

Die ERA als europäische Genehmigungsstelle für Schienenfahrzeuge

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ÖVG-Verkehrsrechtstag | 20. Juni 2022



EUROPEAN
UNION
AGENCY
FOR RAILWAYS



The European Union Agency for Railways (ERA)

- Founded in 2004 by the Regulation (EC) 881/2004
- Tasks defined in the new Regulation (EU) 2016/796 (**4th Railway Package**)
- Approximately 200 staff members
- Headquarters in Valenciennes (FR) – (meeting facilities in Lille)
- **Railway Interoperability (TSIs), Safety**
- Since June 2019, **European authority** for Vehicle Authorisation, Safety Certification, ERTMS Trackside Approval



OUR VISION

A sustainable, safe European transport system without frontiers.



THE MANDATE OF ERA

Recommendations to the Commission

Technical Specifications for Interoperability (TSIs)
Common Safety Methods (CSMs)
Registers (Infrastructure, Vehicles, National Rules, ...)

Technical development in Railway Safety

Risk management and safety management systems
Monitoring Safety culture and safety leadership
Human and organisational factors
Accident investigation methodologies

Assistance to Member States and the EC

Dissemination on railway safety and interoperability
Training courses
Interface between NSA Supervision and Agency
Authorisations and Certifications
Other support activities on request of the stakeholders



TSI REVISION PACKAGE 2022

The tool for sustainable railways.

The Agency prepares Technical Specifications for Interoperability under a mandate from the European Commission, received by ERA on 24 January 2020. It covers 74 topics and will be delivered in June 2022.

Game changers

- modularity
- introduction of ATO (GoA2)
- provision for future FRMCS capability

Error corrections

Stronger and more clear obligations on ERTMS deployment



NEW ERA TASKS UNDER THE 4th RAILWAY PACKAGE

Transposition completed 31.10.2020

Authorisation and Certification

Safety Certification for Cross-border operation (mandatory)
Safety Certification for national operation (voluntary)
Vehicle Authorisation

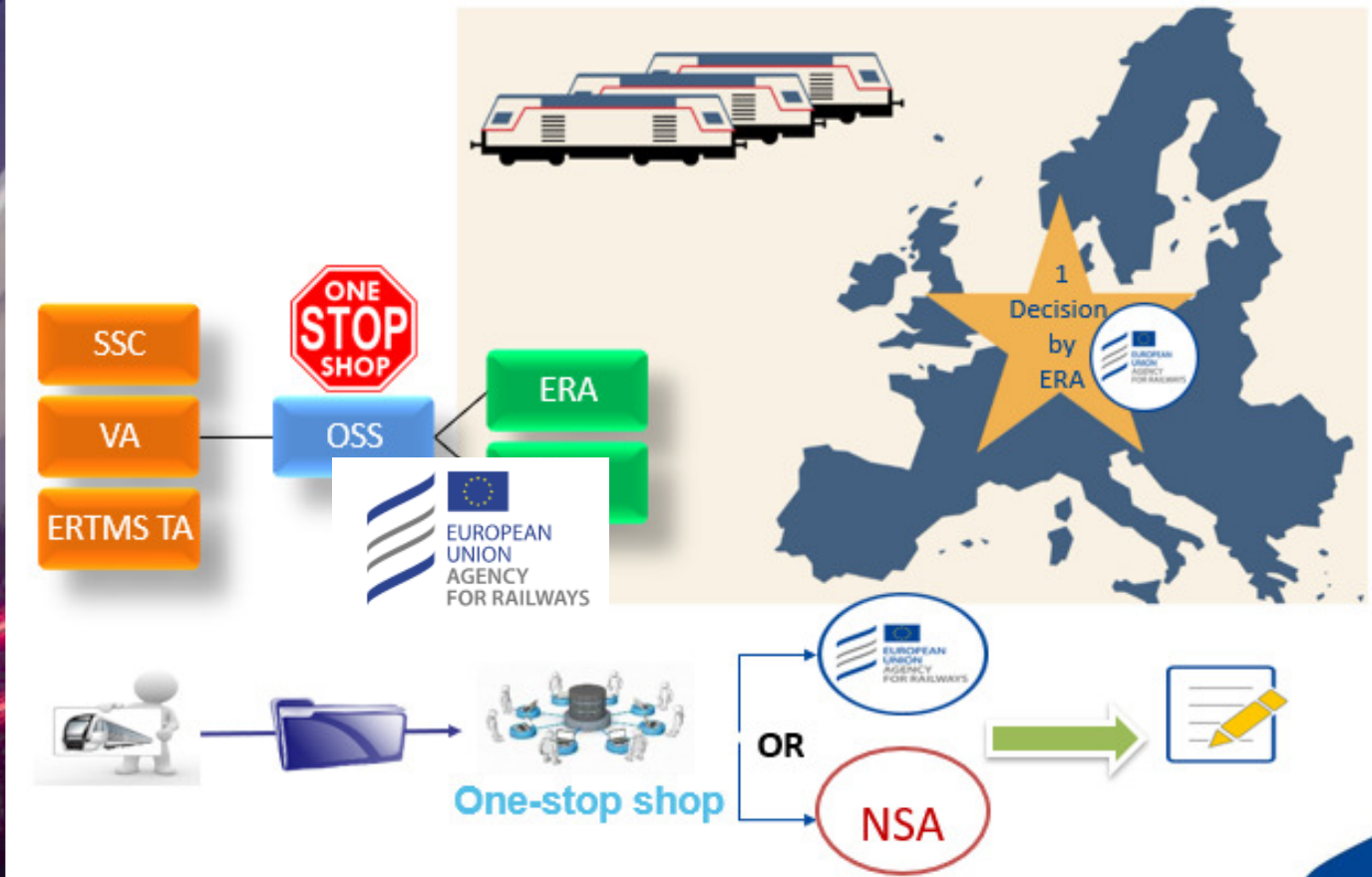
Approval

ERTMS trackside approval

Monitoring

National Safety Authorities, against a compliance
scheme or a maturity model
Notified Bodies (audits and inspections)





The Strengthened Role of ERA under the 4th Railway Package



MAIN CHALLENGES

New tasks. New processes. New approach.

ERA as new actor

New process and new authorisation cases

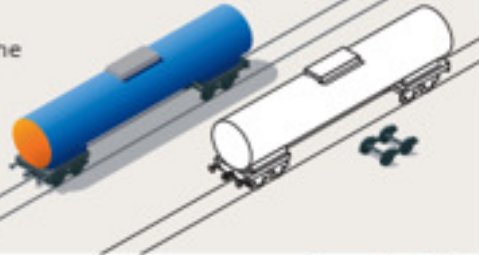
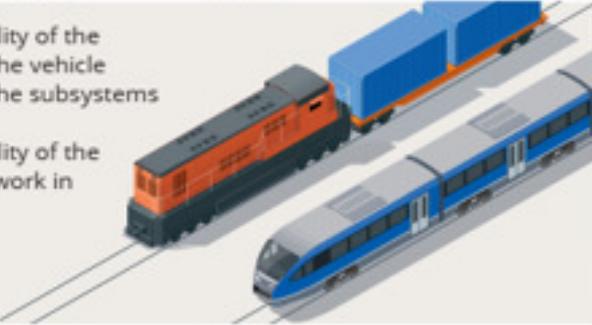

Increased responsibility for the applicant

“New” requirements

- E.g. requirements capture

One-Stop Shop

THE NEW PROCESS UNDER THE 4TH RAILWAY PACKAGE

| Activity | | >1 MS | Only 1 MS |
|----------|---|---------------------------------------|--|
| 1 | <p>Placing on the market of mobile subsystems</p> <ul style="list-style-type: none"> Essential requirements No need for authorisation of the mobile subsystem EC declaration of verification  | Applicant | |
| 2 | <p>Vehicle authorisation for placing on the market / Vehicle type authorisation</p> <ul style="list-style-type: none"> Technical compatibility of the subsystems within the vehicle Safe integration of the subsystems within the vehicle Technical compatibility of the vehicle with the network in the area of use  | The Agency in collaboration with NSAs | The Agency or NSA (Applicant's choice) |
| | | One-Stop-Shop | |
| 3 | <p>Check before the use of authorized vehicle</p> <p>Route compatibility on the basis of the Register of Infrastructure (RINF) and national rules</p>  | Railway Undertaking | |
| 4 | <p>Supervision</p> <p>In case of non-compliance to essential requirements noticed during operation by Railway undertakings or ultimately by NSA and inducing safety risks (e.g. during supervision activities) authorisation can be suspended, revoked or amended.</p> | NSA(s) | |

FACTS AND FIGURES

May 2022

| Authorisations | Certificates | Approvals |
|---|--|--|
| <p>3161 delivered*</p> <p>representing in total</p> <p>37217 vehicles</p> | <p>94</p> <p>Delivered</p> | <p>2</p> <p>Delivered</p> |
| <p>125</p> <p>projects ongoing</p> | <p>29</p> <p>projects ongoing</p> | <p>77</p> <p>projects ongoing</p> |
| <p>Delivery for conformity-to-type with median of 4.87 working days in May 2022</p> | <p>Delivery within an average time of 5,5 months (including extensions of timeframe)</p> | |
| <p>* 2913 conformity-to-type decisions; 248 pre-engagement baseline opinions and other authorisation case decisions</p> | | |



New Initiatives for Vehicle Authorisation

Unique Authorisation

Concerns:

Passenger Coaches/
Freight Wagons with Electrical Equipment On-Board

Aim:

- No limitation concerning Area of Use, e.g. whole EU
- Solely ERA is involved in the authorisation process and delivers the authorisation
- One single conformity assessment body (NoBo) for TSI requirements and additional requirements in Specific Cases/ERA technical documents

New Initiatives for Vehicle Authorisation

Unique Authorisation

Conditions for having passenger coach authorisation not limited to a particular area of use

They apply to passenger coaches and other related cars

Conditions relative to the TSI core text, such as:




- No CCS on-board, no traction on-board,
- Maximum speed lower than 250 km/h
- 1435 mm, 1520 mm or 1668 mm track gauge
- Compatibility with train detection systems (see next slide)

Additional conditions relative to specific cases may reduce the area of use (e.g. fire extinguishing system in Italy)

New Initiatives for Vehicle Authorisations

Unique Authorisation

EMC Related Rules (ensuring compatibility with train detection systems)

| | | | |
|---|---|--|---|
| <p>Class B Legacy Systems Non TSI compliant</p> | <p>Specific Cases National limits based on <u>harmonised</u> Evaluation- and Vehicle Test Method as specified in the interface document or ERA Technical Document Rules about National Limits based on National Evaluation and Vehicle Test Method (structured in analogy with the interface document)</p> | | <p>ERA Interface Document V5 (chapter 3.1.7.2 and Annex A.1-2) Vehicle Metal Construction</p> |
| <p>Class A Target System "Preferred"</p> | <p>ERA Interface Document V5 (chapter 3.2.1) <u>Harmonised</u> Interference Field limits, Evaluation- and Vehicle Test Method</p> | <p>ERA Interface Document V5 (chapter 3.2.2) <u>Harmonised</u> Interference Current limits, Evaluation- and Test Method <u>Method</u></p> | |
|  <p>Axle Counter</p> |  <p>Track Circuit</p> |  <p>Loops</p> | |



THANK YOU

Moving Europe towards a sustainable and safe railway system without frontiers.

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