The European Union Agency for Railways - Mandate and Challenges

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The Four Forces of Rail

Competition
(by other modes)

Fragmentation
Hold back

Safety
Keep on track

Operational Excellence
Vorwärts.

Sustainability
(Decarbonisation)

Push

Derail

Rail Border Crossings in Europe

Rail is the only transport mode without global rules.

Source: European Commission, Comprehensive analysis of the existing cross-border rail transport connections and missing links on the internal EU borders, Final report, March 2018
Cross-Border Issues

Legal Boundary

Regime A

• Authorisation and Certification
• Tests and checks
• Train composition
• Buffer wagons
• Language
• National Supervision
• ....

Regime B

• Authorisation and Certification
• Tests and checks
• Train composition
• Buffer wagons
• Language
• National Supervision
• ....

Who is in charge for cross-border issues?
Clarity of decision making?
Who carries the extra cost?

Where to put the operational boundary?
The European Union Agency for Railways

› The Agency was founded in 2004 by the Regulation (EC) 881/2004, today it employs approximately 170 staff members, its tasks are defined in the new Regulation (EU) 2016/796.

› Location
  › Headquarters in Valenciennes (FR) – all staff have their workplace there
  › Meeting facilities in Lille (FR)

Making the railway system work better for society.
The EU Agency for Railways is mandated to issue single safety certificates and vehicle (type) authorisations valid in multiple European countries and to ensure an interoperable European Rail Traffic Management System, in the development and implementation of the Single European Railway Area.

Making the railway system work better for society.
8 Member States transposed the Safety and Interoperability Directives by 16/06/2019

18 Member States will transpose the Safety and Interoperability Directives by 16/06/2020

2 Member States out of the scope of the Directives (Malta and Cyprus)

(As of 16th June 2019, all freight wagons in Europe are authorised by the Agency)
One-Stop Shop (OSS)

- OSS in partial service since 16 February 2019
- Full operation since 16 June 2019
- Availability 98.7%
  - 7 hours unavailability due problems with SRM licenses, IT infrastructure problem, planned IT maintenance, new release put in production)
  - Target 99%
- 124 valid requests for Vehicle Authorisation
- 92 Decisions already made (Conformity to Type)
- ERA will issue the first SSC to CFL (Luxembourg) in mid-September
Starting point 14312 at 01/2016
Now 1026 (June 2019)
ERTMS – A Major Industrial Project for Europe

No c-b ERTMS
- c-b ERTMS in operation
- c-b ERTMS under construction
Compatibility is Mandatory

The "E" in ERTMS!

Full Specification Compliance
ETCS-only able to run anywhere in Europe

A compatible onboard can safely operate on any compatible section of infrastructure, with acceptable performance

Compatibility Platform
(regional subsets, engineering rules)
Investment cost determined by interlockings
ERTMS National Implementation Plans

- NIP compliant with EDP
- NIP Compliant with TDP with exceptions
- Not enough information on NIP to determine
- NIP not compliant with TDP
- No NIP received
- Exempt

- Plan to remove Class B
- No Plan to remove Class B
The Role of ERA as ERTMS System Authority is Strengthened with the 4th Railway Package

ERTMS Trackside Approval

Applicant submits request for approval for an ERTMS trackside project
Including requested documentation

Agency issues a decision on approval
Within 1 month it will inform applicant of completeness
When complete, or at the agreed deadline, the Agency will make decision

NSA authorizes the fixed installations including the ERTMS trackside subsystem
Approval is required for the authorization by the

First ERTMS trackside decisions on approvals requests from 16\textsuperscript{th} June 2019.
Submission is before the tender is launched.
\textbf{(GSM-R only) technical solutions also fall in the scope of Approval.)}
Rail is connecting people and delivering goods efficiently, reliably – and safely
... but there are still catastrophic accidents

› The safety level of rail in Europe has improved at impressive pace over the past decades, and the railway industry can be proud of its achievements - most of this has been achieved through advances in technology
› Migrating towards Safety Management Systems - need for strong safety leadership and for an environment that has a positive safety culture
› Human and Organisational Factors (HOF) plays a significant role in all catastrophic railway accidents and occurrences
› Security is a rising threat
Railway Safety Statistics*

Number of significant accidents going down

Benchmarking Europe against world class

* Data from Report on Railway Safety and Interoperability in the EU 2018
Railway Safety Performance Variation across Europe*

Number of significant accidents, total fatalities and total seriously injured per million train-km, by country in SERA, 2012-2016

* Data from Report on Railway Safety and Interoperability in the EU 2018
European Railway Safety Culture Declaration

The European Railway Safety Culture Declaration

United for Railway Safety

This declaration demonstrates the commitment of European railway leaders to raise awareness and promote a positive safety culture throughout the entire industry. A positive safety culture reinforces the effects of a Safety Management System, improving the capability and efficiency of safety management.
Climate Change - Brussels Luxembourg to Paris

- Carbon dioxide
- Energy resource consumption
- Particulate matter
- Nitrogen oxides
- Nonmethane hydrocarbons

*Incl. feeder by railway services resp. car*
Rail remains the primary option for an environmentally sustainable transport system (if we exclude cycling and walking)

The challenge for rail is in three parts

- Connectivity (technical, operational barriers and missing links)
- Frequency of service (all too often there are large gaps in the day with no services)
- Time (in many cases the solution is faster services in some cases overnight services could be a credible alternative)
Rail can become the most relevant mode of transport of the 21st century

Cutting Cost
- Standardisation
- ERTMS
- Common and simplified operational procedures
- Swift implementation of Fourth Railway Package

Increase Quality
- Putting the customer first
- Network resilience and flexibility
- Environmental friendly, optimised use of urban spaces & development

Fostering Innovation
- Collaborating to make rail more competitive
- Knowing the risks and opportunities of digitalisation
Future Challenges for the Agency

Budget and Resources

- Over the years the success of the Agency has seen its role expand faster than the budget provision. In 2019 the agency stopped reimbursing experts to attend meetings to address the budget challenge.
- The new tasks for the Agency underline a need to increase the staffing of the Agency. Firstly the Agency is successfully pushing hard to reduce the vacancy gap with high-calibre new staff.
- The new tasks will continue to grow and the Agency will need the option to increase establishment plan to match this increased work load.
Future Challenges for the Agency

› Full transition of ERA to the European authority for rail 2020/2021, sustaining an excellent reputation of ERA both in technical terms but also in terms of customer service

› As European authority, driving further strong harmonisation towards the Single European Rail Area, both in technical interoperability and operational harmonization, in order to arrive at the vision of seamless rail transport across borders

› Promote further transformation of the European transport system towards emission-free, sustainable transport modes, based on multi-modal integration (MaaS)
Future Challenges for the Agency

› Further contribution to enhancing the Safety Level of European Railways
› Foster innovative solutions based on digital technology and promote compatible evolution of ERTMS, with the goal of drastically enhancing the competitiveness of rail
› In the framework of a digital agenda, move Agency registers towards open data, with the vision of making these registers operational
› Maintaining and extending ERA’s role as global reference
1. Combine different modes at various stages of the same journey
   + exploit best features of each mode
   - need integration
   !! Hassle-free

2. Fair conditions, considering social and environmental aspects

3. Importance of data and data integration

4. Soft and hard infrastructure, holistic view of investment

Get people and goods from A to B as fast, efficient, and non-polluting as possible

Fully integrated multimodal transport system by 2050

Efficient transport network is key for society and economy – decarbonisation and safety

Rail is the critical component
Making the railway system work better for society.

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