



European railway legislation and related Technical Specifications

- What impact on regional and suburban rail?

Brussels, 22 September 2009

Workshop organised by the UITP European Union Committee with the participation of representatives from the European Commission, the European Railway Agency (ERA) and various other main stakeholders

INTRODUCTION (9:00-10:20)

Welcome (9:00-9:20)

Hans Rat, UITP Secretary general

Tony Depledge, President of the UITP EU Committee

Istvan Tömpe, MAV-START, chairman of the UITP Regional and Suburban Rail Committee

Brief introduction about the objectives and history of the European rail legislation, mentioning the major focus: market opening, safety and interoperability, and progressive extension to the whole rail system.

Impact of the PSR regulation on the competition for suburban and regional rail services operated under public contracts.

Deadlines for the transposition of the Safety and Interoperability directives, and deadline for exemptions (temporary or permanent) from the Rail Passenger Rights regulation.

It is assumed that "urban rail" shall be excluded by all Member States when they transpose the Interoperability and Safety directives, as recommended by EC on the basis of the works of the Urban Rail Platform set up by UITP and UNIFE (other rail market segment than the suburban and regional rail market which is covered during the day).

Current legal framework and Organisational structure: who does what? (9:20-9:40)

Patrizio Grillo, European Commission, DG TREN, Unit E2

Scope of the rail legislation and presentation of the stakeholders with their role in defining the European rules to be mandatory applied or checked: the EC (DG TREN, DG ENTR. Other DGs including ENV, INFOS and RTD?); the European Parliament; the Member States (for rail legislation transposition); the RISC (for approving TSIs and so on and modifying the annexes of the directives); the ERA; the NSAs; the NoBos; the different independent bodies in charge of: allocating slots, accepting cabotage when the international rail market is opened, or investigating in case of accident...; the representative rail associations; the RMMS; the Eurostat...

The role of ERA and Technical Specifications for Interoperability (9:40-9:55)

Jean-Charles Pichant, European Railway Agency, Head of Interoperability Unit

ERA's role and organisation; Role and composition of ERA WPs; Nature and legal status of TSIs (approved by a Commission Decision published in the EU Official Journal which make them mandatory).

Website where to get the relevant information.

Harmonised standards and coordination with CEN-CENELEC-ETSI (JPCR) (9:55-10:10)

Eric Fontanel, JPCR chairman & UNIFE General Manager

Role of JPCR as a coordinator of CEN, CENELEC and ETSI Rail Technical Committees. Coordination with rail representatives associations.

Presentation of the way standards are produced in the European Union (and in relation with ISO and IEC), either on the basis of a mandate received by the EC or not, and with standards that may become mandatory or not.

Discussion with participants (10:10-10:25)

Coffee break (10:25-10:45)

WORKSHOP I (10:45-11:45)

What Technical Specifications for Interoperability (TSI) currently exist or are in the pipeline under the current scope (TEN network)? (10:45-11:00)

Jean-Charles Pichant, European Railway Agency, Head of Interoperability Unit

Existing TSIs and current TSI scope.

TSI Work Programme based on the current mandate (before the scope extension);

Pending issues (open points).

Role of rail associations.

Link with EU Research.

What kind of assessment studies (Cost Benefit Analysis, CBA...) need to be performed before the TSI approval and how to perform them (11:00-11:15)

Airy Magnien, European Railway Agency, Head of Economic evaluation Unit

Impact of assessment studies in TSI approval process Impact Assessment Studies and DREAM

Discussion with participants (11:15-11:45)

WORKSHOP II (11:45-13:00)

What TSIs are impacted by the foreseen extension of the scope to the entire Community Rail System? How shall they be developed? (11:45-12:00)

Felix Ardiaca, European Railway Agency, Interoperability Unit

ERA Work Programme for the TSI scope extension (assuming urban rail has been excluded from the scope).

Building up ERA Work Programme: calendar, impacted TSIs, working organisation for future works, calendar for the next years.

TSI Application guide

What (possible future) impact on regional and suburban rail services? (12:00-12:30)

Michel Quidort, EPTO chair, VEOLIA Transport &
Yves Amsler, UITP EuroTeam Expert & UITP Secretary General's Advisor for
Projects and Development

Status of the current rail legislation in support of market opening from EPTO point of view

The different ways of avoiding full TSI application:

- Through transposition of the directives (exclusion of some networks and/or infrastructures and/or railway undertakings...); recommendation from URP and EC to draw a map showing section per section the limits of the European (potentially) interoperable rail network;
- Through exemption of some services from the Rail Passenger Rights Regulation (cf. TAP TSI);
- As for the Interoperability and Safety Directives:
 - By derogation
 - Through Specific Cases (temporary or permanent)
 - Through the migration process

Open question for the Round Table discussion: should each specific case be treated on an "individual" or "national" basis, or is a European approach of some technical issues meaningful for suburban and regional rail, through a process involving UITP and UITP members mutualising efforts?

Discussion with participants (12:30-13:00)

Lunch Break (13:00-14:00)

THE SPECIFIC CASE OF THE TELEMATICS APPLICATION PASSENGER TSI (TAP-TSI) (14:00-14:35)

Jean-Charles Pichant, European Railway Agency
Yves Amsler, UITP
Ulrich Koch, CEO, Eisenbahnen und Verkehrsbetriebe Elbe-Weser GmbH
Representing Verband Deutscher Verkehrsunternehmen (VDV)

Do we need an extension of the scope of the TSIs to suburban and regional rail services operated under public service contracts (PSR services) (see VDV position on TSI scope extension)?

TAP TSI taken as an example: is it suitable to enlarge the scope of long distance TAP TSI to PSR services?

What do we put in TAP TSI?

What about the future directives coming from other sectors and the scope of which is extended to rail? Several examples of potential conflicting technical requirements, in favor of exclusion of PSR services from some TSIs:

- INSPIRE directive and regulation
- Future directive on ITS for roads
- Privacy directives and needs for marketing and statistics (?)
- Security (?)

Discussion with participants (14:35-14:50)

ROUNDTABLE DISCUSSION ABOUT THE OUTCOMES OF THE DAY AND POSITION OF THE SECTOR FOR THE FUTURE (14:50-16:25)

Round Table discussion with stakeholders representatives

The objective is to define the position of the sector and identify possible way to “tackle” upcoming “challenges”: can we build a “sector approach” for the suburban and regional rail PSR services?

Chair: Tony Depledge, President of the UITP EU Committee

Panelists:

Representative from Organising Authorities (tbc)

Marcel Verslype, CEO, ERA (tbc) or Jean-Charles Pichant

Patrizio Grillo, European Commission, DG TREN, Unit E2

Eric Fontanel, JPCR

Istvan Tömpe, MAV-START, chairman of the UITP RSR Committee

Michel Quidort EPTO and VEOLIA

Ulrich Koch, CEO, Eisenbahnen und Verkehrsbetriebe Elbe-Weser GmbH

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Closing remarks (Tony Depledge) (16:25-16:30)

End of the workshop (16:30)