



EUROPEAN
UNION
AGENCY
FOR RAILWAYS

webinars

Working with International Partners

10 November 2022

11.00 [CET]

Welcome! Webinar to start soon!

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EUMedRail main activities in 2022



1. Training seminar on SMS for Egypt & Jordan on 21-24 February
2. Training seminar on SMS for Algeria & Tunisia on 7-11 March
3. Training seminar on accident investigation on 19-21 April
4. ERTMS 2022 Conference on 26-28 April
5. Training seminar on HOF & safety culture on 1-2 June
6. Technical visit for Israel on TSI SRT on 21-22 June 2022
7. Workshop on risk management and performance evaluation of SMS, 12-13 September
8. Workshop on risk-based supervision by NSAs on 25-26 October
9. Bilateral support on SMS, safety targets, ERTMS, maintenance
10. Traineeship programme of officials/experts at ERA
11. Final conference of the EUMedRail project on 15-16 November

Agency Regulation (EU) 2016/796

Article 2 – Objectives of the Agency

... In pursuing those objectives, the Agency shall take full account of the process of enlargement of the Union and of the specific constraints relating to rail links with third countries.

Article 44 – International relations

- (1).....the Agency may strengthen coordination with international organisations on the basis of concluded agreements and develop contacts and enter into administrative arrangements with supervisory authorities, international organisations and the administrations of third countries competent in matters covered by Agency activities **in order to keep up with scientific and technical developments and to ensure promotion of the Union railways legislation and standards.**
- (2) The arrangements referred to in paragraph 1 shall not create legal obligations incumbent on the Union and its Member States..... Such bilateral or multilateral arrangements and cooperation shall be subject to prior discussion with the Commission and periodical reporting to it. The Management Board shall be duly informed of those bilateral or multilateral arrangements.
- (3) The Management Board shall adopt a strategy for relations with third countries or international organisations concerning matters for which the Agency is competent. That strategy shall be included in the programming document of the Agency, with a specification of associated resources.

Partnerships

- AdAR OTIF Secretariat - DG MOVE - ERA
- MoU with OSJD*
- MoU with TC Permanent Secretariat
- MoU with FRA (Federal Railroad Administration of US)
- MoU with ANTT (Land Transport Agency of Brazil)
- MoU with GCC (Gulf Cooperation Council)
- AdAr with the Ministry of Land, Infrastructure and Transport of the Republic of Korea
- MoU with UIC
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**Meetings on hold (see next slide)*

OSJD - Organisation for Co-operation between Railways

Annual MoUs 2007-2014 → multiannual 2015-2019 →
2020 onwards – tacit MoU renewal every five years

**NOTE: Given the aggression by the Russian Federation in Ukraine,
ERA put on hold its involvement in the meetings with OSJD until further communication.**

Previous cooperation formats:

Main cooperation channel: ERA-OSJD Contact Group

- Technical and operational compatibility (including safety)
- 1435 mm and 1520/1524 mm gauge rail systems
- Comparative analysis of requirements for all subsystems, subject to updates
- Regular exchange of relevant information and practical experience
- Possibility to work on other topics, address expert recommendations

Other cooperation formats:

- Annual OSJD-UIC seminars on implementation of TAP TSI & TAF TSI
- ERA as observer in OSJD PWG on Coding & IT (since autumn 2020)
- Mutual invitations to other conferences



© OSJD Committee

We contribute to EU cooperation with Ukraine on resilience and development of rail links.

We support Ukraine and the people around the world by finding additional ways to transport Ukrainian food products by rail.



Overview of Unique Rail Vehicle Identification System (URVIS)

- Unique Rail Vehicle Identification System (URVIS), a number to permanently identify rolling stock and securities related to the assets;
- It is the first global and permanent identification system for rolling stock, it is voluntary, and it runs alongside the local registration number (e.g. EVN for the EU) and/or manufacturers serial numbers;
- URVIS' legal basis is resulting from the [2007 Luxembourg Protocol](#) which is an international treaty to implement in rail the [2001 Cape Town Convention on International Interests in mobile equipment](#) . Currently only the EU, Sweden and Luxembourg have ratified the Protocol while few other MS have signed and should ratify soon;
- URVIS is an initiative of UNIDROIT, OTIF and contracting States;
- URVIS numbers will permanently affixed on rolling stock and be assigned by a digital International public registry containing basic information on the asset and related international interests.

- The Luxembourg Protocol creates a global security interest and it facilitates global leasing, financing and trade of new and second-hand rolling stock by:
 - ✓ Establishing a new legal framework securing creditors;
 - ✓ Resolving complex documentation and structuring of cross-border bank financing/leasing on cheaper and safer terms;
 - ✓ Transparency of securities related to each asset globally;
 - ✓ Easier repossession of assets in case of debtor default;
 - ✓ Easier access to international private sector finance without State guarantees.
- The Cape Town Convention's protocol on aircrafts is in force and adopted by more than 70 states with thousands of registrations of assets to-date;

- The UN Economic Commission for Europe (UNECE) setup in 2020 a Group of Experts on Permanent Identification of Railway Rolling Stock (GE_PIRRS) in order to adopt technical guidelines and model rules for issuing and managing URVIS;
- ERA is a member of GE_PIRRS alongside industry associations (CER, UIC) and some NSA;
- The GE_PIRRS concluded its work in September 2022 to:
 - Set how and where the URVIS identifier should be affixed on rolling stock;
 - Select type, material and relevant technologies;
 - Draft model rules and definitions of rolling stock in scope of URVIS;
- The GE_PIRRS will report to the UNECE working party on land transport on 17 November 2022 to adopt the model rules.

- The ratifications of the Luxembourg Protocol are slow thus its entry into force is delayed. Two more States need to ratify to activate the Protocol;
- The GE_PIRRS agreed that:
 - URVIS are supposed to be small metallic plates with number engraved on it;
 - URVIS plates need to be affixed on both external sides of a vehicle, visible by humans;
 - The geographical scope covers the entire UNECE region as minimum;
- For the Agency:
 - URVIS plates do not impact safety & interoperability;
 - The EVN is preserved and not impacted by URVIS;
 - URVIS could be added to the EVR upon request;
 - URVIS numbers issuance could be added to vehicle authorisations upon request.

Give us your feedback



SAVE THE DATE

Upcoming ERA Events

1 December

ERA-ENISA Conference on
Cybersecurity in Railways

6-7 December

Integration of Human and
Organisational Factors Conference:
Managing Workload and Fatigue

Give us your feedback





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