



# Simplification of vehicle authorization

*Building a single European market for railway rolling stock*  
European Parliament, Rail Forum Europe  
Strasbourg, 05th July 2011

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# What is the Agency and what does it do?

- **European Railway Agency (ERA)**, Valenciennes (F)
- established **2004/2005**
- approx. 150 staff, core tasks: **Interoperability** and **Safety**

No connection with  
1<sup>st</sup> Railway Package recast!  
ERA already exists!

## Services/products delivered

Technical specifications

Reporting (regular/specific)

Dissemination (e. g. training)



## Customers/stakeholders (main)

EC + DG MOVE  
Committee  
EU Parliament

Railway Actors  
(Railway Undertakings, Infrastructure  
Managers, Manufacturers,...)

National Safety Authorities  
National Investigation Bodies



# The Role of the Agency (for Authorisation)

- To be *“the only place where all the actors meet”*
- To facilitate the key agents for simplification (vehicle authorisation):
  - Stage 1: **Transparency** = making public all national rules for authorisation
  - Stage 2: **Cross Acceptance** = mutual recognition (of many existing national rules)
  - Stage 3: **Interoperability** = one set of EU technical rules (TSI\*)

\* Technical Specification for Interoperability



# What is the benefit of the Agency work? Example: train rear end signal

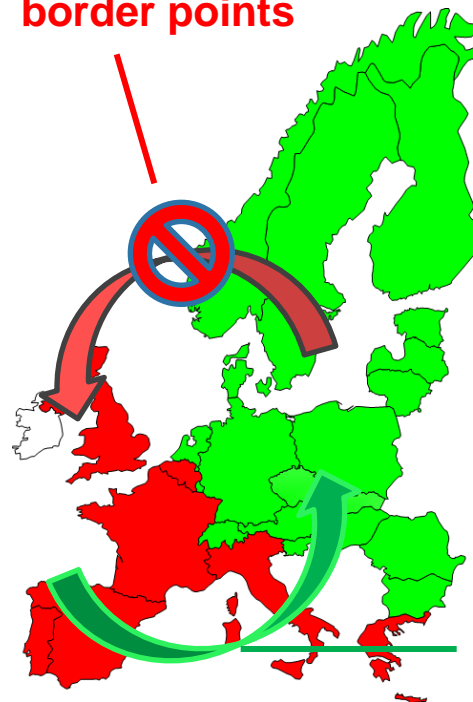
October 2010



**250.000  
down to  
70.000  
train border  
stops**

from 2011 onwards

**Freight trains  
stopped at  
border points**

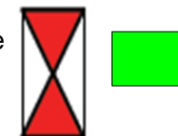


**Legend**

Lamp\*



Reflective  
plate



**Free movement  
of freight trains**



# What is the benefit of the Agency work? Example: improving intermodal competition

London - Amsterdam (34 flights/day) Heathrow –Schiphol 390 km

Potentially 4h by train.

Today **10** technical system boundaries



Solution for seamless travel:

- 1st step
- 2nd step

Cross Acceptance of national rules

One set of European rules (Interoperability)



# The Cross Acceptance system is developing well

- **Common checklist on technical national rules in force** 2010



Example: one fire extinguisher  
in the loco cab (not 25)

- **All Member States Rules for vehicle authorisation to be published by ERA** 1<sup>st</sup> August 2011
- **12 Groups of NSA's assessing equivalence (involving 21 Member States)** 20% of rules already classified



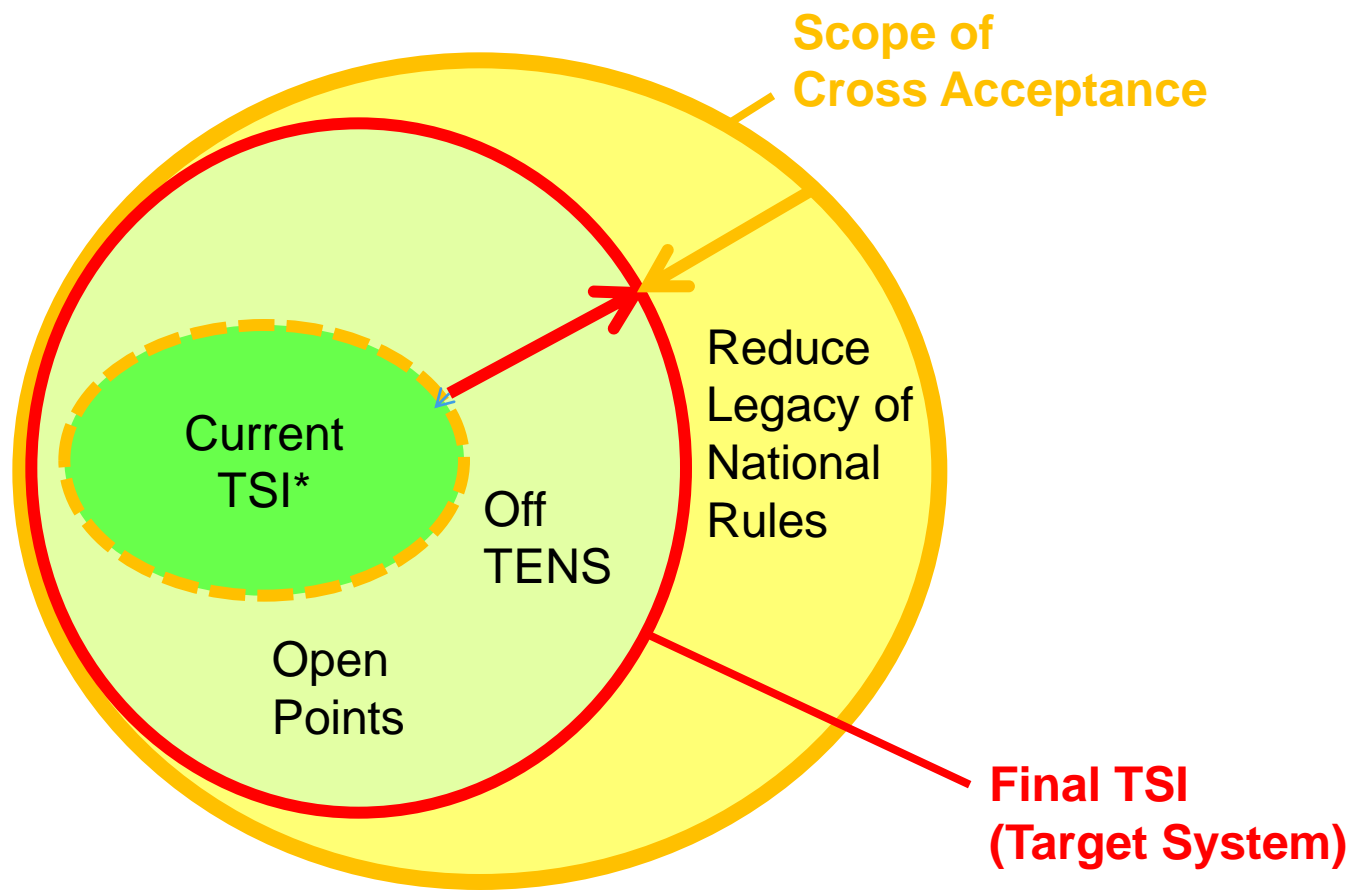
# The Interoperability system is in force

- **Full Set of TSIs\* for the Trans European Network is in force**
- **Rolling stock TSI's are in force from 26<sup>th</sup> May 2011 (key milestone)**
- **Next steps: extend scope of TSIs to whole network from Dec 2012**

\* Technical Specification for Interoperability



# The final target is one European (TSI) system



\* Technical Specification for Interoperability



# The full European effect will only take place through full implementation of the existing directives

- The tools are put in place for managing rail as an “open system” (managed by many actors - like road and aviation):
  - Interoperability Directive
  - Safety Directive
- **BUT today in the MS**
  - implementation is inconsistent
  - tools for closed systems remain in many cases (“business as usual”)





# Which next steps to achieve this European goal?

- **Member States to implement**
  - the directives
  - mutual recognition (cross acceptance)
  - the TSIs\*
  - according to the common understanding
- **Agency**
  - Complete the National Reference Documents (for Cross Acceptance)
  - Extend the scope of the TSIs
  - Extended role of the Agency?

\* Technical Specification for Interoperability



## With business as usual, everything remains as it is. Imagine a road system where ...

- nobody knows the height and width of the bridges
- Freight and Passenger road users must **pay** the Infrastructure Manager to **measure the bridge heights** if they want to operate on a new route
- each **new section** of motorway
  - is built with **bridges of different heights and different road signs**
  - has **different traffic rules** defined **by each project manager** building the road
- purchasers of Trucks and Busses **don't know when or where or if** they will actually **be authorised to run until 6 months after they have been delivered**
- you needed a **separate authorisation for two separate parts of the same motorway**, each with a **different process and different rules**



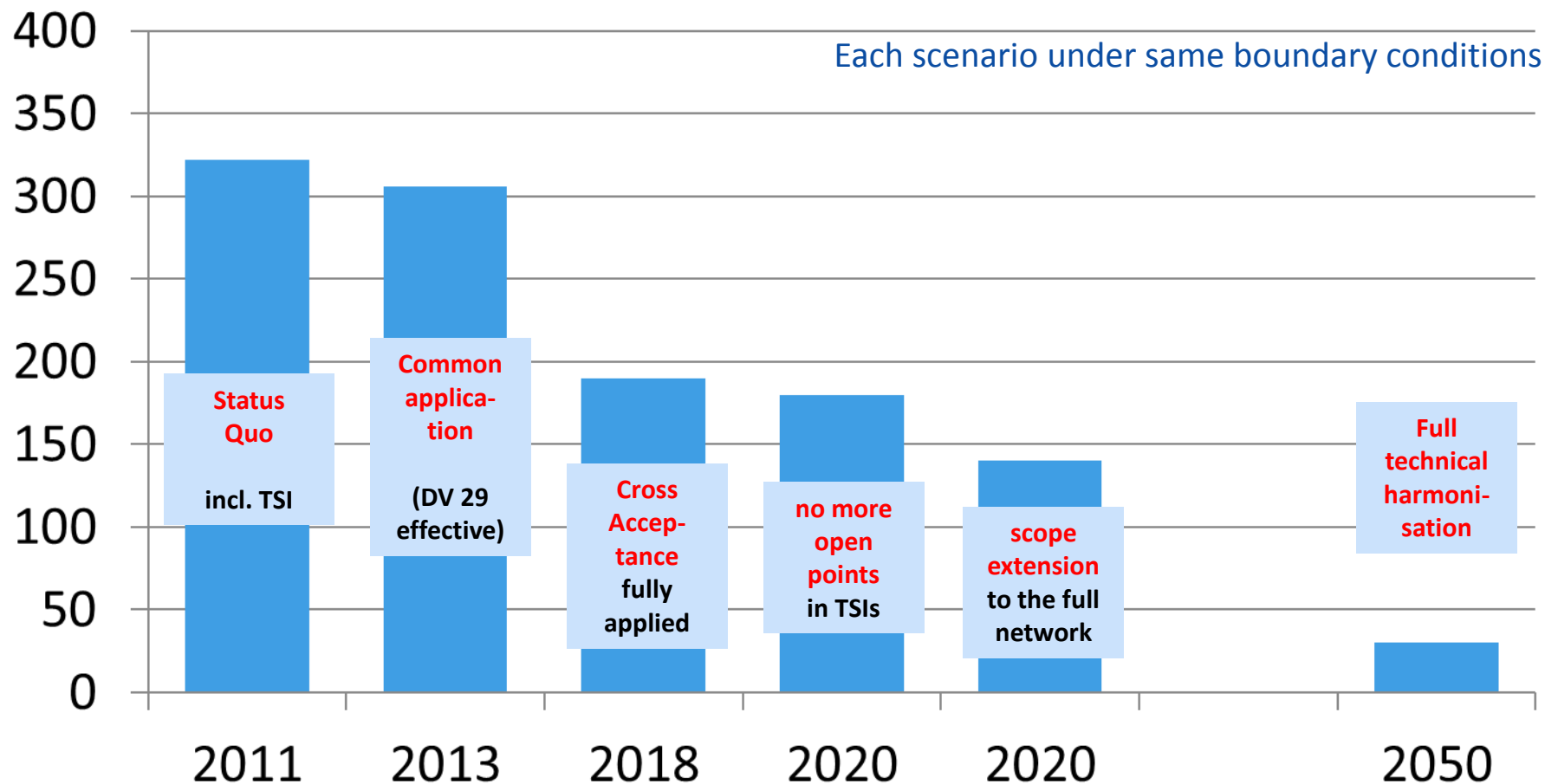
With business as usual, everything remains as it is.  
Imagine an aviation system where ...

- If you bought **another 10 planes identical to the 10 you bought last week** you **don't know if they will be authorised**
  - Immediately?
  - After a delay?
  - After modification to comply with surprise new rules?
- **Each individual plane** has to be **specially authorised for each individual airport**



# Application of European tools will reduce vehicle authorization costs dramatically

Mn EUR/ year (EU total)





## Conclusion: the basics are there, now we must apply!

**The tools are there**

**Now they must be understood and used in the same way to deliver the benefits**

**The Agency stands ready to help the actors with the implementation**



**Thank you for your attention! Questions?**