

Moving Europe towards a sustainable and safe railway system without frontiers.

DECISION n° 325

of the Management Board of the European Union Agency for Railways amending the Single Programming Document 2023 #1

THE MANAGEMENT BOARD OF THE EUROPEAN UNION AGENCY FOR RAILWAYS,

Having regard to Regulation (EU) N° 2016/796 of the European Parliament and the Council of 11 May 2016 on the European Union Agency for Railways (hereinafter referred to as "the Agency") and repealing Regulation (EC) No 881/2004 (hereinafter called "the Regulation"), and in particular Article 51§1 (b) and 52§4 thereof,

Having regard to Decision n° 310 of the Management Board adopting the Single Programming Document 2023,

Having regard to Decision n°206 of the Management Board adopting the new ERA Financial Regulation,

Having regard to Decision n°317 of the Management Board on delegating powers to the Executive Director to adopt non-substantial amendments to the Single Programming Document and repealing Decision n°289,

HAS DECIDED AS FOLLOWS:

Article 1

The Agency's Single Programming Document 2023 is amended with the substantial changes listed in the Annex.

Article 2

The present decision shall enter into force on the day following that of its adoption. It will be published on the Agency's website.

For the Management Board

The Chairwoman
Clio LIEGEOIS

Annex: SPD 2023 substantial amendments#1

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Annex: SPD 2023 substantial amendments#1

1. Substantial amendments of the SPD 2023 outputs, indicators and/or targets

#	ERA project Code	Project Name	Output indicator in adopted SPD	Output target in adopted SPD	SAP indicator/target	Amendment type	Proposed new output indicator	Proposed new output target	Justification for amendment	Substantial/ Non-substantial criteria (MB Decision n°317 Art.2)
	004SST1088	Develop Safety Culture	Process to gather safety culture information based on existing Agency activities	New process implemented		Delete existing Indicator/Target			Due to the lack of internal resources and considering the current level of maturity of the sector, the implementation of such a process is on hold and is not yet rescheduled.	amendment of an output indicator and/or target by making it significantly "easier" (i.e. the Agency needs to deliver less, slower, etc.)
	004SST1088	Develop Safety Culture	Safety Culture Peer Review Service on request	100%		Amend existing Indicator/Target	Safety Culture Pilot Peer Reviews Completed	2 pilot peer reviews conducted	Following participating organisations request, the peer reviews at ÖBB and SBB initially planned in 2022 will be conducted in 2023	amendment of an output indicator and/or target by making it significantly "easier" (i.e. the Agency needs to deliver less, slower, etc.)
	ERA1147	Coordination of international relations				Add New Indicator and Target	Expert consultations to the Ukrainian rail authorities, in close coordination with DG MOVE, to address the most urgent outstanding questions in the scope of IOD, RSD, TDD.	Ensured according to the monthly rolling plans	ERA shall arrange a series of expert consultations to the Ukrainian rail authorities, in reply to their request, in close coordination with DG MOVE and EUDEL Kyiv. The first phase of assistance (most urgent topics) is planned within allocated resources	amendment of an output indicator and/or target by making it significantly "easier" (i.e. the Agency needs to deliver less, slower, etc.)

									2023 (in particular, temporal resource savings while ERA meetings with OSJD remain on hold). Objective: answering the most urgent outstanding questions in relation to ongoing needs and implementation of IOD, RSD, TDD, based on the monthly rolling plans.	
	ERA1172	Harmonising railway operations				Add New Indicator and Target	To comply 100% with TSI OPE 2023 provisions defining tasks for ERA: 1. To manage NSRs cleaning-up process 2.0 2. TSI OPE 2023 – Developing Application Guide (OPE-AG) 3. Support DGT with TSI OPE translations 4. To update SRD database 5. To review OSS mapping table	1. Transfer national plan in SRD, TO issued when relevant 2. Application Guide (OPE-AG) developed 3. New regulation amending TSI OPE 2019 published 4. New Appendix I of TSI OPE implemented in SRD, ready for NSRs notification 5. New OSS mapping table implemented	This is to reflect the impact of the 2023 TSI OPE version	amendment of an output indicator and/or target by making it significantly “easier” (i.e. the Agency needs to deliver less, slower, etc.)
	ERA1172	Harmonising railway operations				Add New Indicator and Target	TO against NSRs issued when ERA becomes aware of not-notified rules (information coming from the sector via email, SRM, BCP, ILB, etc.)	100% of TO issued when relevant within 6 months after becoming aware	ERA should issue TO against NSRs when it becomes aware of not-notified rules (information coming from the sector via email, SRM, BCP, ILB, Etc.)	amendment of an output indicator and/or target by making it significantly “easier” (i.e. the Agency needs to deliver less, slower, etc.)
	ERA1172	Harmonising railway operations	Increased performance of and trust in MS as control level - assess NSR set up in MS (incl. impact of TO, if relevant)	100% of planned MS assessed (incl. impact of earlier TO if relevant)	✓	Amend existing Indicator/Target	Cleaned up notified NSR	Project finalised (through agreement with MS and/or the issuing of TOs)	All notified NSR being cleaned-up was a pre-condition for this indicator. This is however not yet the case. Additionally the planned approach is not yet mature and needs to be agreed with Commission.	amendment of an output indicator and/or target by making it significantly “easier” (i.e. the Agency needs to deliver less, slower, etc.)

ERA1193	Research and Innovation (S)	Europe's Rail JU projects of interest for the Agency monitored	At least 20% projects of interest for the Agency monitored depending on available resources		Amend existing Indicator/Target	Europe's Rail JU projects of interest for the Agency monitored	Research projects with ERA level of interest 3 (high interest) monitored with yearly report	Flagship projects and exploratory research projects managed by EU-Rail JU have significantly different scope in terms of activities, tasks and timeline. The same applies for S2R projects to be finalised in 2023 cf flagship projects. Consequently, the existing target no longer provides good basis for the evaluation of ERA monitoring of research projects. Additionally, a yearly report of research projects with ERA level of interest 3 will facilitate the checks for evidence in view of establishing the CAAR.	amendment of an output indicator and/or target by making it significantly "easier" (i.e. the Agency needs to deliver less, slower, etc.)
ERA1219	Common Safety Methods on Assessment of Safety Level and Safety Performance	CSM guidance/training	Guide on safety performance published	✓	Amend existing Indicator/Target	CSM guidance/training	FAQ based on the implementation of the CSM developed. Operators voluntarily implementing the CSM identified, questions collected, answers drafted and published.	The CSM ASLP Plenary Working Party #13 agreed not to develop a guide by now. Instead the working party agreed to develop a FAQ based on the implementation of the CSM. A guide can only be developed after a certain experience is gained with the CSM implemented, after the CSM adoption.	amendment of an output indicator and/or target by making it significantly "easier" (i.e. the Agency needs to deliver less, slower, etc.)
ERA1219	Common Safety Methods on Assessment of Safety Level and Safety Performance	Support to Operators and Authorities for CSM ASLP implementation	Satisfaction of railway stakeholders, subject to allocation of sufficient resource for manual support to CSM implementation		Delete existing Indicator/Target			The survey of the stakeholders' satisfaction on the CSM implementation can only reasonably be done after the CSM is adopted, and after a reasonable time of	amendment of an output indicator and/or target by making it significantly "easier" (i.e. the Agency needs to

									implementation. It is likely that the CSM is not adopted before mid-2023 by the Commission, and thus the period of implementation would be insufficient in 2023 for justifying launching a satisfaction survey in 2023. We should better anticipate a survey at least one year after the CSM is in force, meaning by end 2024 or in 2025.	deliver less, slower, etc.)
	ERA1219	Common Safety Methods on Assessment of Safety Level and Safety Performance	CSM Development	Recommendation on Appendix C	✓	Delete existing Indicator/Target			Recommendation on appendix C is not needed in 2023. The implementation of appendix C will be based on the Opinion ERA-OPI-2022-12 until experience is gained with the ISS.	amendment of an output indicator and/or target by making it significantly "easier" (i.e. the Agency needs to deliver less, slower, etc.)
	ERA1219	Common Safety Methods on Assessment of Safety Level and Safety Performance	CSM Development	Technical Opinion on Appendix A Updated according to the lessons learned	✓	Delete existing Indicator/Target			This output is not relevant in 2023. It requires first a feedback on the lessons learnt from the formal CSM implementation. It will be relevant in 2024 if CSM is adopted in 2023.	amendment of an output indicator and/or target by making it significantly "easier" (i.e. the Agency needs to deliver less, slower, etc.)
	ERA1250	ERA support to Greece for strengthening its systems safety and interoperability in line with EU railway legislation				Add New Indicator and Target	Strengthening SMS + different control layers - Report on implementation of EU railway safety and interoperability in Greece (Art.35.5 report on request of EC)	Report delivered to EC by 09/09/2023	Greece requested Commission and ERA support after the tragic accident near Larissa that took place on 28th February 2023	adding a new output indicator and/or target that entails tasks previously not foreseen by the SPD
	ERA1250	ERA support to Greece for strengthening its systems safety and interoperability in				Add New Indicator and Target	Strengthening NIB control level - Deliver a list of international, independent accident investigators and	List of experts identified and communicated. Regular follow up, as requested by the	Greece requested Commission and ERA support after the tragic accident near Larissa	adding a new output indicator and/or target that entails tasks previously

		line with EU railway legislation					facilitate the interaction with the Greek NIB	Investigator in Charge (IIC)	that took place on 28th February 2023	not foreseen by the
	ERA1250	ERA support to Greece for strengthening its systems safety and interoperability in line with EU railway legislation				Add New Indicator and Target	Report on possible amendment and/or reinforcement of EU safety framework	Report to EC delivered by 30/09/2023	Greece requested Commission and ERA support after the tragic accident near Larissa that took place on 28th February 2023	adding a new output indicator and/or target that entails tasks previously not foreseen by the SPD

Additional clarifications for the projects and services with strengthening plan indicators and targets that are proposed to be amended:

ERA project Code	Project Name	SAP clarification
ERA1219	Common Safety Methods on Assessment of Safety Level and Safety Performance	<p>The CSM ASLP will be brought for information to RISC in June 2023 by the EC with the plan to have an expert group set up afterwards and to have the delegated act adopted in the second half of 2023.</p> <p>With this scenario in mind, the Agency will focus its resources in 2023 on an accelerated user support in the implementation, using the additional allocated resources from the SAP for CSM ASLP in this respect. A SAP indicator with regards user support for implementation already exists.</p> <p>In the absence of a dedicated tool for analysing the reported data when the CSM ASLP is in place, the Agency will need to deploy part of its resources for the data analysis, therefore limiting the contribution of those resources to the learning and improvements of the system. Two complementing output indicators (TO on Appendix A updated according to the lessons learned and Guide on safety performance published) will be requested to be postponed to next year as their implementation depends on a sufficient degree of implementation of the system.</p>
ERA1172	Harmonising railway operations	The resources planned to be used for the now deleted SAP indicator 'Increased performance of and trust in MS as control level - assess NSR set up in MS (incl. impact of TO, if relevant) - 100% of planned MS assessed (incl. impact of earlier TO if relevant)' will be used for the newly added indicator 'Cleaned up notified NSR - Project finalised (through agreement with MS and/or the issue of TOs)'

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2. Proposed substantial amendments of the SPD 2023 FTE envelope distribution across projects and services

#	Project/service code	Project/service name	FTE in adopted SPD 2023	Proposal for FTE allocation in amended SPD	Substantial/ Non-substantial criteria (MB Decision n°317 Art.2)	Justification for amendments
1	ERA1250	ERA support to Greece for strengthening its systems safety and interoperability in line with EU railway legislation	0	1,26	changes in the FTE envelope of ERA projects/services due to the termination / commencement of an activity	Greece requested Commission and ERA support after the tragic accident near Larissa that took place on 28th February 2023

ERA1250 'ERA support to Greece for strengthening its systems safety and interoperability in line with EU railway legislation' is a new project that has been recently added to the Agency's portfolio. This project is of the highest priority and it is estimated that this project will require 1,26 FTE of work in 2023. The dedicated staff for the project have already been identified as well as their assigned hours.

As part of the Agency's commitment to resource management, the Agency is aware that reallocating staff will have repercussions on other ongoing projects. While it is difficult to predict the exact impact of these reassignments, the Agency will closely monitor the situation and report any effects on a monthly basis in the monthly management review report and on a regular basis to the Executive Board and the Management Board.

To offset any potential negative effects of the reallocation and the pressure it generates on the Agency's SPD, the Agency has initiated formal exchanges with the European Commission for requesting additional resources.

All viable solutions are being explored to ensure timely delivery and high-quality outcomes for all projects in line with the Agency's commitment to maximize efficiency and effectiveness in all its endeavours.