, which also need to be finalised to enable it to deliver its tasks from the Fourth Railway Package.

Railway specifications are becoming global documents in increasing number. To take account of this and to reflect the status of the TSIs, CSMs and other Agency outputs, with their equivalents around the world, the Agency will further develop and promote its international relations strategy.

This will be done through appropriate arrangements with relevant organisations and partner Agencies.

Annexes

For all figures and detailed tables, see the full Work Programme on era.europa.eu

Annex I: Resource allocation

Annex II: Financial Resources 2018-2020

Annex III: Human Resources 2018-2020

Annex IV: Human Resources policies

Annex V: Privileges and immunities

Annex VI: Risks 2018

Annex VII: Procurement plan 2018

Annex VIII: Overview of objectives in 2018

Annex IX: Buildings

Annex X: Organisation chart

Annex XI: Agency strategy for international relations

Abbreviations

4RP	fourth railway package
ATO	automatic train operation
CA	contract agent
CCS	control command and signalling
CSIs	common safety indicators
CSMs	common safety methods
CSTs	common safety targets
DG Mobility and Transport	Directorate-General for Mobility and Transport
EA	European Cooperation for Accreditation
ECM	entity in charge of maintenance
ECVVR	European Centralised Virtual Vehicle Register
EFTA	European Free Trade Association
ERADIS	ERA Database on Interoperability and Safety
ERATV	European Register of Authorised Types of Vehicles
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
GSM-R	Global System for Mobile Communications — Railways
ICS	internal control standards
IEC	International Electrotechnical Commission
ISC	interservice consultation
IM	infrastructure manager
IMS	Integrated management system
INEA	Innovation and Networks Executive Agency
IoA	inventory of assets
ISO	International Organisation for Standardisation
JTI	joint technology initiative
KPI	key performance indicator
L3	Level 3 — conceptual phase
NIBs	national investigation bodies
NLF	national legal frameworks
NOTIF-IT	Notifications using Information Technology
NRD	national reference documents
NRV	national reference values
NSAs	national safety authorities
NVR	national vehicle register
OSJD	Organisation for Cooperation of Railways
OSS	one-stop shop
OTIF	Organisation for International Carriage by Rail
PRIME	Platform for Railway Infrastructure Managers in Europe
PRM	persons with reduced mobility
RDD	reference document database

RFC	rail freight corridors
RISC	Railway Interoperability and Safety Committee
RINF	register of infrastructures
RU	railway undertaking
SERA	single European railway area
SMS	safety management system
SPC	single point of contact
SteCo	steering committee
TA	temporary agent
TDD	train drivers' directive
TRAMOS	Transport Monitoring System
TRIS	Transport Information System
TSI	Technical Specifications on Interoperability
UNCRPD	European Act implementing the Convention on the Rights of Persons with Disabilities of the United Nations
VKMR	Vehicle Keeper Marking Register
WG	working group
WP	working party

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