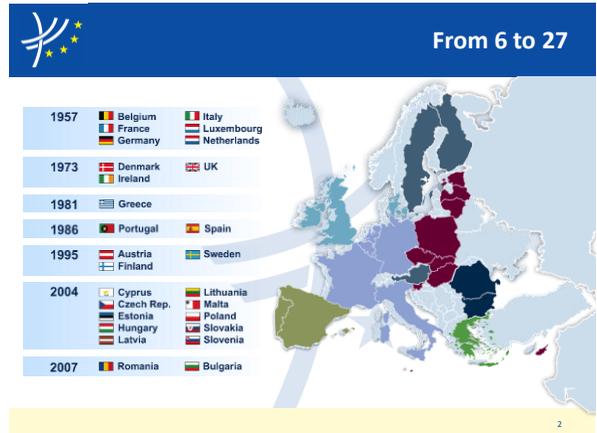




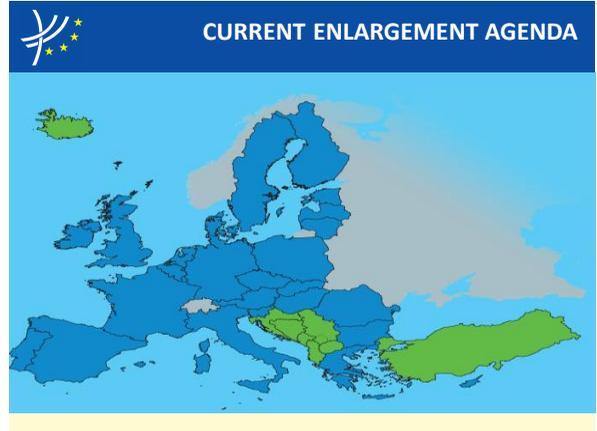
ERA ACTIVITIES ERA IPA PROJECT

SAFETY UNIT
Ekaterina Genova



ENLARGEMENT POLICY OF THE EUROPEAN UNION

The Enlargement of the European Union is the process of expanding the European Union (EU) through the accession of new member states.



ENLARGEMENT POLICY OF THE EUROPEAN UNION

Current Enlargement Agenda:

Candidate countries:

- Croatia (will join the European Union as of July 2013)
- Former Yugoslav Republic of Macedonia (F.Y.R.O.M.)
- Turkey
- Montenegro

Potential Candidate countries:

- Serbia
- Kosovo under UN Security Council Resolution 1244
- Bosnia and Herzegovina
- Albania

PROGRESS REPORTS

On 12 October the European Commission published its annual overview of enlargement policy and the progress made towards EU accession in the Western Balkans, Turkey and Iceland.

This "enlargement package" consists of a global strategy document setting out the policy goals and prospects for the coming year, as well as progress reports for each of the (potential) candidates, assessing their achievements over the last twelve months.



CURRENT ENLARGEMENT AGENDA

- Croatia to join the EU as of July 2013;
- The former Yugoslav Republic of Macedonia (EC recommendation for opening accession negotiations);
- Montenegro - the Commission recommends opening of accession negotiations;
- Albania – some political issues to overcome;

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CURRENT ENLARGEMENT AGENDA

- Bosnia and Herzegovina – there are still some challenges; focus on EU agenda ;
- Serbia – the Commission recommends granting Serbia candidate status; Belgrade should re-engage dialogue with Pristina;
- Kosovo – commitment to Kosovo’s European perspective; dialogue Pristina – Belgrade;
- Turkey – urgent issue are the relations with the Republic of Cyprus.

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EU AGENCIES

What is an EU Agency?

An EU Agency is a body governed by European public law; set up to accomplish a very specific technical, scientific or managerial task, in the framework of the European Union’s “first pillar”.

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IPA MULTIBENEFICIARY PROGRAM PARTICIPATION OF EU AGENCIES

- Duration 2011: 24 - 30 months
- Budget: 8 MEuro
- Overall Objective:
To ensure that the Beneficiaries can participate effectively in the activities of the EU Agencies either if permitted prior to accession or following accession to the EU
- Project Purpose:
EU Agencies to carry out preparatory measures in the Beneficiaries with the Beneficiaries and stakeholders

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IPA PROGRAM

Expected Results

- Increased understanding among the beneficiaries on EU Agencies
- Increased understanding about steps required to allow participation
- (Strengthened) ties of EU Agencies with national counterparts

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ERA MISSION

The main task of the Agency is to prepare new and updated legislative acts for adoption by the European Commission (“the Commission”), after a positive opinion from the Railway Interoperability and Safety Committee of Member States established by Article 21 of Directive 96/48/EC (the RISC Committee), and to give other technical support to the Commission. The activities carried out by the Agency aim at:

- Developing a common approach to safety, safety regulation and accident investigation, in particular by harmonisation of safety assessment methods, safety targets and safety certification conditions.

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ERA MISSION

- Improving the interoperability of the European rail system by developing the conditions for free and uninterrupted movement of trains through technical and operational harmonisation, including conditions for mutual acceptance of railway vehicles.
- Supporting the progressive creation of an internal market for the provision of railway equipment and services.
- Facilitating the exchange of information within the railway sector by networking with national bodies, providing registers and databases, issuing reports and giving guidance on the implementation of the regulatory framework.

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PILLARS AND ACTIVITIES

All these activities represent a very substantial workload across a very broad spectrum to be carried out with a relatively small resource. This resource needs to be in place on time. Should either the necessary budget or staff establishment not be in place in time, then it will not be possible to carry out all the activities to the timescales planned and this work programme may need to be amended.

The Agency's 2011 Work Programme is divided in two strategic pillars covering several fields of activity. These are: Operations and Management and Administration.

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FIRST PILLAR - OPERATIONS

The Agency's operational activities are carried out by the operational units:

- Safety Unit
- Interoperability Unit
- ERTMS Unit
- Cross Acceptance Unit
- Economic Evaluation Unit

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SAFETY ASSESSMENT SECTOR

According to Article 9 of the EC regulation on CSM on risk assessment the Safety Assessment Sector activities are related to:

- The second set of CSMs which will develop:
 - Methods used by operators for monitoring their Safety Management System (SMS) and interfaces with other actors;
 - Methods used by NSAs when supervising SMS application.
- Development of safety related issues in relation to the safety essential requirements in the interoperability directive.

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SAFETY CERTIFICATION SECTOR

The Safety Certification Sector is involved in:

- Monitoring the implementation of the measures recommended by the Agency for the migration towards a single certificate;
- Support the harmonization of safety management systems and NSA processes for issuing certificates and the post-award supervision regime;
- CSM on supervision activities;

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SAFETY CERTIFICATION SECTOR

- Monitoring on implementation of Entity in Charge of Maintenance (ECM) certification scheme;
- Necessary register of ECM;
- NSA cross auditing framework based on draft charter;
- Train driving licenses directive launch of internal study on the possibility of using a smart card combining the driving license and the complimentary certificate relating to rolling stock and route knowledge.

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SAFETY REGULATION SECTOR

The Safety Regulation Sector provides assistance to the Member States on questions regarding:

- The national safety rules and evaluation of their classification;
- Technical opinions and advice;
- Evaluation of the implementation of the Railway Safety Directive in national law in the Member States;
- Evaluation of the implementation of the Interoperability Directive – Pilot project.

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SAFETY REPORTING SECTOR

The Safety Reporting facilitates the exchange of experience between National Investigation Bodies by organization and support of the network of NIBs in the context of development of harmonized methods and approaches to accident investigation. Its activities are:

- Publication of annual update of the report on safety performance;
- Training sessions for accident investigators;
- Further development of the database of accident investigation reports;
- Use and effectiveness of the Safety Information System.

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NETWORK OF NATIONAL SAFETY AUTHORITIES (NSA)

- The Agency supports the NSAs in making harmonizing decision making criteria and exchanging best practices.
- Peer reviews among the NSAs have been carried out on safety certification processes, authorization processes for placing subsystems into service.
- The cooperation between NIBs and NSAs shall be strengthened in the use of the safety information system and joint meetings.

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INTEROPERABILITY UNIT

The Interoperability Unit is involved in the:

- Revision and extension of the scope of the TSIs;
- Production of proposals for new TSIs as identified in the two mandates given by the Commission C(2006) 124-final of 9 February 2006 and Commission C(2007) 3371-final of 13 July 2007 pursuant to Art. 6 of the Interoperability Directive.

A third mandate was given on 29 April 2010 by the Commission for the extension of the TSIs to off-TEN parts of the network according to Art.8 of the Interoperability Directive 2008/57/EC.

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INTEROPERABILITY UNIT

Currently this activity includes the task of:

- TSI completion of the TSIs that are under preparation or revision:
 - Revision of Traffic Operation and Management TSI (merging of HS and CR TSIs);
 - Revision of Freight Wagon TSI (including extension of scope);
 - Final draft of the revised TSI on Telematic Applications for Freight services (TAF);
 - Continuation of the activities related to the 'Guide for the Application of TSIs';

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INTEROPERABILITY UNIT

- Technical coordination in order to support the development of the TSIs and ensure efficient implementation;
- Monitoring and Evaluation of interoperability by publication of the biennial report on interoperability progress in the EU;
- Vocational competences in regard to the implementation of the Directive on the certification of train drivers by MSs;
- Registers and database to make publicly accessible documents related to the application of the Interoperability Directive.

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ERTMS UNIT

- The Agency performs its role as the system authority for the specifications for the European Rail Traffic Management System (ERTMS) both for the European Train Control System (ETCS) and the European railway radio system – GSM-R.
- The maintenance and the current baseline are insured by definition and publication of recommended engineering rules to help the testing and acceptance processing.

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ERTMS UNIT

The Agency shall:

- Examine the procedures for verification and placing into service of ERTMS, with appropriate WPs with Notified Bodies and NSAs;
- Assess the feasibility and define mechanisms for ETCS on-board test architecture to represent the functional scenarios of specific lines, collecting test sequences drawn up at national/corridor level;

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ERTMS UNIT

- Continue the work on the scope extension for the TSI CCS;
- Implement the recommendation of the report evaluating the certification process;
- EMC open point resolution in cooperation with the Cross Acceptance Unit;
- Provide to the Commission technical opinion on derogations.

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CROSS ACCEPTANCE UNIT

The core objective of this unit is to facilitate the mutual recognition of national rules, processes and authorizations in particular those relating to placing in service of vehicles, as a 'bridge' till a complete set of TSIs is in place and the railway system conforms to these TSIs.

This unit is involved in:

- Introduction of NOTIF-IT data base in 2010;
- Requirement to notify technical rules covering the off-TEN network;

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CROSS ACCEPTANCE UNIT

- Facilitation of convergence of understanding and a common approach to vehicle authorization under the recast of interoperability directive which led in 2010 to the compilation of the 'Common understanding' document (DV29);
- Inclusion in the Reference Document the MSs details of national legal frameworks implementing the authorization process envisaged by the Interoperability Directive;
- Adoption of common approach to what is now the most expensive and non-mutually recognised parts of vehicle authorization, the on-board GSM – R and ETCS.

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ECONOMIC EVALUATION UNIT

This unit supports the other operational units in their efforts to provide the most economically efficient recommendations fulfilling the aims of the directives with respect to:

- Comparison of the predictability, costs and delays of national acceptance processes with European processes;
- TSI scope extension the adoption of which is strongly influenced by economic appraisal;
- Technical, economic and financial analysis of ERTMS migration.

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ECONOMIC EVALUATION UNIT

To support the aforesaid tasks in a consistent and efficient way the Agency will further develop and deploy its economic database project. The database structure underwent validation in 2010 and will be progressively populated from 2011.

The general methodology for economic evaluation serves as a basis for more comprehensive assessment of interoperability and safety legislation.

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SECOND PILLAR ADMINISTRATION AND SUPPORT SERVICES

The second pillar represents the Administration Unit with its sectors of Human Resources, Finance, Accounting and Procurement, Information Technology, Premises and Facilities as well as the Directorate of the Executive Director with its Communication Office, Legal Entity, Audit and Quality Office.

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MAIN ACTIVITIES IN 2010 and 2011

- Kick off seminar in Lille, May 2010
- Seminar in Belgrade, November 2010;
- Translations of ERA information materials;
- Trainees 2 (from Croatia and Serbia);
- Technical visits to IPA countries in 2011 (Turkey, F.Y.R.O.M., Croatia, Albania);
- Study visit for Turkey at ERA premises, May 2011;
- Dedicated seminars for all IPA countries:
 - ERA NIB Seminar in Belgrade, Serbia, October 2011;
 - ERA NSA Seminar in Lille, France, November 2011.

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ACHIEVEMENTS AND BENEFITS

After the end of the first ERA IPA Project (2010-2011):

- IPA beneficiary countries are on the way of good integration in ERA activities;
- IPA as preparation for future participation in ERA networks;
- Overview of the Agency developments in safety and interoperability, the role of Agency and the networks;
- Transfer of knowledge and experiences from the Agency to beneficiary countries and vice versa;
- Building up "trust" as a basis for successful cooperation;
- Facilitate harmonized European approach within the European Union and neighbouring countries.

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NEW ERA IPA PROJECT 2012 - 2013

The Agency has recently received a new IPA contract signed by DG Enlargement

Duration: December 2011 – November 2013

Budget € 300 000 for dedicated project activities and a Contract Agent in the Safety Unit

The Agency will continue to provide technical assistance and support to the IPA beneficiary countries *taking into consideration the countries needs identified during the first implementation phase of the Project.*

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NEW ERA IPA PROJECT 2012 - 2013

Planned activities:

2 dedicated seminars and workshops

6 technical visits and training sessions in IPA countries

4 study visits and workshops in IPA countries

Translation of ERA information materials

Traineeship at ERA in Valenciennes

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NEW EC IPA PROGRAM

The new, or rather differentiated approach under the IPA CSF 2011-2013 will include a unique (one) Commission decision covering all IPA countries and 3 year time period. In terms of the financing, the overall budget envelope for 3 years is planned for over 60 million EUR, of which 30 million EUR will be allocated to regional activities (s.c. Multi-beneficiary program).

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NEW EC IPA PROGRAM

The main added-value/change is in:

- better coordinated support between region and national activities;
- shorter time span between call for proposal and funding to CSOs;
- flexibility in spending for EUD and DG.

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CONCLUSIONS

- The state and progress of various developments and the serious reforms of national railways and railway safety and interoperability law, differs in each country.
- The European Railway Agency at the right moment brings lots of explanations and clarifications concerning the countries' obligations on fulfilling the necessary requirements to comply with the European railway safety and interoperability as well as best practices and experience.

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ERA WORKLOAD



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CONCLUSION

Experience through 2008, 2009 and 2010 has shown that the development and adoption of the European legislation in the field of railway safety and interoperability is just the start of a long and difficult journey to the revitalized railway sector, achievement of common European goals and a Single European Railway Area!

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PAST ...



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PRESENT ...



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FUTURE ...



THANK YOU FOR YOUR ATTENTION!

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