Competitiveness of the European Railway System and the Enhanced Role of ERA

Séminaire Eurodigirail sur la Continuité numérique de filière ferroviaire

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Make Rail More Competitive

- Market opening
- International operation
- Interoperability
- Safety

Gradual migration to the **optimal level of harmonisation**
Railways in Europe...

European railways have issues with cost, quality, and market share.

Source: Roland Berger, Eurostat
A View to other Transport Modes

**Aviation**
- Boeing 737 family  4 000 units
- Airbus 320 family  3 000 units

**Hi-Speed Trains**
- TGV (seven types)  550 units
- Shinkansen family approx. 600 units
Digital Railways in Europe

- Some European railway undertakings are investing heavily in digitalization
- Many customer-focused developments are underway
- The focus is on company use and not on a wider strategic agenda
Making the Rail System Work Better for Society

Customer Driven

Innovation & digital technologies

Cooperation & competitive operation

EU-wide regulation & processes

Technical harmonisation, in particular ERTMS

Market Orientation

Global Reference

Single European Railway Area

More Discipline

Less Fragmentation

Quality up

Cost down
Benefits of a Harmonized Approach

Interoperability without borders

Innovation without re-inventing the wheel
From

- Development 3 years >100 MEUR cost
- Delivery 5 years 1 bEUR revenue

To

- Standardisation and Coordinated Innovation
- Enhanced train development project
- Lower costs, better quality for customers, better margins for suppliers

- Fragmented national markets
- Project specific design
Attention!

Gartner Hype Cycle (modified)

visibility

Peak of Inflated Expectations

Plateau of Productivity

Slope of Enlightenment

Trough of Disillusionment

Valley of Oblivion

Technology Trigger

Ravine of Demise

time
Launched in 2013 – "Completing the Single European Railway Area"

**Technical Pillar**
- ERA Regulation
- Interoperability Directive
- Railway Safety Directive

Enhanced role of ERA in safety certification of RUs, vehicle authorisation, approval of ERTMS track-side technical solution – "One-Stop Shop"
Consistent approval procedures for rail interoperability and safety

**Political Pillar**

Entry into Force mid-2016
- Open the domestic passenger market
- Create better structures and governance for infrastructure managers
Vehicle Authorisation under the 4th Railway Package

Applicant submits request for VAPIM to the **One-Stop-Shop** (managed by ERA)
- Specifying the area of use of the vehicle
- Including relevant documentation

ERA/NSA issues VAPIM (or communicate negative decision)
- Within 4 months from reception of complete documentation
- Following detailed rules established in an Implementing Act

Vehicle registration (upon keeper’s request)
Using its SMS, RU checks, including:
- Route compatibility
- Proper integration in the train composition

⇒ No need of “additional authorisations“ if vehicle stays within area of use, conditions for use and restrictions

VAPIM = Vehicle Authorisation for Placing Into the Market (Article 20 ID)
A Sustainable Europe Through Rail

- Less cost
- More quality
- More capacity
- More passengers
- More goods
- More Green
- We do not cheat

European Railway Agency
Making the railway system work better for society.

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