

The European Union Agency for Railways

after the Technical Pillar of the 4th Railway Package
Rail Transport Sectorial Social Dialogue, 13 October 2016

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A Sustainable Europe Through Rail



The Technical Pillar of the 4th Railway Package



Entry into Force:
15 June 2016

Why is it Important?

	Rail Pax	Rail Freight	Automotive	Aviation	Maritime
Traffic pattern	mostly national	international significant		international	international
National regulations	yes (move to European)	yes (move to European)	minor restrictions	international	international
National products*	yes	yes	no**	no	no
National operating rules	yes	yes	no	no	no
Global supply chain	partly	partly	yes	yes	yes

Rail is in competition with other transport modes ...

* Vehicles/Rolling Stock and Control Systems

** except for Road Pricing

A Comparison within the Rail Sector ...



Country	Length of High-Speed* Network (km)	# of High-Speed Trains
China (2016)	19 000	4 000
China (plan 2020)	30 000	7 500 (estimated)
France	2 000	400
Germany	1 300	250
Spain	3 100	150
Italy	1 350	100

* High-Speed: > 200 km/h

”Making the Railway System Work Better for Society”



“Safety First”



**Facilitate the completion of the
Single European Railway Area
- removing the remaining
technical barriers**

Key Elements of the Technical Pillar

After a **three year transition period***, the Agency will issue **single EU-wide vehicle authorisations and safety certificates** to train manufacturers and railway undertakings

The Agency will be in a position to issue an **approval required for the NSA authorisation of ERTMS trackside projects** (a binding opinion on ERTMS trackside specifications)

In order to support the above processes, the Agency will develop the so-called **One-Stop-Shop**

- Covering applications at the Agency, but all national applications for Safety Certification, Vehicle authorisation, and trackside/infrastructure authorisation as well

*) exceptionally, member states can opt for four years

First Management Board and "Launch Event" Valenciennes, 23rd June



Human Factors Play a Decisive Role in Railway Safety



A regulatory framework based on Safety Management Systems can only work on the basis of a positive organisational Safety Culture

Elements of a Strong Safety Culture



Adapted from Directive (EU) 2016/798, Recital 41

- If the direct cause seems to be related to human actions, attention should be paid to the particular circumstances and the manner in which routine activities are performed by staff during normal operations, incl.
 - the design of the man-machine interface,
 - the suitability of procedures,
 - conflicting objectives,
 - workload and
 - any other circumstances
 - which may have influence on the occurrence, including physical and work-related stress, fatigue or psychological fitness.

Directive (EU) 2016/798, Article 24 (2)

- The investigation report shall include the causes of an occurrence related to
 - actions taken by persons involved;
 - the condition of rolling stock or technical installations;
 - skills of the staff, procedures and maintenance;
 - the application of the safety management system;
 - the regulatory framework conditions.

- 1 Open statements of the staff involved in an accident or incident are the most valuable source for the national investigation bodies (NIBs)
- 2 Several NIBs still complain that they don't have the necessary support by the trade unions
- 3 Some of them report that trade unions advise their members not to talk to the NIBs as the information will be forwarded to the state prosecutor
- 4 In a lot of member states information given to the NIBs is protected against any access of the state prosecutor
- 5 The Agency would like to ask the Trade unions to lobby for such arrangements in those member states where this is not the case so far
- 6 The Agency continues to promote investigation of underlying issues and not simply blame the staff member on the front line

New ERTMS MoU Signed Over Innotrans



ERTMS success can only result from a collective, disciplined approach.

Main objectives to
be followed in
migration

- Protection of investments made in CCS TSI compliant systems and products
- Achieving and maintaining compatibility
- Achieving positive economies for the rail system, i.e. coordinated deployment under best economic conditions



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Making the railway system work better for society.

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