



6th European Rail Transport Regulation Forum

The Technical Pillar of the 4th Railway Package: Challenges for Standardisation and Interoperability

Villa La Fonte
Via delle Fontanelle, 10 – San Domenico di Fiesole

27 May 2013

■ **OVERVIEW**

In early 2013 the European Commission published the 4th Railway Package. This Package is another step towards the European Commission's vision of a Single European Railway Area and as such will contribute to reshaping the European railway sector. The main pillars of the Package are infrastructure governance, the opening of the market for domestic passenger transport services by rail, and a so-called technical pillar, focusing on interoperability and safety. Our 6th European Rail Transport Regulation Forum will analyse and discuss the 4th Railway Package's technical pillar.

Currently most of the rolling stock is designed for specific geographical areas and can hardly be transferred to others. The lack of standardisation, resulting investment costs, but also the costs of exiting the market, remain very high. Authorization procedures are long, fees for safety certificates are costly, some national safety authorities (NSA) are understaffed or not sufficiently independent. But if the domestic passenger market is to be opened to competition – either by way of open access or by way of competitive tendering – significant measures have to be taken towards interoperability.

Consequently, the European Commission proposes to revise the current safety and interoperability Directives and create a single safety certificate, as well as a single authorisation for placing vehicles on the market, both to be obtained by the railway undertakings from the European Rail Authority (ERA). Also, if railway undertakings want to place vehicles in services, they must test the technical compatibility of these vehicles. As a result, ERA will obtain more powers, namely when it comes to issuing safety certificates and vehicle authorisations, to overseeing national safety authorities, and can go as far as to remove unnecessary or discriminatory national rules. In other words, ERA will become the central body for standardization and interoperability. A frequent concern, for example, is that such centralisation cannot account for regional or local specificities, leading to the question of ERA's future relationship with the national safety authorities.

The 6th ERailTRF seeks to discuss the challenges stemming from the implementation of the technical pillar of the proposed 4th Railway Package. The discussions will be centred on the following guiding questions:

- What are the major issues in implementing the technical pillar of the 4th Railway Package?
- What is and should be the role for the ERA when implementing the technical pillar of the 4th Railway Package?
- What are the implications of the of the proposed interoperability measures for the different stakeholders?
- Are the safety and interoperability measures sufficient to create an internal railway market? Which are the opportunities and threats?

■ PROGRAMME

Until 08.30 WELCOME COFFEE

08.30-08.50 Introduction to the forum
Matthias Finger | FSR Transport (EUI) and EPFL

08.50-09.20 The Vision of the European Commission
Keir Fitch | DG MOVE, European Commission

A *What are the major issues in implementing the technical pillar of the 4th Railway Package?*

09.20-10.40 The Perspective of an Operator
Johann Metzner | Deutsche Bahn

The Perspective of an Operator
Pierre Messulam | SNCF

The Perspective of the German Federal Railway Authority
Ralf Schweinsberg | Eisenbahn-Bundesamt

Round Table Discussion

10.40-11.00 COFFEE BREAK

B *What is and should be the role for the European Railway Agency when implementing the technical pillar of the 4th Railway Package?*

11.00-12.40 The Perspective of the European Railway Agency
Christopher Carr | European Railway Agency

The Perspective of the French Railway Safety Agency
Denis Huneau | Établissement Public de Sécurité Ferroviaire

The Perspective of an Operator
Dölf Egloff | SBB
Michael Sünder | SBB

The Perspective of an Operator
Renée Elzinga | NS

Round table discussion

12.40-13.40 LUNCH BREAK

C *What are the implications of the of the proposed inter-operability measures for the different stakeholders?*

13.40-15.20 The Perspective of an Operator
Mark Topal-Goekcelj | ÖBB

The Perspective of Rail Suppliers
Alice Polo | UNIFE

The Perspective of Wagon Keepers
Gilles Peterhans | UIP

Round Table Discussion

15.20-15.40 COFFEE BREAK

D *Are the safety and interoperability measures sufficient to create an internal railway market? Which are the opportunities and threats?*

15.40-17.00 The Perspective of an Operator
Alberto Mazzola | FS

The Perspective of Infrastructure Managers
Ville Saarinen | European Rail Infrastructure Managers

An Academic Perspective
Guihery Laurent | Université Lumière Lyon 2

Round table discussions and closing remarks