

# **The Technical Pillar of the 4<sup>th</sup> Railway Package: Challenges for Standardisation and Interoperability**

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## What are the implications of the proposed interoperability measures for rail suppliers?

### OVERVIEW:

- Today state of play
- Industry needs
- The Technical Pillar
- Implications of the proposed interoperability measures for rail suppliers

### Complex

- cross-border operations require separate authorisations for every Member State where the vehicle will operate
- Member States apply different rules
- 11000 different national rules must be applied for authorisation in addition to European specifications (TSIs)
- no single European market

### Costly and time consuming

- assets worth EUR1.2 billion in vehicles awaiting authorisation
- authorisation processes can last more than 2 years!



Fourth Railway Package is needed by the European rail industry and is fully supported by UNIFE!

**In the past cross-acceptance was  
regarded as the solution**

**BUT**



**The 11000 national technical rules make  
cross-acceptance practically impossible**

# A single European Railway Area and a Single European Market need



**a single European Railway Agency**



**a single European authorisation issued  
by the Agency with a defined area of use**



**unified procedures and rules**



## **European authorisation for vehicles and Single Safety certificate**

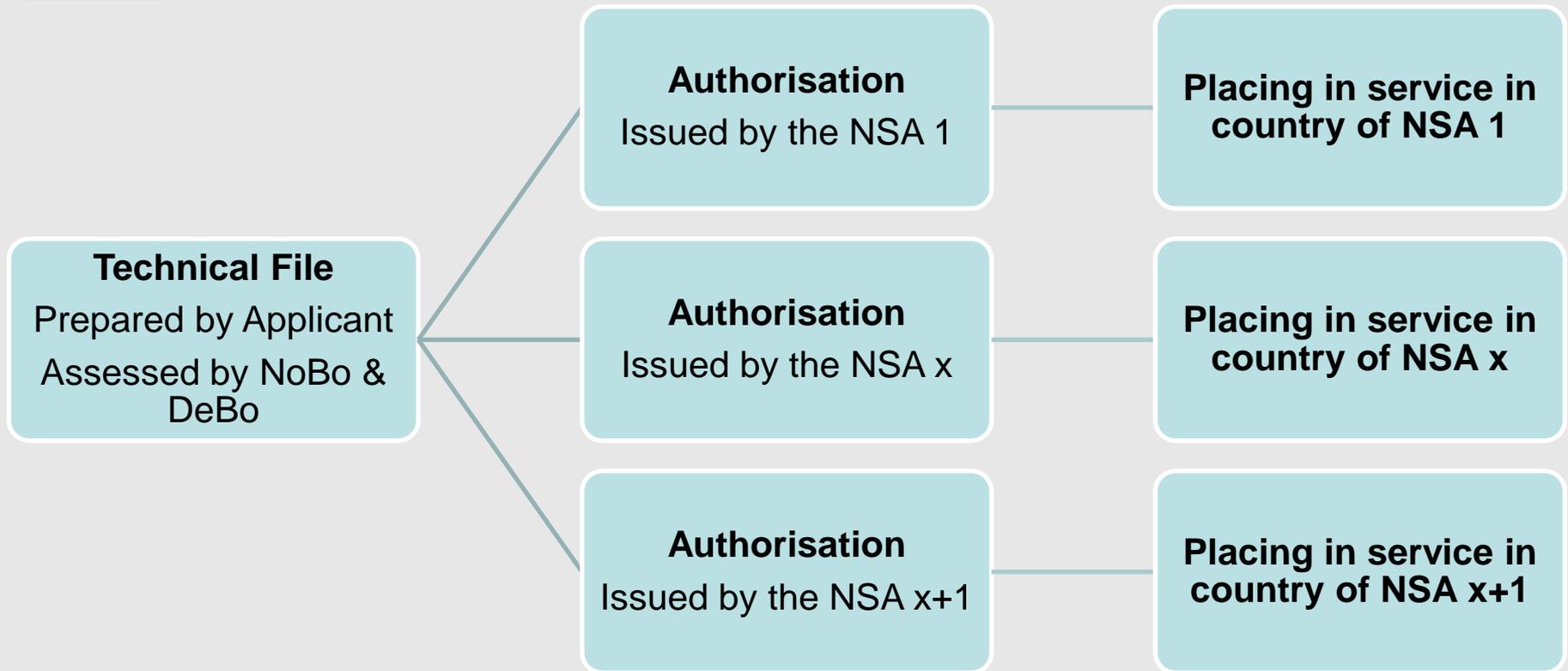


## **Elimination of unnecessary national rules**

In order to achieve those objectives, **the role of ERA shall be enhanced.**

- UNIFE fully supports the choice “**ERA and NSAs share competencies**“ selected by the Commission according to the impact assessment result
- UNIFE also supports the Irish Presidency compromise proposal that answers most of Member State questions, and in particular:
  - Introduces the concept of “area of use” for network compatibility
  - Introduces the option for the applicant to address NSAs instead of ERA for purely national authorisations or operations

TODAY



**Procedures vary from  
Member State to  
Member State**

**TOMORROW – ERA as one-stop-shop to overcome today's obstacles**

**Technical File**

- Prepared by Applicant
- Assessed by NoBo & DeBo

**Authorisation**

- Issued by **ERA** acting as one-stop-shop

**RU decision for placing in service**

- Done by the RU by updating its Safety Management System

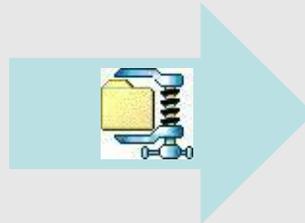
## Today

National Rules  
Member State 1

National Rules  
Member State x

National Rules  
Member State x+1

Technical  
Specifications for  
Interoperability



## Tomorrow

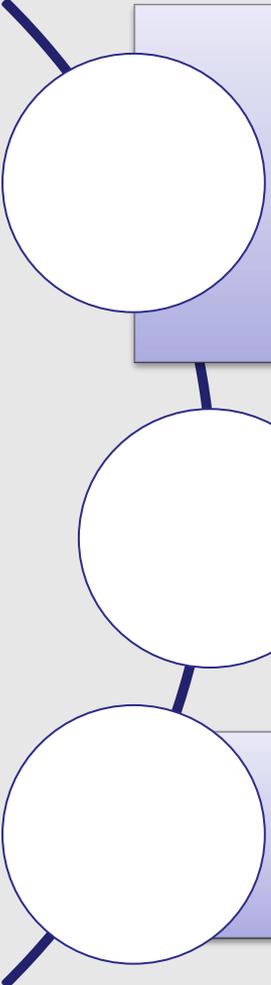
National Rules  
Member State 1

National Rules  
Member State x

National Rules  
Member State x+1

Technical  
Specifications for  
Interoperability

- **What are the implications of the proposed interoperability measures for rail suppliers?**
  
- **European authorisation will allow for:**
  - A unique procedure to be followed by all manufacturers in a non-discriminatory way
  - Reduce time to market for railway products at European level
  - Avoid immobilised capital for non-authorized products for bureaucratic reasons
  
- **Reduction of National Technical Rules will allow a real market without national barriers**



**Railway industry needs a harmonised European approach for vehicle authorisation, which together with a drastic reduction of unnecessary national rules will allow for:**

- a real open market**
- a Single European Railway Area**

**UNIFE fully supports the Commission proposal and the Irish compromise on the Technical Pillar of the 4<sup>th</sup> Railway Package**

**Time is of essence: UNIFE strongly hopes a green light already in the 10/6/13 Transport Council**



*Thank you for your attention!*

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