The technical pillar of the 4th Railway Package

SERA REGIONAL CONFERENCE BALTIC NORDIC

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Barriers to be overcome

Long and costly procedures & access hindrances, 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*

The technical pillar: What has been achieved?

- A ***renewed framework for railway safety*** *aiming at promoting the safety culture*
- An ***increased harmonisation to improve railway interoperability***
- ***Alignment of the scope*** *of both interoperability and safety directives*
- An ***enhanced role of the Agency*** *in the EU rail system: e.g. "One-Stop-Shop " for vehicle authorisation and safety certification*

A system approach

- ***Interoperability Directive**: technical and operational aspects*
  - *Rolling stock, operational rules, staff requirements, signalling, infrastructure, etc.*
- ***Safety Directive**: systemic aspects*
  - *Role and responsibilities of the actors, regulatory structure, safety levels and methods*

European Commission

A renewed framework for railway safety

Directive (EU) 2016/798 on railway safety

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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

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

ERA to continue its support to national investigation bodies

Introduction of the concept of safety culture and common occurrence reporting

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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*

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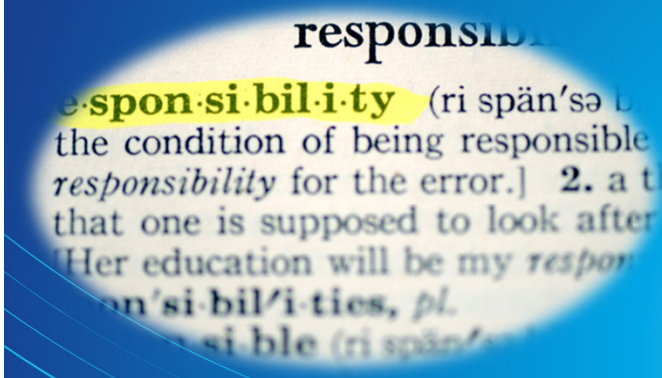
Directive (EU) 2016/798 on railway safety

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.*

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A common approach towards railway interoperability

Directive (EU) 2016/797 on interoperability

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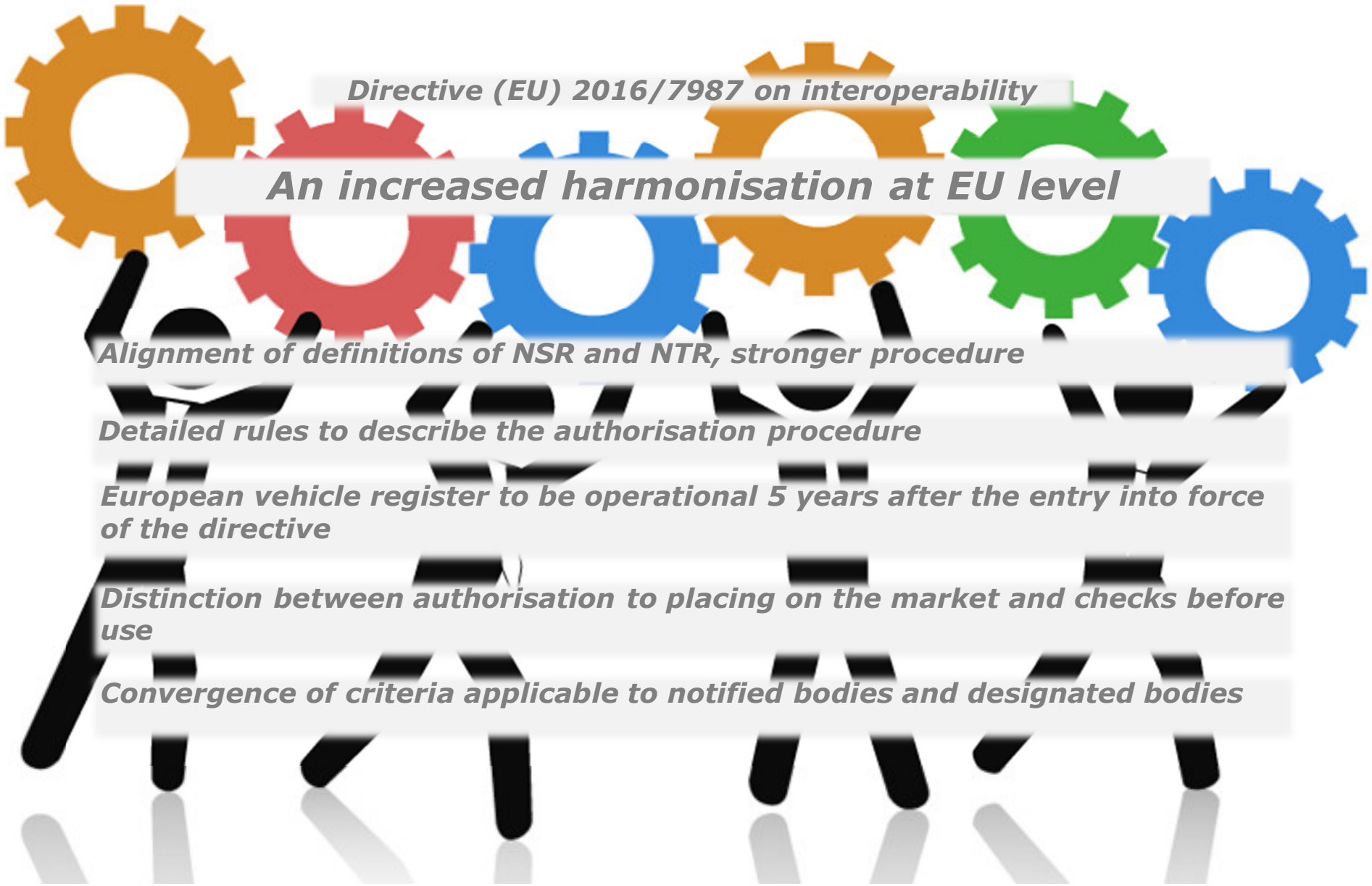

Directive (EU) 2016/7987 on interoperability

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

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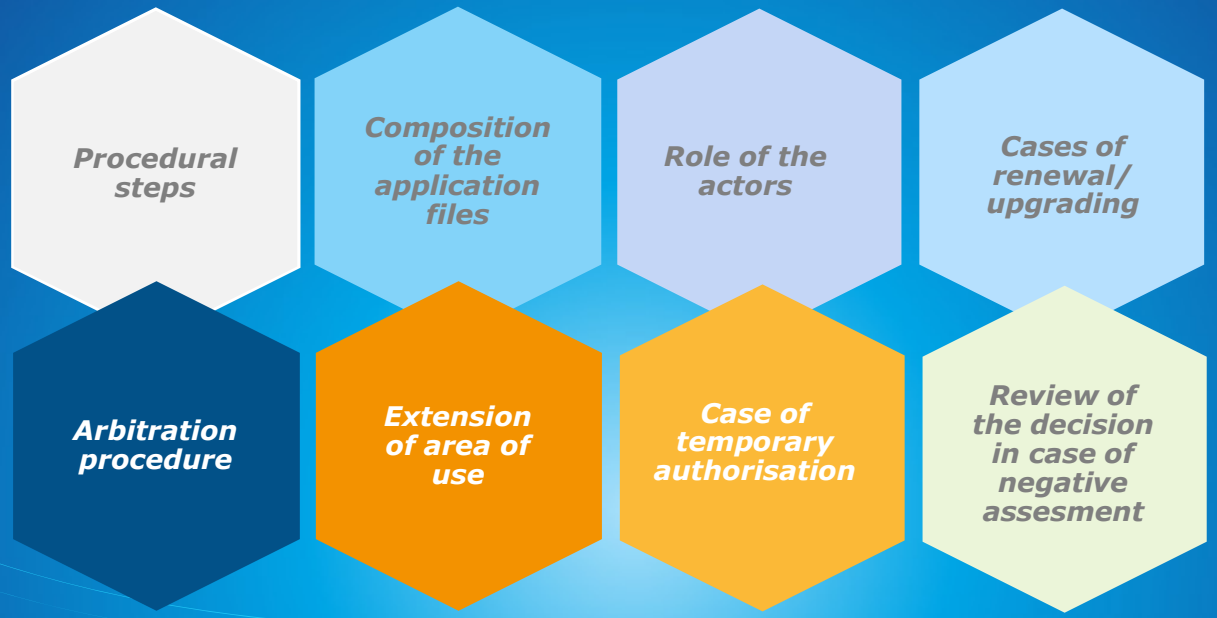
Directive (EU) 2016/7987 on interoperability

A new harmonised framework for vehicle authorisation



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Placing vehicles on the market

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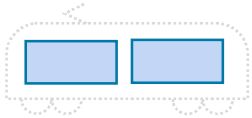
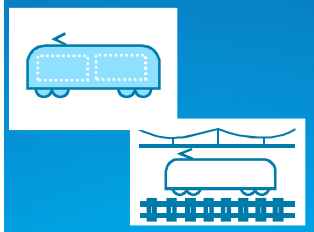
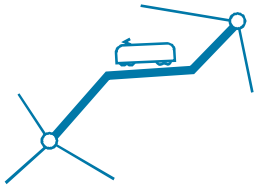
Roles and responsibilities

			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**

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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***

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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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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