

Zusammenfassung der SERA-Konferenz in Berlin vom 07.06.2017

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Quelle UNIFE (Arturs Alksnis) www.unife.org

UNIFE summary of the Berlin SERA Regional Conference

SERA Regional Conference in Berlin – 7th June

- **Approximately 120 attendees** – very good representation from all Member States representatives (Czech Republic, Germany, Austria, Poland and Switzerland), from the sector UNIFE (P.Citroën, N.Shrimpton), UNIFE SRG, UNIFE Members, UNIFE Associate Members (including VDB, BAHNINDUSTRIE.at, ACRI), CER (L.Lochman, E. Wiebe), EIM (M.Heiming)
- **Conference Structure** – opening speeches by M.Odenwald (German State Secretary for Transport) and J.Skrzydło (Polish Undersecretary of State responsible for International Cooperation), followed by EC (K.Fitch), ERA (J. Doppelbauer). Keynote speeches by A.Matthä (CEO ÖBB Holding AG), S.Krenz (CEO Abellio GmbH) and M.Cramer (MEP).
- **Opening message by M.Odenwald** – DE supportive of quicker, transparent and predictable authorisations. Planning security is needed and ERA must work closely with NSAs.
- **Opening message by J.Skrzydło** – Careful adoption of legislating is required especially in cases of increased cost – Noise and authorisation Fees&Charges as example.
- **Introduction message from the EC (K. Fitch)** – Need to deliver a cost effective railway system, ensuring interoperability especially for freight
- **Introduction message from ERA (J.Doppelbauer)** – 4RP has not come one minute too soon, railways suffer from regulatory burden unlike other modes. Regional conferences aimed to listen to the member states and sector.
- **Keynote speech from A.Matthä (CEO ÖBB Holding AG)** – EU rail system is not where it should be due to intramodal approach, regulatory density and inconsistent implementation of harmonisation.
- **Keynote speech from S.Krenz (CEO Abellio GmbH)** – emphasised the need for uniform authorisations, less red tape and more competition.
- **Afternoon session:** Following a short presentation of the 4RWP (P. Grillo) and OSS (T. Breyne), the participants voted amongst several subjects to define the priority under which the topics should be addressed. Each topic had an impulse speech and the panel (made by ERA and EC representatives) was commenting and answering questions. No presentations shown.
- **Panel** – consisted of P. Grillo, K.Fitch (EC), J Doppelbauer, T. Breyne, Chris Carr (ERA)
- **Topics treated:** Transition period, Transposition, Vehicle upgrade/renew, Fixing rules and pre-engagement, Language, Series authorisation, Fees and Charges, ERTMS Trackside.
 - **Transition period** – concerns raised on the transition period by UNIFE SRG Chair, shared by most participants. EC said they are working on the basis of

the current SSC article 14 to find the best pragmatic and legally valid solution. NSAs and ERA aiming for a transparent transfer/handshake of work already started by the NSA which will not bring any additional delays or cost for the applicant. ERA/EC do not wish to interrupt business and create a gap. Similarly ERA would not be able to cope if applicants held off and all submitted on 16th June. A solution is needed.

- **Transposition** – ACRI (CZ) raised the concern of an administrative burden with inconsistent transposition of the directives by MSs. EC informed that they know it will be difficult and will produce guidance of how to apply in the different scenarios. EC will not know the dates of MSs transposition until Dec2018.
- **Vehicle upgrade/renew** – will be linked to Basic Design Characteristics and level of change – ERA workshop to define on 26th June 2017.
- **Fixing of rules and pre-engagement** – ERA/EC aiming for a practically similar requirements freeze process to Germany, allowed within the legal restrictions, with use of TSI transition periods and pre-engagement
- **Language** – ERA internal language issues raised, costs for translations are not affordable. For VA/SSC NSAs can still use national language for NSA sections, having enough experts sufficient in English is challenging for some countries.
- **Series authorisation** – ERA asked how they will ensure the number of decisions they need to make is minimised. ERA recognise the German approach of series authorisation and agree an efficient process is needed on the EU level
- **Fees and Charges** – concerns raised of an increase in authorisation costs in some countries, some do not 'cover costs' today which ERA will have to do. ERA need to start with an hourly rate but the applicant will have the choice for domestic applications.
- **ERTMS Trackside** – ERA informed that the draft ERTMS action plan will be presented at the SERA conference in Brussels on 20th June.
- **Closing by Claudia Horn (Head of Department, German Ministry for Transport and Infrastructure)** – industry has a high expectation for decreased time and costs in the system. ERA should not remove the improvements seen in the German system and carry best practice into the EU system, a common approach with less red tape is needed. We must all work together towards the SERA.
- **General** - Very active participants and many questions and practical examples given to ERA during the discussions. ERA took away key items to finetune in the Implementing Acts and process going forward.
- ERA link: <http://www.era.europa.eu/Document-Register/Pages/SERA-Regional-Conference-Central.aspx>