
CER/ UNIFE Roadmap for

Achieving the single European railway area

ERA role



Overview

The Background

Obstacles & Goals

The New Structure

The New Work Flow

More Details about ERA's New Role



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Background: CER-UNIFE position

The railways sector is facing a gap between

THEORY
(the legal framework)



PRACTICE
(diverging application by
Member States)

European Commission has to push Member States to effectively transpose the Safety & Interoperability directives

In the context of the National Legal Framework (NLF), ERA should not only collect the NLFs but also analyse any inconsistency and enforce a proper implementation of the railway directives



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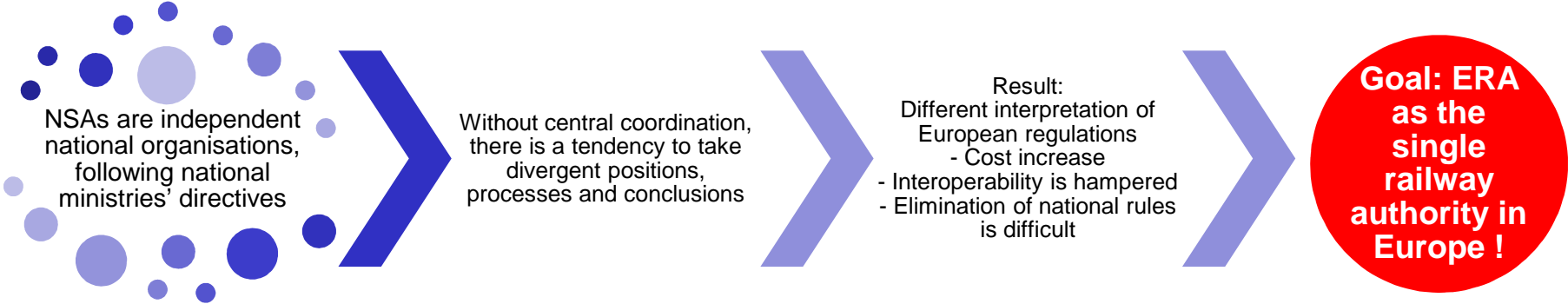
The New Structure

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Obstacles and goal



CER-UNIFE position paper on the potential future role of the European Railway Agency

Based on CER-UNIFE position paper on the Future role of ERA, the following slides describe:

The current situation

The transition phase

The vision 2022



111129 CER_UNIFE
Position ERA ...

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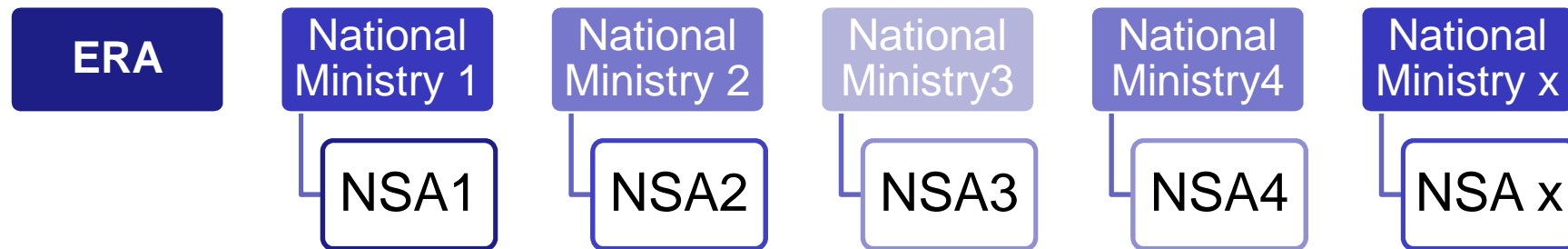
The New Work Flow

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ERA's structure

Current situation

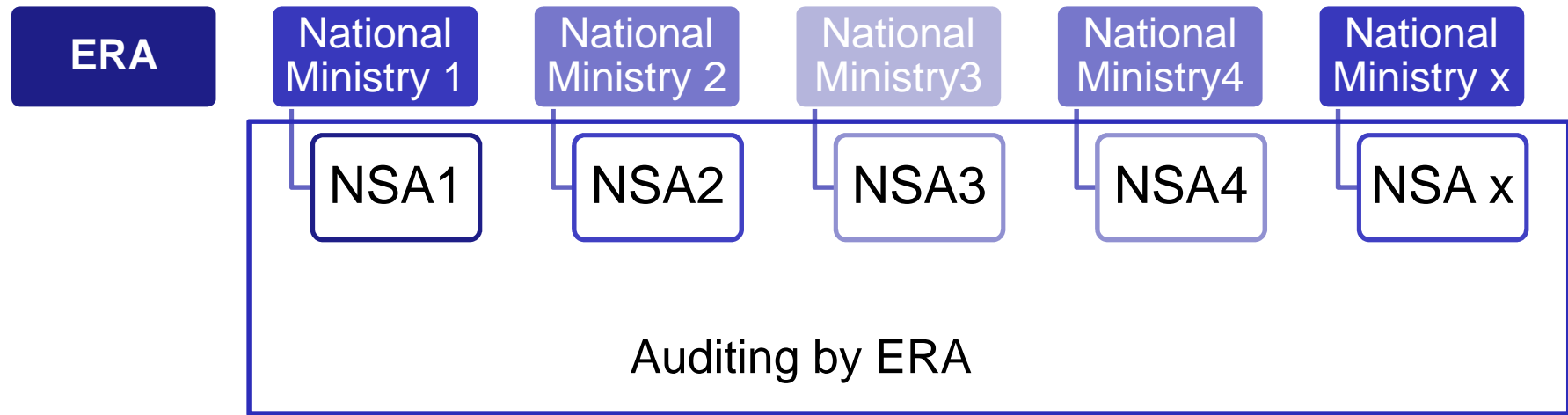


Cross Auditing of NSAs



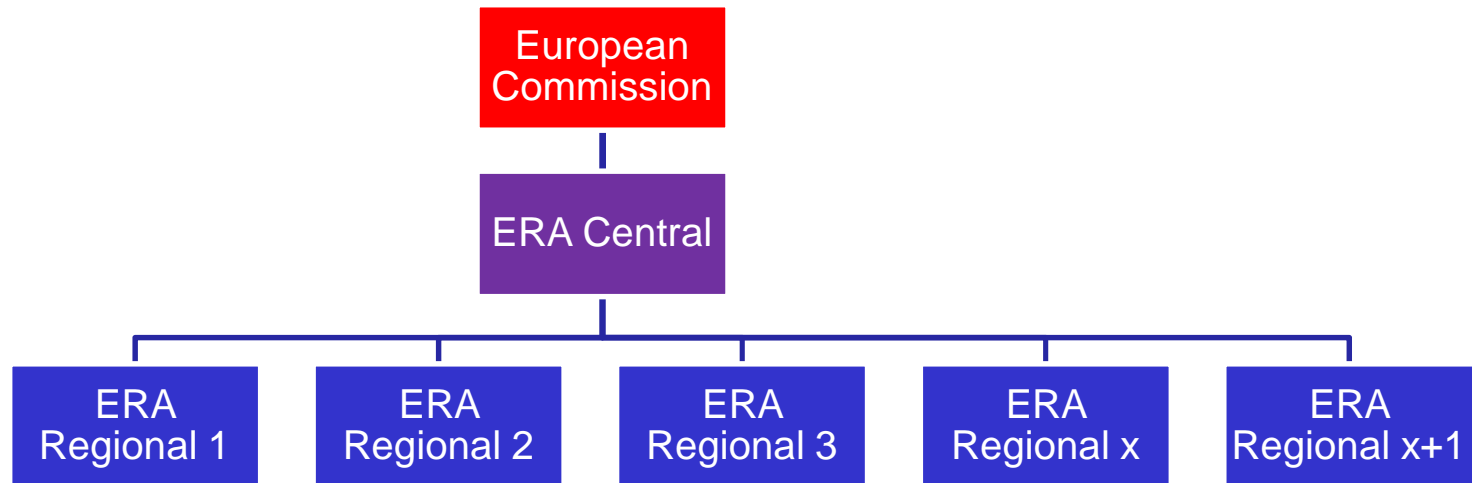
ERA's structure

Intermediate Step 2015



ERA structure for APS and Safety Certificate only

Vision 2022



National Authorities will still act as today for other activities than APS and Safety Certificates

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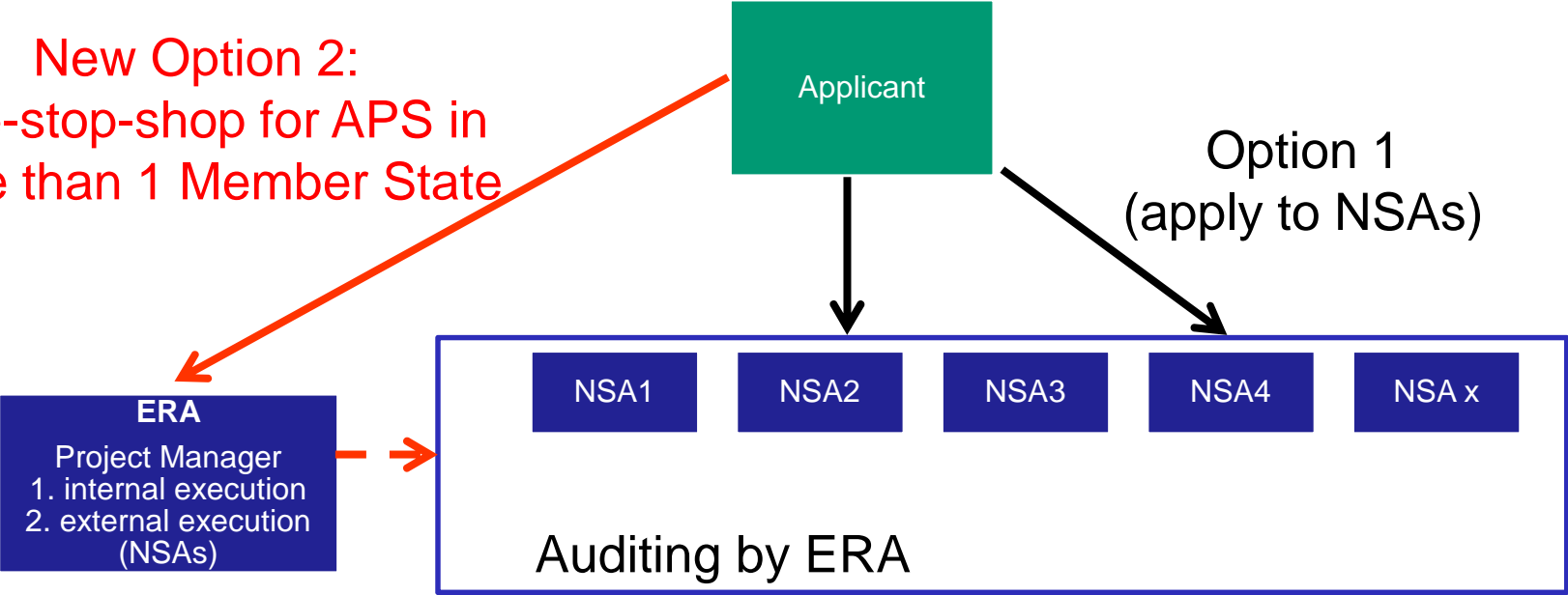
More Details about ERA's New Role



ERA = one-stop shop for APS for vehicle in more than 1 member state

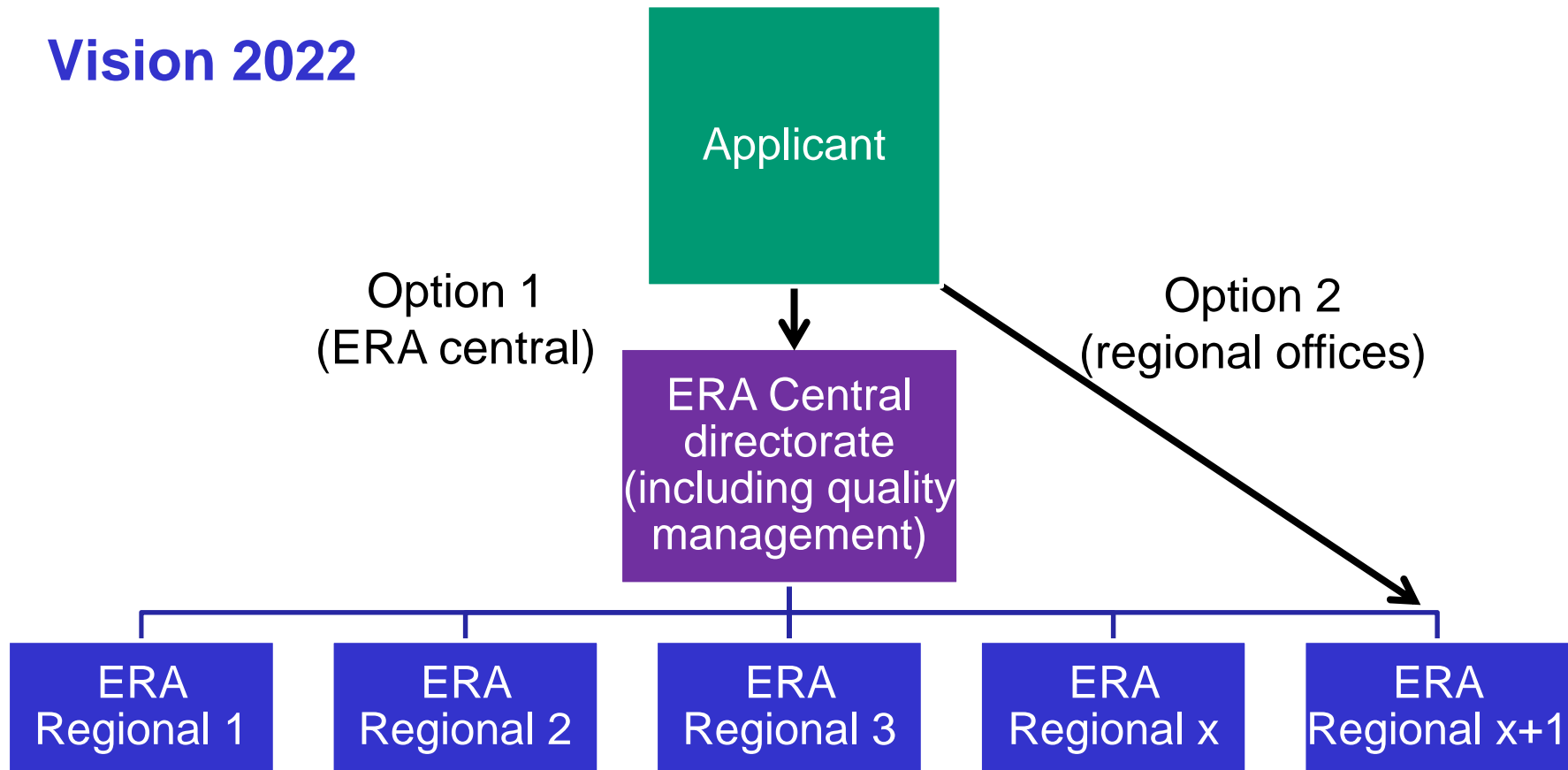
Intermediate Step 2015

New Option 2:
One-stop-shop for APS in
more than 1 Member State



ERA workflow for APS – ERA as the single issuing authority for APS

Vision 2022

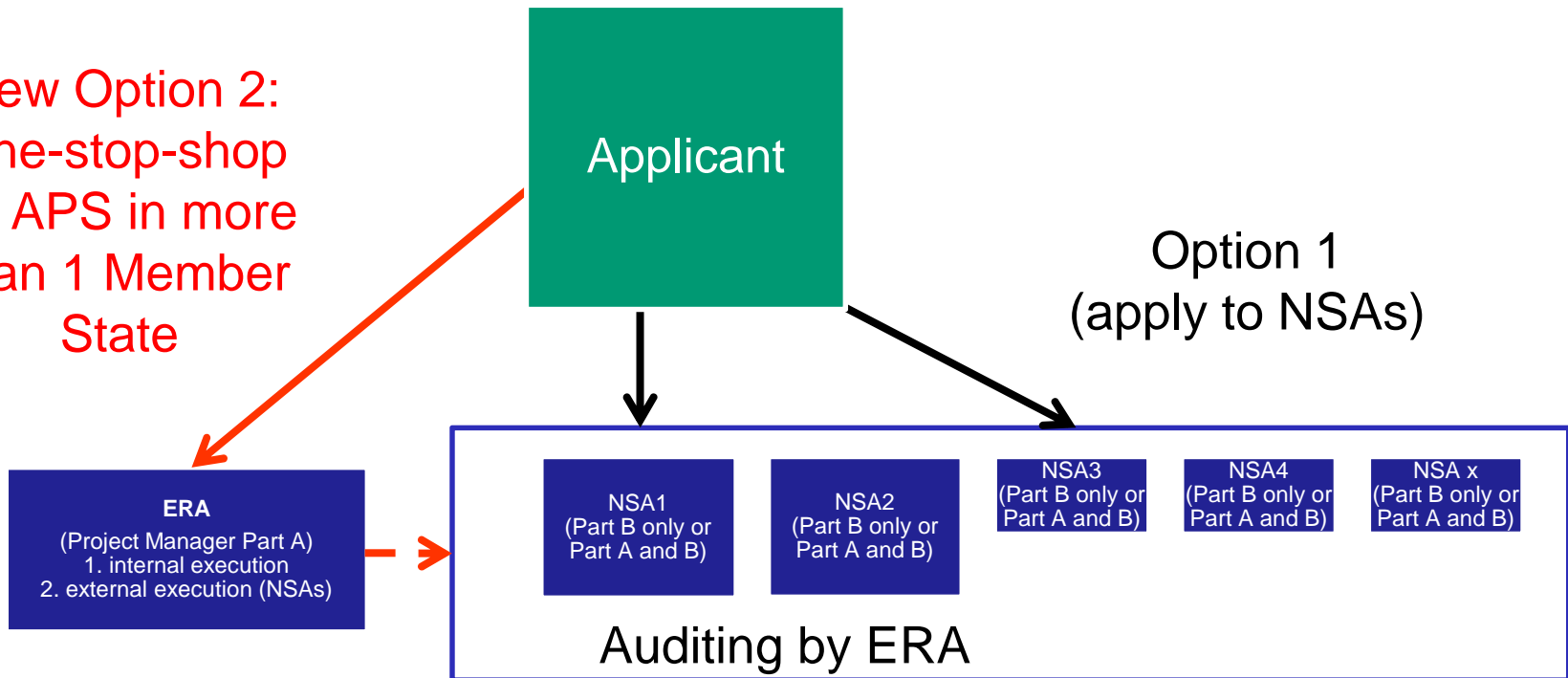


Option 2 includes 1 or more than 1 MS

Safety Certificate

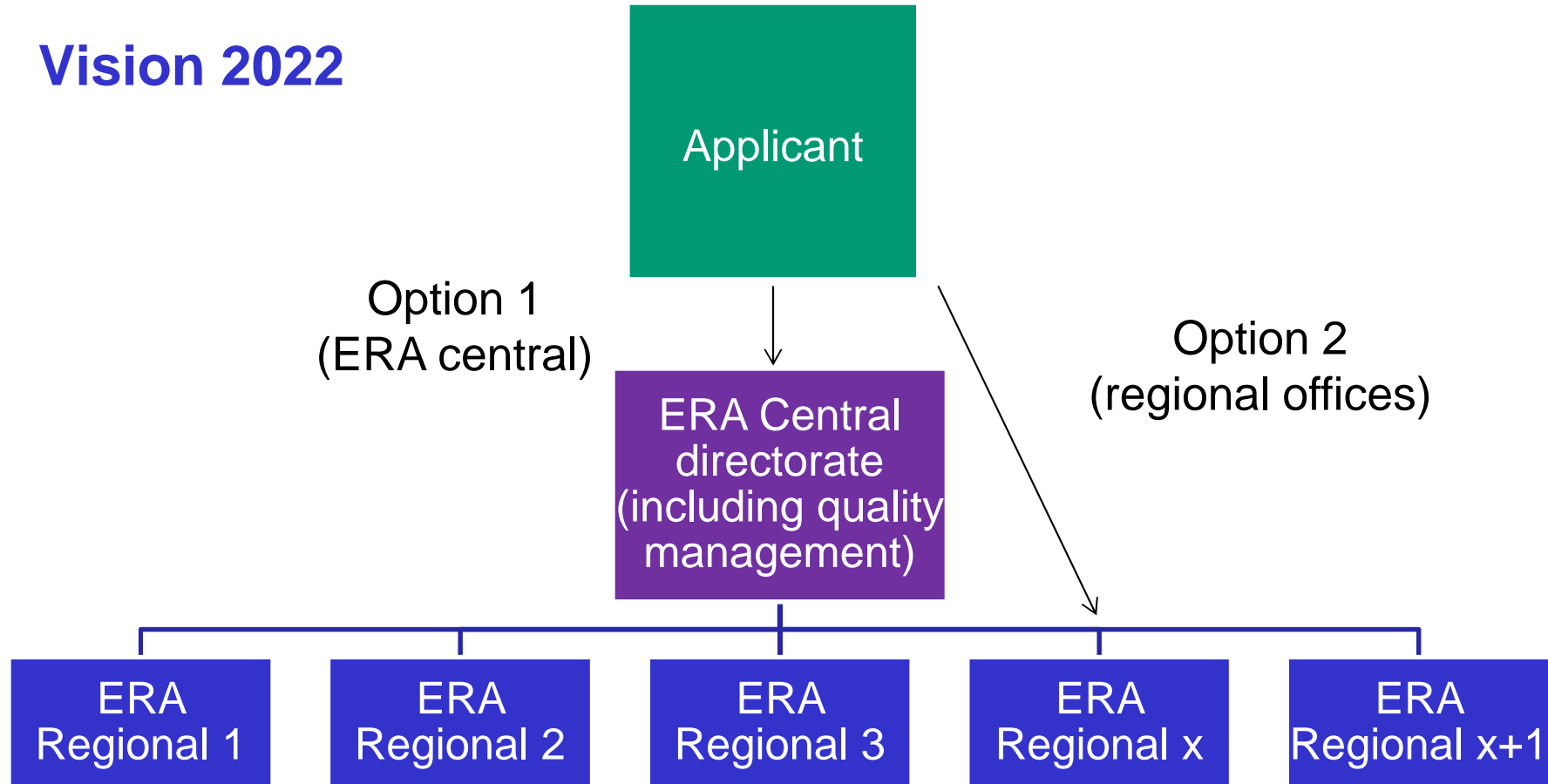
Intermediate Step 2015

New Option 2:
One-stop-shop
for APS in more
than 1 Member
State



ERA = single issuing authority for Safety Certification

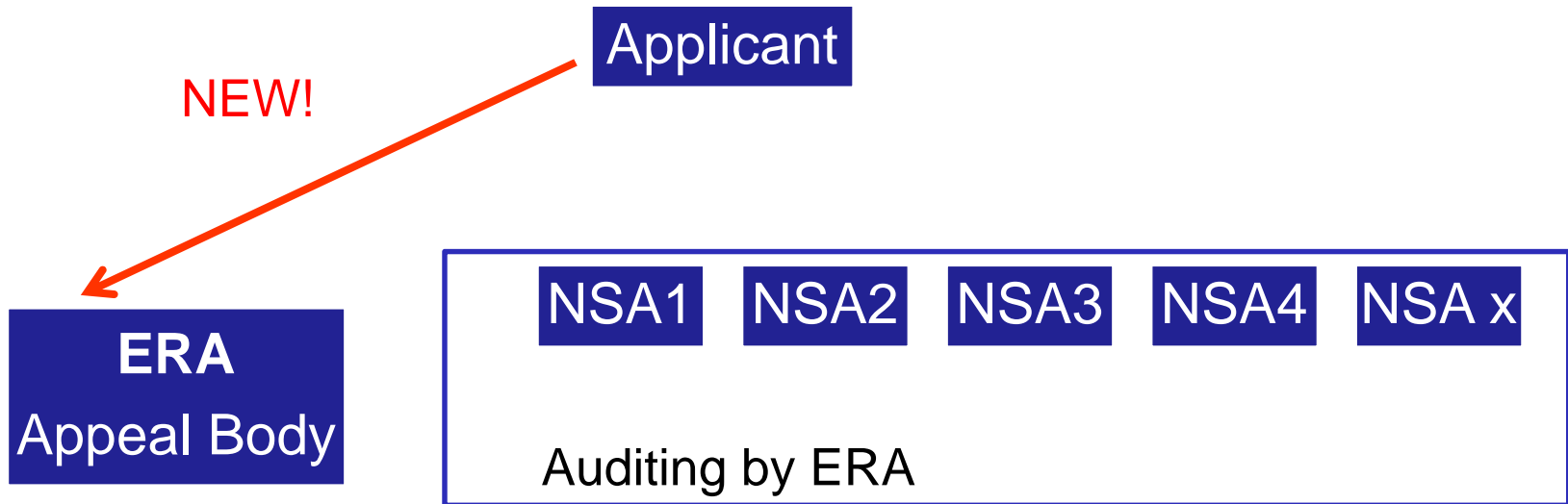
Vision 2022



Assumption: single safety certificate is implemented
Option 2 includes 1 or more than 1 MS

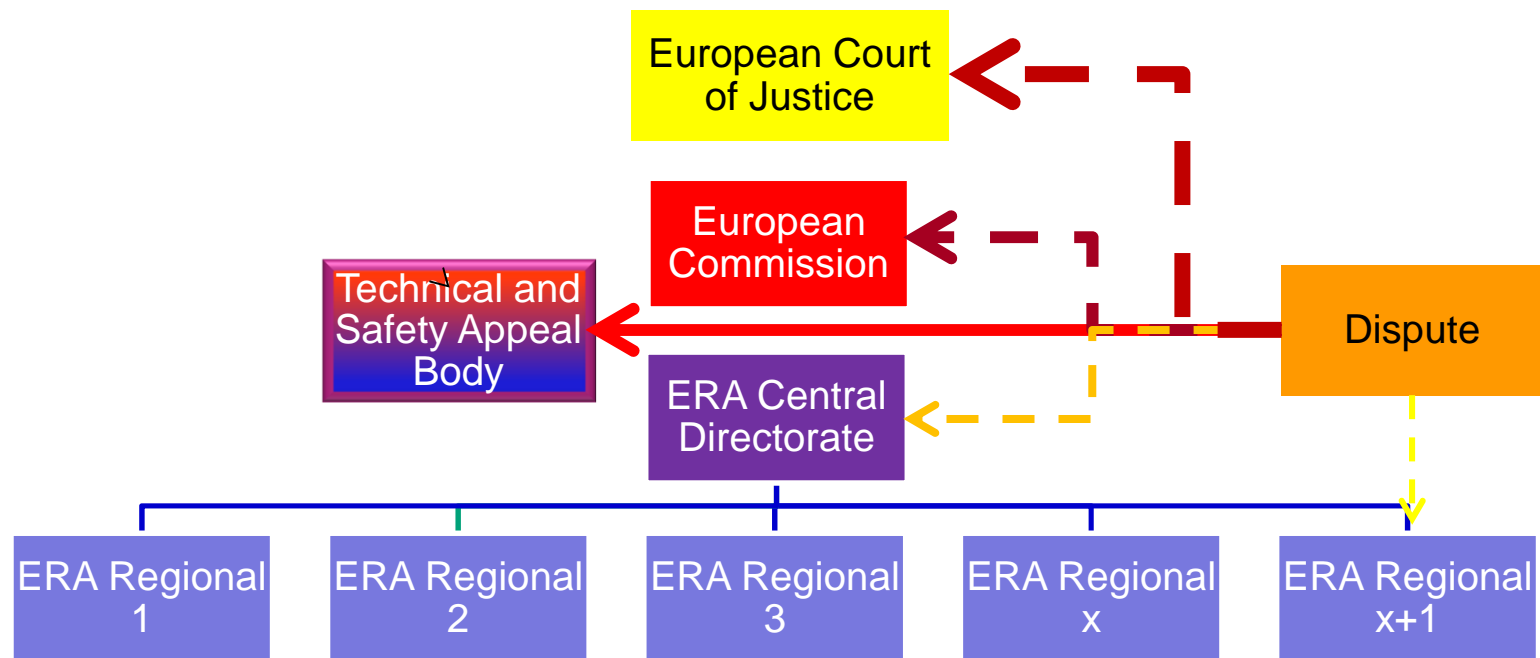
ERA = Appeal Body

Intermediate Step 2015



Appeal body in disputes about vehicle authorisation and/or safety certificates

Vision 2022



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ERA empowered to identify the unnecessary and superfluous national rules and request their removal

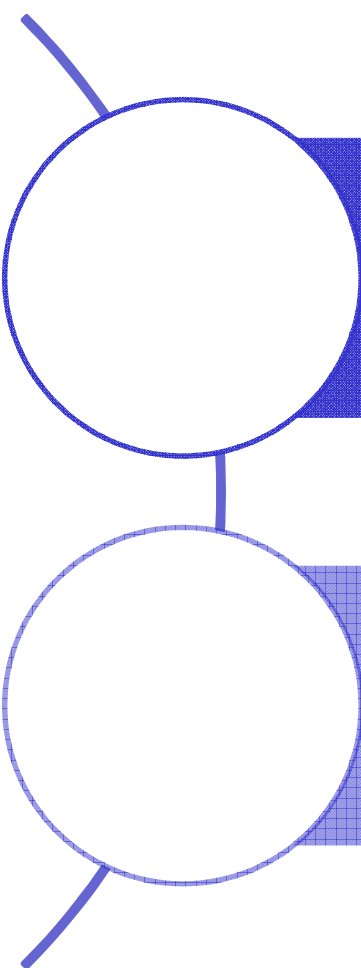
Today

- ERA will make recommendations/guidelines for Member States how to clean up their national rules
- ERA, when alerted by the Sector, will analyse the national technical rules identified as inappropriate in the National Reference Documents

2015

- All National Technical Rules not duly justified by specific cases or open points should be removed
- ERA should systematically analyse any new national technical rules of the National Reference Documents and enforce their removal, when inappropriate

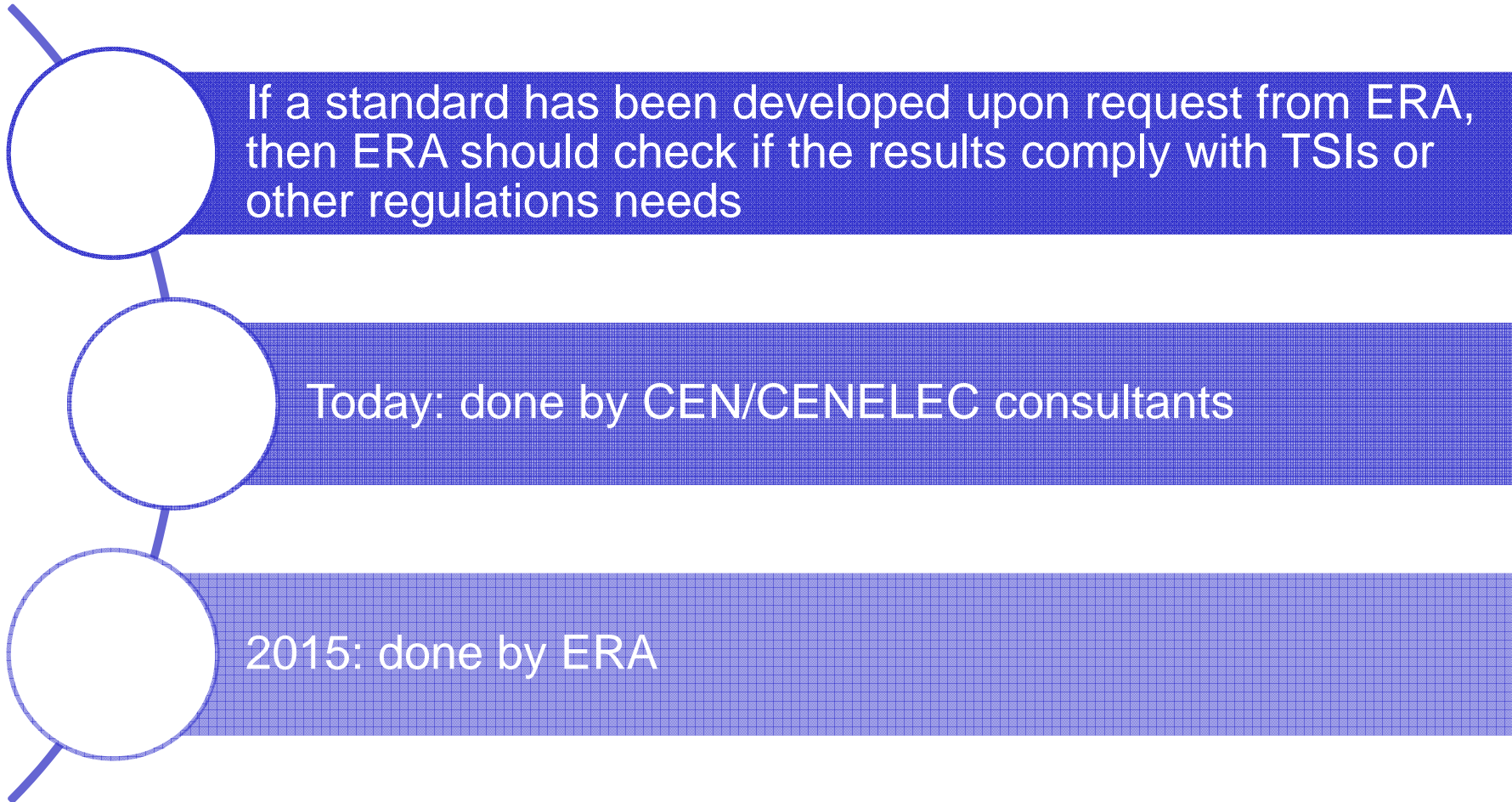
ERA ensuring coherence with other directives



ERA should be the advocate of the Railway Sector vis-à-vis other DGs regarding legislation impacting railways (Noise, Diesel Emissions, REACH,...)

To enable this, ERA should provide impact assessment about new environment legislations

ERA's new Role in Standardisation



Thank you for your kind attention!

