



Implementing the technical pillar of the 4th package

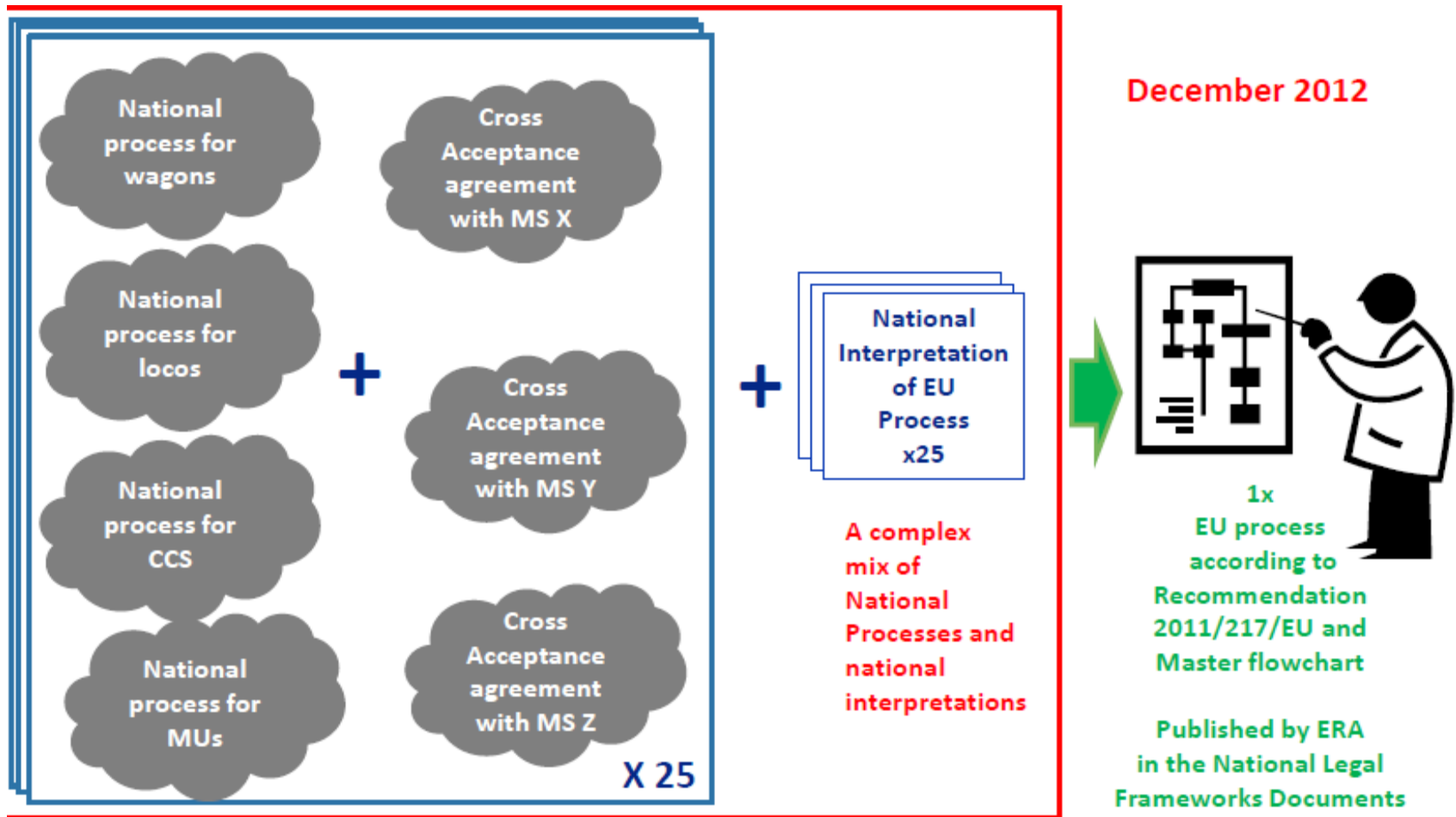
Facts and perspective

27 mai 2013

Authorisation of railway vehicles

Complex application of simple principles

(ERA)



Real life at EPSF

Last vehicle autorisation applications

- ✓ VELARO trains for EUROSTAR -SIEMENS (CA)
- ✓ Locos DE12 – « french » version- VOSSLOH (CA)
- ✓ New version of MI 09 mass transit trains – SNCF/RATP
- ✓ TGV 2N2 H - hispanicized version of TGV – SNCF/RENFE
- ✓ New 2 hopper freight wagons - AFR

Transparency – A challenging goal

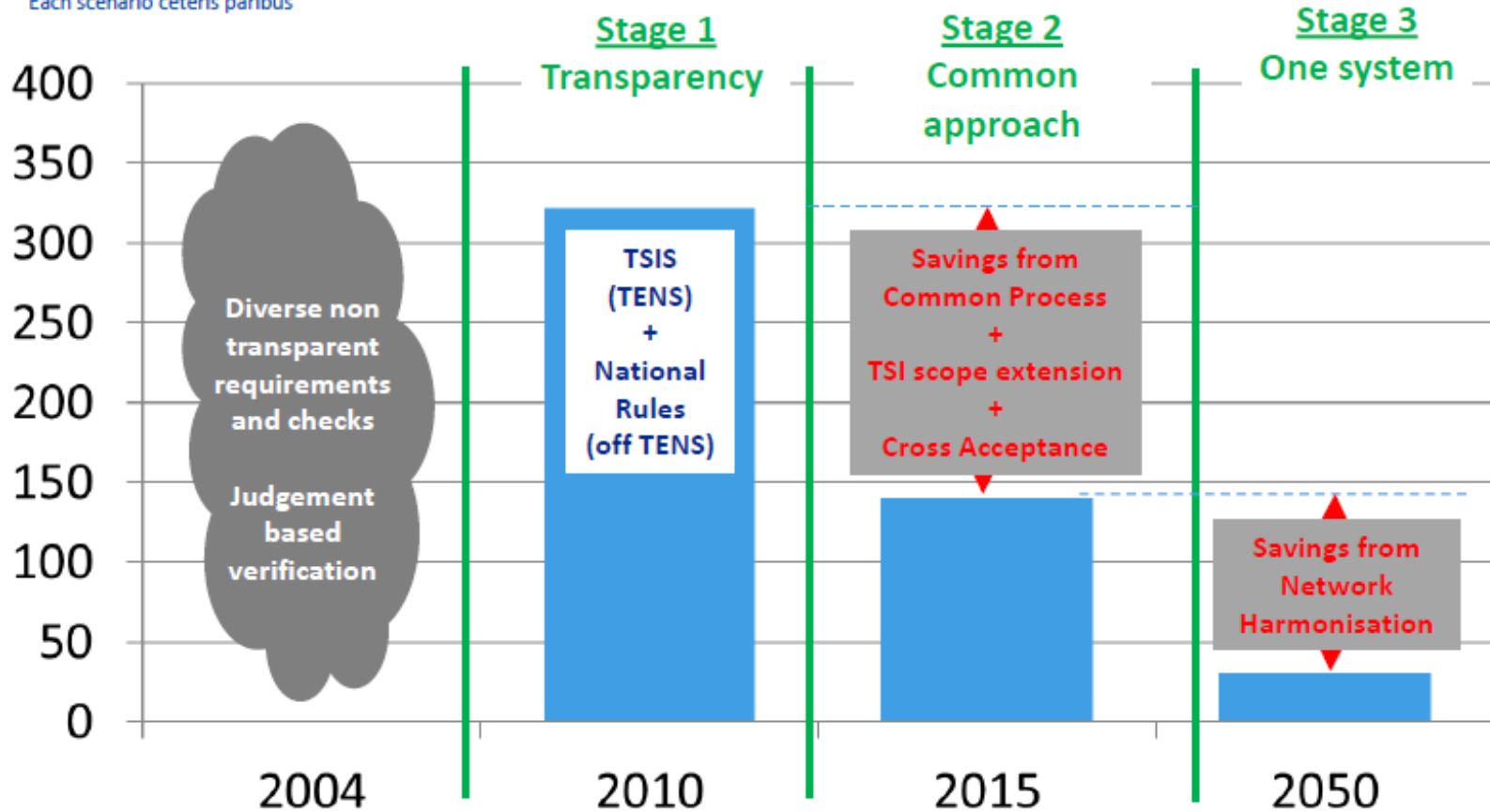
Work in progress..

- ✓ 2006 - recommandation for registration of vehicles
2013 - about 40 % of european vehicles registered in EVVR
- ✓ Only 25 types of vehicle registered in ERATV (mandatory since 2010)
- ✓ Only 33 EC declarations of conformity of IC registered since 2004
- ✓ Waiting since 2004 for MSC providing « *tools for assessment of the safety level and the performance of the operators* »
- ✓ National safety rules to be collected (to be harmonised) since May 2005
- ✓ ERTMS

A long way to heaven a prospective (ERA)

Mn EUR/ year for loco authorisation (EU total)

Each scenario ceteris paribus



Implementing the technical pillar

A position of french sector

- ✓ In a first phase, ERA should supervise of the procedures and schedule to ensure proper handling of authorisations by the NSA.
- ✓ The question of the legal responsibility of ERA must be addressed
- ✓ TSI and other mandatory technical documents, given their importance and concern for democracy can not be delegated acts the European Commission.
- ✓ The objectives of Part B of the current security certificate have to be kept for the period of convergence of national rules. It is essential that the NSA verify that RU are able to operate safely their trains in a given country (that is to say that they know systems, processes, rules and languages).

Implementing the technical pillar

Some personal findings

- ✓ Law and regulations are not sufficient :
 - They have to be enforced ...and therefore applicable
 - The railway industry is not accustomed to rapid changes

- ✓ In the PDCA (plan–do–check–adjust) cycle of safety control of the railway safety ERA has a prominent role in « Plan »

- ✓ It should also address « Check » and « Adjust »
 - That means in depth work with NSA

Merci de votre attention

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