



What is and should be the role for the European Railway Agency when implementing the technical pillar of the 4th railway package?

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Agenda

- ① The relationship between ERA and Switzerland
- ② A view of Swiss Federal Railways (SBB)
- ③ The future role of ERA – SBB expectations



Land transport agreement

- Purpose: safeguarding the long-term cooperation between the European Union and Switzerland in the field of land transport
 - Main focus: modal shift
 - Article 33 (2): *«... the contracting parties undertake to develop the interoperability of their networks ... they ensure the necessary cooperation with international organizations and/or other entities concerned and assign the Joint Committee to follow these aspects.»*
- Schedule
 - 21.06.1999: date of signing
 - 21.05.2000: approval by the electorate
 - 01.06.2002: entry into force

Bahnreform 2.2

- 13.12.2002: Joint Committee session in which Switzerland indicated to pursue transfer of the first and the second railway package into national law.
- 23.02.2005: first proposal (Bahnreform 2) which was rejected by the Swiss Parliament.
- 20.10.2010: second proposal (Bahnreform 2.2).
- 16.03.2012: Bahnreform 2.2 unanimously adopted by the Swiss Parliament.
 - Interoperability Directive (2008/57/EC)
 - Safety Directive (2004/49/EC)
- 01.07.2013: entry into force (law, regulation, guidelines).

The relationship between ERA and Switzerland

Status quo

«goodwill»
experts
(ETCS, XA)
ERA screening

Outlook

official
partnership
(e.g. Norway)
Bahnreform 2.2

Vision

revision of ERA
regulation
transfer of revised
regulation

**Switzerland as part of the interoperable
standard gauge network in Europe**

50 years old benchmark?



- 1961 – RAe TEE II
- One train – many countries
- No stop at frontiers
- 3 years from start design to commercial service

Situation today

- EMU RABe 521 – 524 FLIRT
 - 131 units in several versions
 - running in CH, CH-DE, CH-IT, CH-FR
- Authorisation = Painful experience
 - unclear requirements and procedures
 - many parties involved
 - delays
 - administrative burden
 - cost

What would / could have been the added value of ERA?



ERA as an one-stop-shop supporting the railway undertakings

→ all inclusive

→ transparent

→ facilitating



→ consolidating

→ pragmatic

→ supervising

The future role of ERA – SBB expectations



- ERA as technical regulator
 - Consolidating requirement framework
 - Draw up consistent target rail system
- ERA as one-stop-shop
 - Manager of all parties involved
 - Pragmatic facilitator
- The Challenge

Will ERA have the necessary power, competences for the increased work load?
- The Vision

High customer benefit from a good partnership between ERA and Switzerland