



6th European Rail Transport Regulation Forum

Implementing the technical pillar of the 4th Railway Package

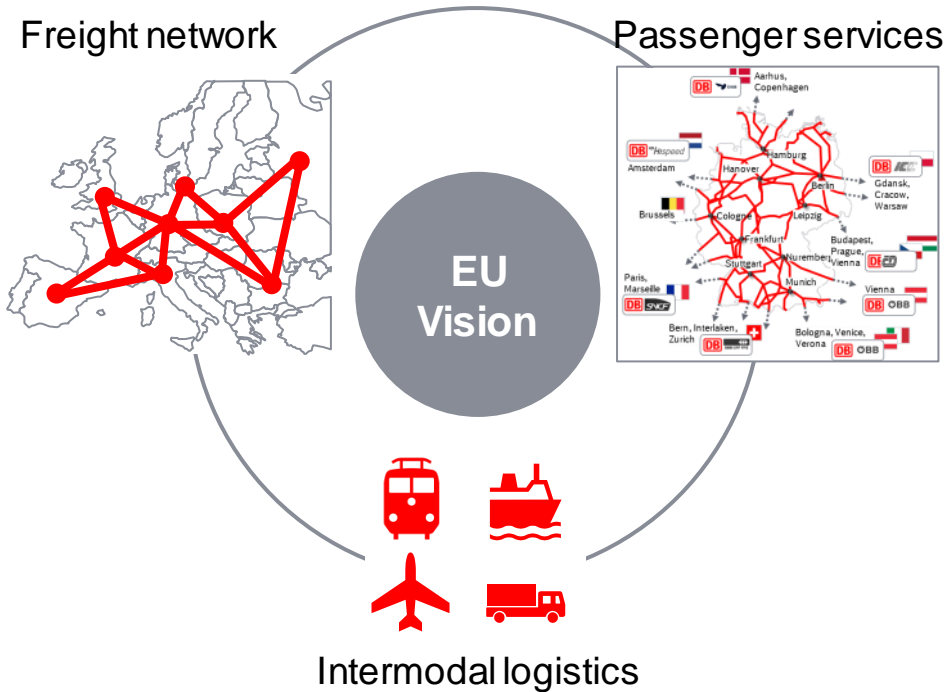
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Implementing the technical pillar of the 4th RP – views of an operator with a European perspective



Suitable framework conditions necessary - **Single EU market**



- 1** Market access
- 2** Effective regulation
- 3** Technical framework

- Significant progress made in the last 10 years
- Technical barriers remain: authorisation process for vehicles, too many diverging national rules, lack of mutual recognition
- Objective of the European Commission in the 4th RP is supported

What should the technical pillar of the 4th RP deliver – expectations of an operator



- Faster, cheaper and **more efficient** authorisation procedure



- Clear definition of responsibilities between **ERA and national authorities**



- **Homogenous** application of EU-provision and administrative procedure in Europe



- No additional layer of **bureaucracy** and administrative cost for the rail sector



- Positive contribution to the intermodal **competitiveness** of rail



- Sound and thorough **cost-benefit analysis** of every measure

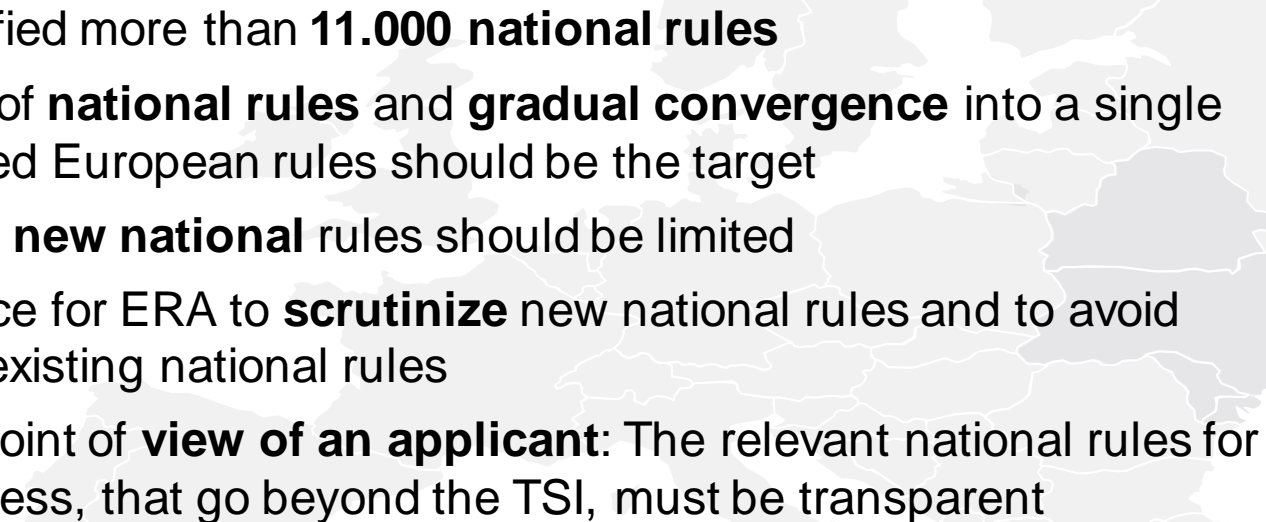


- Effective participation of **sector expertise** in drafting and updating process of TSI

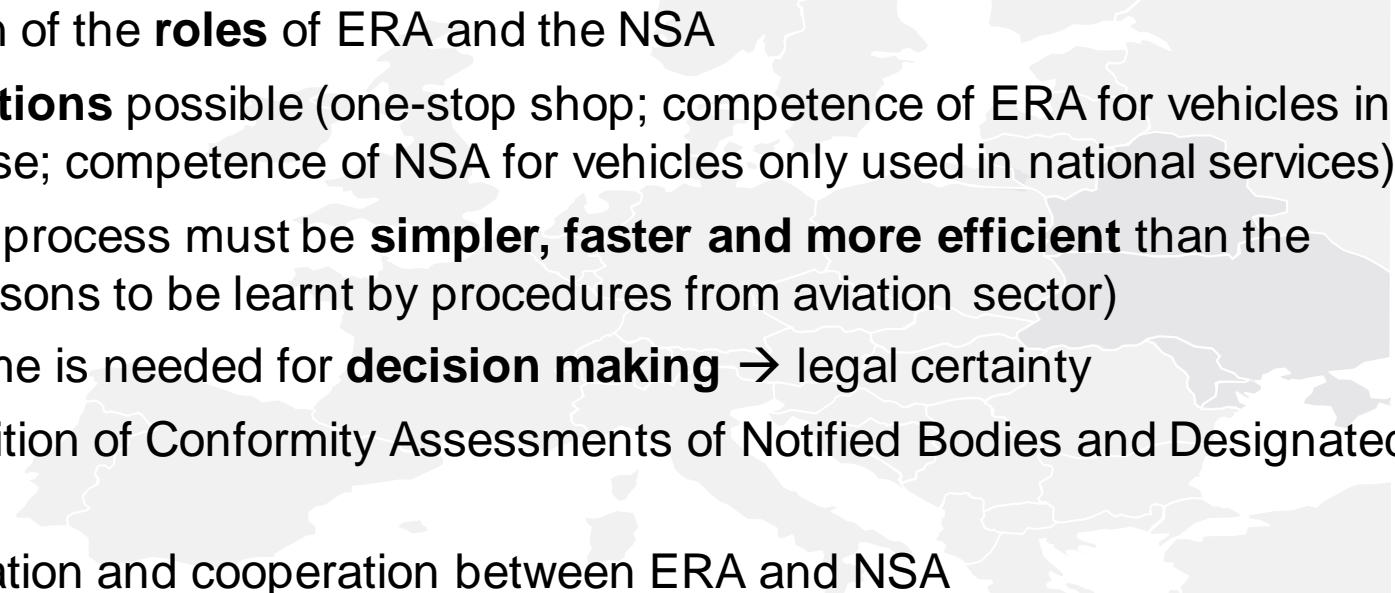


- Clear definition of role and responsibilities between the **actors on the market**

Transition to a harmonised legal framework for Interoperability and Safety

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- A light gray map of Europe is visible in the background of the slide, showing the outlines of the continents and major countries.
- ERA identified more than **11.000 national rules**
 - Reduction of **national rules** and **gradual convergence** into a single set of unified European rules should be the target
 - Creation of **new national** rules should be limited
 - Competence for ERA to **scrutinize** new national rules and to avoid misuse of existing national rules
 - From the point of **view of an applicant**: The relevant national rules for market access, that go beyond the TSI, must be transparent

Cornerstone of the technical pillar of the Fourth Railway Package – Vehicle Authorisation Process

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- A faint, light grey map of Europe is visible in the background of the slide, showing the outlines of the continent and its major countries.
- Clear definition of the **roles** of ERA and the NSA
 - **Different solutions** possible (one-stop shop; competence of ERA for vehicles in international use; competence of NSA for vehicles only used in national services)
 - BUT: The new process must be **simpler, faster and more efficient** than the status quo (lessons to be learnt by procedures from aviation sector)
 - Clear time frame is needed for **decision making** → legal certainty
 - Mutual recognition of Conformity Assessments of Notified Bodies and Designated Bodies
 - Close coordination and cooperation between ERA and NSA