



# *Fourth Railway Package*

## ***Interoperability today: weak points***

---

- Long and costly authorization process for vehicles;
- Too many national rules;
- Lack of harmonization at the European level;
- Weak role of European Railway Agency (ERA);



Barrier to International Passenger Liberalization

Technical Pillar necessary for Single Railway Market,  
but not enough

# *Fourth Railway Package : Interoperability*

## FSI Position :

- Support to the Commission proposal for greater role in the ERA authorization processes;
- Support to the Commission proposal as far as the identification of responsibilities of different actors is concerned;

### FSI improvement proposals:

- Applicant and RUs with more defined responsibilities;
- Mandatory list of networks on which the authorization is valid;
- FSI proposal on the introduction of 'accredited in-house body' within the infrastructure manager for the activities of upgrading and renewal;

## ***Safety today: weak points***

---

- No harmonised procedures to get safety certificate;
- Weak role of European Railway Agency (ERA);
- Better definition of actors with safety roles needed;



Distortion in the market opening

# *Fourth Railway Package : Safety*

---

## **FSI Position :**

- Support to the Commission proposal for greater role of ERA in the safety certification process;
- Support to the Commission proposal for a single safety certificate;
- Support to the Commission proposal to extend ECM to all vehicles;
- FSI proposal to reflect about the role of vehicle owners among the rail actors having a safety role.

# Conclusions

---

- New ERA role is a prerequisite for passenger market opening
- The proposal is currently discussed by Parliament and Council.



The result should not be to add a new layer to existing prescriptions, in that case better to stay with current texts

Transition time as short as possible as a new proposal might not be in place before 10 years.