



**EUROPEAN RAILWAY AGENCY**

# **WORK PROGRAMME 2006**

**VERSION I (clean) – includes several additional objectives requested by the Commission (following Commission Decision C(2005) 5633, 23.XII.2005)**

**ADOPTED BY THE ADMINISTRATIVE BOARD**

**On**

## 1 - Introduction

The Regulation EC n° 881/2004 establishing the European Railway Agency entered into force on 1<sup>st</sup> May 2004.

The activities of the Agency have ramped up in the course of 2005, the most significant step being probably the preparation of the financial independence of the Agency expected for December 2005. The Agency shall be fully operational by July 2006, although the recruitment has been more difficult than expected. Accordingly, the “first year of operation” referred to in the fiches is 2006.

## 2 - Main tasks of the Agency

The main tasks to be performed by the Agency are defined in Regulation EC n° 881/2004 referring also to Directive 2004/49/EC (Safety directive) and Directive 2004/50/EC (Interoperability).

For certain tasks, these Directives indicate a time limit.

The Agency has been established to provide the Member States and the Commission with technical assistance in the fields of railway safety and interoperability.

As part of its common transport policy, the Community has adopted legislation to pave the way for gradual establishment of an integrated European railway area, both legally and technically. This involves the development and implementation of Technical Specifications for Interoperability and a common approach to questions concerning railway safety. The Agency's main task will be to manage the preparation of these measures.

The Agency will pursue its task always keeping in mind the final goal which is to improve the competitiveness of the railway sector.

### In the field of railway safety

The Agency will provide the technical assistance necessary to implement Directive 2004/49/EC of the European Parliament and of the Council on safety on the Community's railways.

To this end, the Agency will prepare and propose Common Safety Methods and Common Safety Targets. A 5 year work calendar for the adoption of CSTs and CSMs was submitted to the Commission by the end of 2005. At the request of the Commission or of the committee of representatives of the Member States set up under the Directive, it will propose other measures in the field of railway safety. It will formulate recommendations for the transition period before the texts are adopted.

The Agency will be responsible for the monitoring of safety performance. Based on the Common safety indicators provided for by the safety directive, national reports on safety and accidents and its own information, the Agency shall submit every two years a report on safety performance which shall be made public. The first report will be published in 2008.

The Agency will also develop and recommend a harmonised format for safety certificates and other measures described in Directive 2004/49/EC.

The Agency will be supported by groups of experts in the sector placed under its responsibility. Where provided for in the Regulation, it will also consult social partners and organisations representing rail freight customers and passengers at European level. The working groups have been established in 2005 and have started to work according to their respective meeting calendars.

Generally, the Agency will provide technical expertise to the Commission and the Member States as provided for in the Regulation. It will keep a database on railway safety with licences, safety

certificates, national safety rules, accident investigation reports and data on the development of safety in the Community.

Lastly, the Agency will establish a network and support the national authorities responsible for safety and the bodies responsible for investigations, in particular to encourage the exchange of experience and the development of a common safety culture.

### **In the field of railway interoperability**

The technical fragmentation of rail networks is a major handicap hindering the development of this mode of transport. Community legislation is gradually establishing mandatory Technical Specifications for Interoperability (Directives 96/48/EC and 2001/16/EC on the interoperability of the trans-European rail system).

The first set of Technical Specifications for Interoperability (TSIs) were adopted in 2002 for high speed systems. Specifications now need to be developed for conventional systems, with priority given to freight. The European Association for Railway Interoperability (AEIF), which groups together the various players in the sector, has drafted the first two sets of TSIs and shall discontinue its activities by December 2005.

The Agency is now responsible for drafting new and revising existing Technical Specifications for Interoperability, on the basis of work completed by the AEIF. The Agency has managed the transition between AEIF and its own works essentially in the second semester of 2005, on the basis of the Memorandum of Understanding signed between the two Parties

The Agency will devise and propose a system for the certification of rolling stock maintenance workshops and a system for the identification and registration of rolling stock. It will also formulate recommendations on vocational competence and the accreditation of training centres.

In all this work, the Agency will be supported by groups of experts in the sector placed under its responsibility. The official “Working Parties” have been set up in 2005 and are now outlined and generally operational. The Agency will also regularly report to and consult the network of national safety authorities established according to Article 9 of Regulation 881/2004 and Article 17 of Directive 2004/49/EC. However, the recruitment difficulties the Agency had to face may lead to delays of up to 6 months in the start of activities related to interoperability. The Agency is examining with Commission to which extent this initial delay will influence the completion of some draft TSIs.

Where provided for in the Regulation, the Agency will also consult social partners, as defined in the Commission Decision of 20 May 1998 on the establishment of Sectoral Dialogue Committees promoting the Dialogue between the social partners at European level<sup>1</sup>, and organisations representing rail freight customers and passengers at European level.

The Agency will also be responsible for monitoring the progress of interoperability and producing a report on this every two years; the first report is expected to be published in 2007.

### **In the field of ERTMS**

The Agency will exert its system authority concerning the technical aspects of ERTMS both for command/control and signalling (ERTMS/ETCS) and GSM-R.

The Agency will organise, in cooperation with the sector representatives, the process to manage the maintenance and evolution of the specifications, ensuring coordination with all involved parties to implement a centralised and transparent process.

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<sup>1</sup> Official Journal L 225 , 12/08/1998 P. 0027 - 0028

The first tasks consist in finalizing the details of the stable specifications handed over by AEIF, implementing proper configuration management, and ensuring the evolution path of the ERTMS system in the future, taking into consideration the deployed base and the requirements necessary to ensure a successful migration to the harmonised system.

### **Related fields requiring preliminary investigations**

Some other activities, for which a legal basis exists, have not been included in the fiches of the work programme, since there is either no clarity or no consensus about their priority level, implications, or external expertise required. Nevertheless these fields will be investigated by the Agency in 2006, in order to prepare the subsequent tasks and budgets for decision. These fields include, mainly:

- The set of reference rules provided for in article 25 of Directive 2001/16/EC as updated in article 2(17) of Directive 2004/50/EC;
- Working conditions (art. 12(e)) of the Agency Regulation), human factors, and social dialogue;
- Level of linguistic knowledge and of harmonisation of messages to be used by drivers in critical situations;
- Vocational competences, according to Art. 17 of the Agency Regulation;
- Coordination with standardisation activities, according to Article 12(c) of the Agency regulation.

## **3 - Other “external” tasks of the Agency**

The Agency Regulation (881/2004, Art. 15) mentions the possibility for the Commission to ask the Agency “to examine, from the point of view of interoperability, any railway infrastructure for which Community financial support is requested”, i.e. the conformity with TSIs and the possible requests for derogation. Moreover, the Commission intends to consult the Agency about individual derogation files (not necessarily related to EC-funded projects). These tasks involve both technical expertise and economic assessments, since it is expected that requests for derogations may invoke economic factors, as foreseen by Art. 7 of Directives 96/48 and 2001/16. These tasks could not precisely be “calibrated” and will require the definition of efficient procedures in relation with DG TREN, in order to ensure quick global reaction times.

## **4 - Administration**

The Agency will enjoy its first full year of financial autonomy in 2006. That year will also serve as a test run for the budget structure and the corresponding reporting tools. The budget structure will be finalized for 2007.

## **5 - Work programme, 2006**

The work programme is structured in five activity fields:

- Administration
- Safety
- Interoperability, with a special field of activity, namely :
  - ERTMS, and a transverse activity,
  - Economic Evaluation.

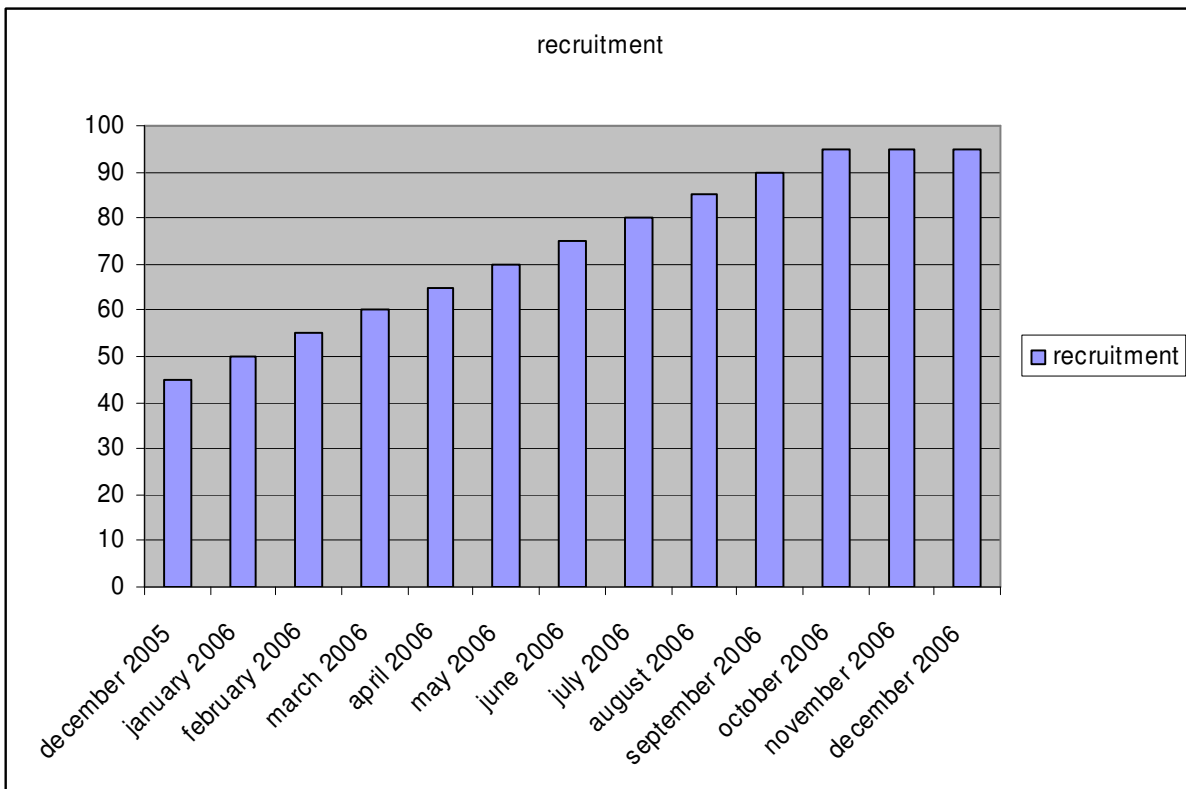
Each activity field is divided into specific activities, which are described in a fiche. Objectives are set at the level of each activity. Where applicable, the legal deadline set by the Directives is indicated.

**Summary of the fiches:**

RECRUITMENT AND HUMAN RESSOURCES .....	6
Information & Communication Technology Infrastructure and Systems.....	7
Adapting the finance & accounting system of the Agency.....	8
Support to the national safety authorities.....	9
Accident investigation measures.....	10
Common Safety Methods Common Safety Targets .....	11
Safety Certification and Authorisation .....	12
Monitoring of safety performance .....	13
National safety rules/Technical opinions.....	14
Public database of safety documents .....	15
Drafting the TSIs for conventional rail (Third mandate).....	16
Interoperability database and document management.....	17
Monitoring Interoperability.....	18
Interoperability of Infrastructure projects .....	19
Certification of maintenance workshops.....	20
Registration of rolling stock.....	21
Cooperation with Notified Bodies .....	22
System Authority for ERTMS .....	23
Transverse activities, economic evaluation .....	24

*Note: the fiche numbering system will, in the future, follow the analytical accounts that are being defined. For the time being please refer to task titles or page numbers instead.*

<b>ACTIVITY FIELD: PERSONNEL</b>	
<b>ACTIVITY N°</b>	<b><i>RECRUITMENT AND HUMAN RESSOURCES</i></b>
<b>LEGAL BASE:</b> Regulation n°881/2004, article 24 and 42	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall pursue recruitment procedures in accordance with its establishment plan. All posts shall be published on the Agency and Commission websites.</p> <p>The recruitments shall aim at consolidating the administrative and financial structure, to ensure competences in the field of human resources and in the field of expertise of the technical/operational core business of the Agency.</p> <p>For this second wave of recruitment, the Agency will assume the procedures on its own.</p>	
<b>2006 OBJECTIVES</b>	
<p>The objective is to reach the number of 95 staff members in October 2006 (subject to authorisation from the Budgetary authority).</p>	



<b>ACTIVITY FIELD:</b> INFORMATION & COMMUNICATION TECHNOLOGY	
<b>ACTIVITY N°</b>	<b><i>Information &amp; Communication Technology Infrastructure and Systems</i></b>
<b>LEGAL BASE:</b> Regulation n°881/2004, article 42	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The agency requires setup, operation and regular modernisation of its general automation infrastructure. Pending work can be categorised into:</p> <ol style="list-style-type: none"> <li>1. Systems, tools and service level agreements required as platform, environment or precondition for IT related deliverables of operational projects</li> <li>2. administrative systems (personnel management, inventory, library service, security and some aspects of financial/budget handling).</li> <li>3. Workforce mobility support</li> </ol>	
<b>2006 OBJECTIVES</b>	
<ol style="list-style-type: none"> <li>1.1 Change and Configuration Management software shall allow for appropriate handling of specification documents and files requiring similar treatment in a controlled manner. The chosen system design must support direct participation by authorised external parties.</li> <li>1.2 Newly introduced workflow software shall gradually provide interfaces between the agency's information systems and content repositories. By end of 2006 at least the ERTMS Change Control process will be served that way.</li> <li>1.3 Electronic forms: Most operational projects rely on regular data submission from Member States to the ERA. A form system shall allow for efficient creation, change and usage of Internet based and emailed questionnaires. Selected products and architecture shall enable easy integration with other ERA systems.</li> <li>1.4 Document &amp; Content Management Systems: The 2006 version of ERA Extranet shall provide means of modern collaboration for work group members, controlled access to the specialised databases (see other WPs) and full search through non-confidential documents for the public.</li> <li>2.1 The Agency shall setup the SIC Personnel Management modules, and as soon as feasible in cooperation with the DG Admin, migrate those to the new commission-wide standard system SYSPER2.</li> <li>2.2 An inventory management system, using barcode or RFID technology for tracking, shall be set up and linked to the ERA financial/accounting systems.</li> <li>2.3 An organisational library and archiving service shall be established.</li> <li>2.4 A physical access control system, using ID cards, shall ensure that only authorised ERA personnel and visitors can reach sensitive assets and that those access times get recorded.</li> <li>2.5 Additional custom reports shall be developed for better analysis and reporting on financial and accounting information.</li> <li>3.1 ERA IT systems in Valenciennes, external connections and mobile computers shall be adjusted to facilitate efficient, cost-effective and secure access to central business information for staff on travel.</li> <li>3.2 In cooperation with DG DIGIT, the feasibility of videoconferencing between ERA and DG TREN shall be assessed.</li> </ol>	

<b>ACTIVITY FIELD:</b> FINANCE & ACCOUNTING	
<b>ACTIVITY N°</b>	<b><i>Adapting the finance &amp; accounting system of the Agency</i></b>
<b>LEGAL BASE:</b> Regulation n°881/2004, article 39 and 40	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency will experience, in 2006, the first year with full financial autonomy. However, the perspective of additional mandates (Certification mandate, 2007 in particular) will require another deep adaptation of its financial and accounting system.</p>	
<b>2006 OBJECTIVES</b>	
<ul style="list-style-type: none"> <li>• During the first quarter of 2006, the “model 3” of organisation (decentralisation of finance with “counterweight”) will have to be implemented; therefore the recruitment of agents in the operational units will be necessary.</li> </ul> <p>Trainings will be organised to manage the budget according to the Commission rules and with the SINCOM 2/ Business Object tools.</p> <ul style="list-style-type: none"> <li>• The Agency will report monthly to the Commission (DG TREN and DG Budget) about the progress of the Activities, and the associated commitments and payments.</li> <li>• The Consolidation process started already during the last semester of 2005 will be also time-consuming for the Financial and Accounting Team.</li> </ul> <ul style="list-style-type: none"> <li>• The Agency will adapt its accounting system to the Certification mandate expected for 2007, which will imply the ability to emit invoices.</li> <li>• The Agency will establish its audit capacity (the choice between internal or external audit will have to be made).</li> <li>• The ABAC Team is currently merging the accounting &amp; finance systems of the Commission. The team has promised to have the Agency version ready for the end of 2006, which means the implementation also in Valenciennes, possibly as early as 2007.</li> </ul>	

<b>ACTIVITY FIELD:</b> SAFETY	
<b>ACTIVITY N°</b>	<b><i>Support to the national safety authorities</i></b>
<b>LEGAL BASE:</b> Directive 2004/49/EC, article 17 Regulation 881/2004, articles 9 and 11	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall support the national safety authorities (NSA) in conducting an active exchange of views and experience for the purpose of harmonising their decision-making criteria. To carry out this task the Agency shall establish a network of the national safety authorities.</p> <p>The Agency shall receive information on safety certification and safety authorisation, and annual reports of the national safety authorities.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The network of national safety authorities shall be convened at regular intervals and may establish the necessary task forces for the purpose of exchanging experience and harmonising decision-making criteria. It shall be informed of and consulted on the development of the work of the Agency in the fields of safety, interoperability and ERTMS change control management.</p> <p>The Agency shall, before the end of 2006, develop internal rules and procedures to be approved by the NSA network; it will propose guidelines and formats for the annual reports of the national safety authorities.</p> <p>Before the end of 2006, the Agency shall report on the functioning of the network, its activities and their possible implications for the Commission and the Member States.</p>	
<b>LEGAL DEADLINE:</b>	
None	

<b>ACTIVITY FIELD:</b> SAFETY	
<b>ACTIVITY N°</b>	<b><i>Accident investigation measures</i></b>
<b>LEGAL BASE:</b> Directive 2004/49/EC Article 21 Regulation 881/2004, Articles 9 and 11	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall support the national investigation bodies in their exchange of views and experience for the purpose of developing common investigation methods, drawing up common principles for follow-up of safety recommendations and adaptation to the development of technical and scientific progress. To carry out this task the Agency shall establish a network of the national investigation bodies.</p> <p>The Agency will participate in and contribute to the Expert Group on Transport Accident Investigation set up by the Commission.</p> <p>The Agency will receive investigation reports and annual reports of the national investigation bodies and publish them on its website.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The network of national investigation bodies shall be convened at regular intervals and may establish the necessary task forces for the purpose of exchanging experience.</p> <p>The Agency shall, before the end of 2006, develop guidelines and propose formats for the reports of the national investigation bodies.</p> <p>Before end of 2006, the Agency shall report on the functioning of the network, its activities and their possible implications for the Commission and the Member States.</p>	
<b>LEGAL DEADLINE:</b>	
None	

<b>ACTIVITY FIELD:</b> SAFETY	
<b>ACTIVITY N°</b>	<b><i>Common Safety Methods Common Safety Targets</i></b>
<b>LEGAL BASE:</b> Directive 2004/49/EC, articles 6 and 7 Regulation 881/2004, article 6 §1	
<b>DESCRIPTION OF THE ACTIVITY:</b>  Based on the requirements of the Safety Directive and the Agency Regulation the Agency shall recommend to the Commission Common Safety Methods (CSMs) and Common Safety Targets (CSTs).	
<b>2006 OBJECTIVES:</b>  The Agency shall: <ul style="list-style-type: none"> <li>• Carry out the work for CSTs and CSMs in accordance with the mandates delivered by the Commission, and the 5-year work calendar</li> <li>• Update the 5-year work calendar, taking into account the progress of work</li> <li>• Establish the necessary contacts and links with the relevant European standardisation organisations</li> <li>• Convene appropriate working groups and meetings during the course of 2006</li> </ul> <p>The Agency shall elaborate on the request of the Commission or the Article 21 Committee further recommendations and technical opinions in the field of CSMs and CSTs and related safety requirements.</p>	
<b>LEGAL DEADLINE</b>  Directive 2004/49/EC  Article 6 §7: 30 April 2008 for adoption of the first set of CSMs by the Commission Article 7 §3: 30 April 2009 for the adoption of the first set of CSTs by the Commission Article 6 §7: 30 April 2010 for adoption of the second set of CSMs by the Commission Article 7 §3: 30 April 2011 for the adoption of the second set of CSTs by the Commission	

<b>ACTIVITY FIELD: SAFETY</b>	
<b>ACTIVITY N°</b>	<b><i>Safety Certification and Authorisation</i></b>
<b>LEGAL BASE:</b> Directive 2004/49/EC, article 6 Directive 2004/49/EC, articles 10, 11, 15 and 17 Regulation 881/2004, article 11	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall support the safety authorities in their active exchange for the purpose of harmonising the decision-making criteria for submitting safety certificates and safety authorisations across the Community.</p> <p>The Agency shall recommend common harmonised requirements for safety certificates in accordance with Article 10(2)(b) and Annex IV of Directive 2004/49, and a common format for application guidance documents in accordance with the mandate delivered by the Commission.</p> <p>The Agency shall collect issued, renewed, amended or revoked safety certificates and safety authorisations.</p> <p>The Agency shall evaluate the development of safety certification and make recommendations on a migration strategy towards a single Community safety certificate.</p>	
<b>2006 OBJECTIVES</b>	
<p>The Agency shall, by the end of April 2006, present guidelines on harmonised decision-making criteria for submitting safety certificates and authorisations across the Community.</p> <p>The Agency shall establish the necessary contacts and links with the relevant European standardisation organisations for possible cooperation related to the development of safety management systems.</p> <p>The Agency shall, in cooperation with the national safety authorities, establish a procedure for the collection of safety certificates and safety authorisations before the end of 2006.</p> <p>The Agency shall produce guidelines and propose format for the annual reports of the national safety authorities on the development of safety certification and authorisation before the end of 2006.</p>	
<b>LEGAL DEADLINE:</b>	
<p>Directive 2004/49/EC Article 10 §7: 30 April 2009 for recommendation on a migration strategy. Article 15 §1: 30 April 2009 for recommendations on harmonised requirements.</p>	

<b>ACTIVITY FIELD:</b> SAFETY	
<b>ACTIVITY N°</b>	<b><i>Monitoring of safety performance</i></b>
<b>LEGAL BASE:</b> Directive 2004/49/EC, article 5 Regulation 881/2004, article 9	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency, assisted by the networks of the national authorities responsible for safety and the national bodies responsible for the investigations, shall define the content of the common safety indicators (CSIs) and collect relevant data on railway safety.</p> <p>On the basis of the CSIs, national reports on safety and accidents and its own information, the Agency shall submit every two years a report on safety performance, which shall be made public.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The Agency, in co-operation with and supported by the CSI working group, shall produce a first draft of the definitions of the CSIs before the end of 2006.</p> <p>The Agency shall prepare draft guidelines and propose formats for the presentation of safety data in the annual report of the national safety authorities before the end of 2006.</p>	
<b>LEGAL DEADLINE:</b>	
<p>Article 5, § 2, of Directive 2004/49/EC: “Before 30 April 2009 Annex I shall be revised in accordance with the procedure referred to in Article 27(2), in particular to include common definitions of the CSI and common methods to calculate accident costs.”</p> <p>Article 9, §2, of Regulation 881/2004 establishes: “On the basis of the common safety indicators, national reports on safety and accidents and its own information, the Agency shall submit every two years a report on safety performance, which shall be made public. The first such report shall be published during the Agency’s <u>third year of operation</u>”, i.e. in 2008.</p>	

<b>ACTIVITY FIELD:</b> SAFETY	
<b>ACTIVITY N°</b>	<b><i>National safety rules/Technical opinions</i></b>
<b>LEGAL BASE:</b> Regulation 881/2004, article 8, 10 and 30 §2 b) Directive 2004/49, article 8	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>At the request of the Commission, the Agency shall carry out a technical examination of the new national safety rules submitted to the Commission. It shall submit an opinion to the Commission within two months of transmission of the rules to the Agency by the Commission.</p> <p>Technical opinion on safety related issues concerning specific cases can be asked to the Agency by:</p> <ul style="list-style-type: none"> <li>• The national regulatory bodies referred to in Article 30 of Directive 2001/14/EC</li> <li>• The committees referred to in Article 35 of Directive 2001/14/EC and Article 11a of Directive 91/440/EC</li> </ul> <p>The Agency shall give its opinion within 2 months.</p> <p>The Agency shall evaluate the way in which national safety rules are published and made available by the Member States.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The Agency shall define its internal procedures in order to be able to treat the requests for opinion in due time while guaranteeing the confidentiality of the requests. It shall take all necessary steps to be ready to answer opinion requests by 1<sup>st</sup> May 2006 and thereafter treat requests for opinions in due time in the required quality.</p> <p>The Agency shall collect, classify and organise the national safety rules notified to the Commission; it will gradually publish them on its website</p>	
<b>LEGAL DEADLINE:</b>	
<p>Article 8, §3, of Regulation 881/2004: “If, after taking account of the reasons given by the Member State, the Agency considers that any of these rules either is incompatible with the TSIs or the CSMs or does not allow CSTs to be reached, it shall submit an opinion to the Commission <u>within two months</u> of transmission of the rules to the Agency by the Commission”.</p> <p>Article 10 of Regulation 881/2004: “The Agency shall give its opinion (to the national regulatory bodies and the committees) <u>within two months</u>”.</p> <p>Article 8 of Directive 2004/49: Not later than 30 April 2008 shall the Agency evaluate the way in which national safety rules are published and made available.</p>	

<b>ACTIVITY FIELD:</b> SAFETY	
<b>ACTIVITY N°</b>	<b><i>Public database of safety documents</i></b>
<b>LEGAL BASE:</b> Directive 2004/49/EC Regulation 881/2004, article 11	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall be responsible for keeping a public database of the following documents:</p> <ul style="list-style-type: none"> <li>(a) the licences issued in accordance with Directive 95/18/EC;</li> <li>(b) the safety certificates issued in accordance with Article 10 of the Railway Safety Directive;</li> <li>(c) the investigation reports sent to the Agency in accordance with Article 24 of the Railway Safety Directive;</li> <li>(d) the national rules notified to the Commission in accordance with Article 8 of the Railway Safety Directive.</li> </ul> <p>The Agency may add to this public database any public document or link relevant to the objectives of this Regulation.</p>	
<b>2006 OBJECTIVES</b>	
<p>This database shall be established in order to be made accessible to the public at the latest by 1<sup>st</sup> May 2006. Appropriate communication protocols with the competent national entities shall be improved and maintained.</p> <p>The Agency shall add the first set of railway accident statistics (tables H1÷H4 of the Regulation on rail transport statistics, and indicators based on Annex I of the Safety Directive) to the database before the end of 2006.</p>	
<b>LEGAL DEADLINE</b>	
None	

<b>ACTIVITY FIELD:</b> INTEROPERABILITY	
<b>ACTIVITY N°</b>	<b><i>Drafting the TSIs for conventional rail (Third mandate)</i></b>
<b>LEGAL BASE:</b> Directive 2001/16/EC, article 23 Regulation 881/2004, article 12 (a) + 12 (e)	
<b>MANDATE:</b> Draft 01/16-MA04-EN01 11/07/05	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall draw up the following TSIs in accordance with the mandate of the Commission to be adopted under Article 6(1) of Directive 2001/16 as modified by Directive 2004/50:</p> <ul style="list-style-type: none"> <li>• Telematic applications for passenger services</li> <li>• Passenger carriages</li> <li>• Traction units and locomotives</li> <li>• Infrastructure</li> <li>• Energy</li> </ul> <p>The Agency shall ensure coordination between the development of these TSIs and the development of the relevant European standards and establish the necessary contacts with European standardisation bodies.</p> <p>The Agency will ensure that working conditions of all staff executing safety-critical tasks are foreseen.</p> <p>The Agency will analyse the differences between the 1435 and 1520 mm gauge rail systems, and establish recommendations on how to deal in TSIs with these differences. In complement a specific attention will be given to others specific gauges.</p>	
<b>2006 OBJECTIVES:</b>	
<ul style="list-style-type: none"> <li>• Infrastructure and energy: Identify the basic parameters by the end of 2006</li> <li>• Passenger carriage: Organise the working meetings to identify the basic parameters by the end of 2007</li> <li>• Traction units and locomotives: Organise the working meetings to identify the basics parameters by mid 2007.</li> <li>• Telematic applications for passengers: Meet all the stakeholders and establish by the end of 2006 a preliminary work reflecting the needs of the customers</li> </ul> <p>These objectives may undergo some changes when the mandate is finalized.</p>	

<b>ACTIVITY FIELD:</b> INTEROPERABILITY	
<b>ACTIVITY N°</b>	<b><i>Interoperability database and document management</i></b>
<b>LEGAL BASE:</b> Directive 2001/16/EC and 96/48/EC; Directive 2004/50, art. 2(17) Regulation 881/2004, article 19, § 4	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall put in place the Interoperability database. It shall conceive the database, define appropriate communication protocols with the competent national entities and develop a database prototype with the view to have an operational database in 2006.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The Agency shall establish protocols for submitting documents and develop during 1<sup>st</sup> semester 2006 a prototype of data structure in consistency with Interoperability, Safety and ERTMS documents</p> <p>The Agency will start to collect documents and fill in the data base by mid 2006</p>	

<b>ACTIVITY FIELD:</b> INTEROPERABILITY	
<b>ACTIVITY N°</b>	<b><i>Monitoring Interoperability</i></b>
<b>LEGAL BASE:</b> Regulation 881/2004 article 14, § 2	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall monitor progress with the interoperability of railway systems. Every two years it shall present a report. According to the start of activity in 2005, the first report shall be presented in 2007.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The Agency shall structure its monitoring system and elaborate an interoperability scoreboard with the view to prepare its 2007 report.</p> <p>By the end of 2006, the Agency will establish the appropriate indicators for monitoring interoperability.</p>	
<b>LEGAL DEADLINE:</b>	
<p>Article 14, § 2, establishes: "...Every two years it shall present and publish a report on progress with interoperability. The first such report shall be published during the Agency's <u>second year of activity</u>".</p>	

<b>ACTIVITY FIELD:</b> INTEROPERABILITY	
<b>ACTIVITY N°</b>	<b><i>Interoperability of Infrastructure projects</i></b>
<b>LEGAL BASE:</b> Regulation 881/2004 article 15	
<b>DESCRIPTION OF THE ACTIVITY:</b>  At the request of the Commission, the Agency shall examine, from the point of view of interoperability, any railway infrastructure project for which Community financial support is requested.	
<b>2006 OBJECTIVES:</b>  The Agency shall define its internal procedure and working methods in order to be able to answer such Commission requests from 1 <sup>st</sup> May 2006.	
<b>LEGAL DEADLINE:</b>  The Agency shall give an opinion to the Commission within <u>2 months</u> of the request.	

<b>ACTIVITY FIELD:</b> INTEROPERABILITY	
<b>ACTIVITY N°</b>	<b><i>Certification of maintenance workshops</i></b>
<b>LEGAL BASE:</b> Regulation 881/2004, article 16	
<p><b>DESCRIPTION OF THE ACTIVITY:</b></p> <p>Within 3 years from the start of its activities, the Agency shall develop a European system for certification of maintenance workshops for rolling stock and shall make recommendations with a view to the implementation of the system.</p> <p>These recommendation shall address in particular the following items:</p> <ul style="list-style-type: none"> <li>• Structured management system</li> <li>• Staff with the necessary competences</li> <li>• Facilities and tools</li> <li>• Technical documentation and maintenance prescription</li> </ul>	
<p><b>2006 OBJECTIVES:</b></p> <p>The Agency shall gather all available information and establish a first outline of a certification system mid 2006.</p> <p>The Agency will present a report to the Commission after the first outline.</p>	
<p><b>LEGAL DEADLINE:</b></p> <p>Article 16 of Regulation 881/2004 establishes: “<u>Within 3 years</u> from the start of its activities, the Agency shall develop a European system for certification of maintenance workshops for rolling stock and shall make recommendations with a view to the implementation of the system”.</p>	

<b>ACTIVITY FIELD:</b> INTEROPERABILITY	
<b>ACTIVITY N°</b>	<b><i>Registration of rolling stock</i></b>
<b>LEGAL BASE:</b> Directive 2001/16, article 14 modified by Directive 2004/50 Directive 96/48, article 14 modified by Directive 2004/50 Regulation 881/2004, article 18	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall draw up and recommend to the Commission a standard format for the national vehicle register.</p> <p>The register shall contain at least the following information:</p> <ul style="list-style-type: none"> <li>• references to the EC declaration of the verification and the issuing body,</li> <li>• references to the register of rolling stock mentioned in article 24 of Directives 2001/16 and 96/48,</li> <li>• identification of the owner of the vehicle or the lessee,</li> <li>• any restriction on how the vehicle may be used,</li> <li>• safety-critical data relating to the maintenance schedule of the vehicle.</li> </ul> <p>The standard shall include content, data format, functional and technical architecture, operating mode, rules for data input and consultation.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The Agency shall gather all available information and establish a draft specification for a registration system by mid 2006, describing the content, data format, functional and technical architecture.</p> <p>By the end of 2006, the Agency will set up a simulator in order to check operating mode and consultation process in 2007.</p>	

<b>ACTIVITY FIELD:</b> INTEROPERABILITY	
<b>ACTIVITY N°</b>	<b><i>Cooperation with Notified Bodies</i></b>
<b>LEGAL BASE:</b> Regulation 881/2004 article 12 (d) Directive 2004/50 Art 20 (5)	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency will assist the Commission in organising and facilitating the cooperation of notified bodies, as described in Article 20(5) of Directives 96/48/EC and 2001/16/EC.</p> <p>If requested by the Commission, an Agency representative shall participate in the works of NB-Rail group.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The Agency will establish a procedure to collect Clarification Requests raised by NoBos and, if requested by the Commission, prepare answers to be submitted to the Commission.</p>	

<b>ACTIVITY FIELD:</b> ERTMS	
<b>ACTIVITY N°</b>	<b><i>System Authority for ERTMS</i></b>
<b>LEGAL BASE:</b> Directive 2004/50/EC Commission Decision 2002/731/EC	
<b>DESCRIPTION OF THE ACTIVITY:</b>	
<p>The Agency shall establish its role as the system authority for the ERTMS specifications both for command/control and signalling (ERTMS/ETCS) and GSM-R, ensuring:</p> <p>the management of the due process for handling, assessment and eventual incorporation in the reference set of ERTMS specification of those changes that might be required by technical, operational or safety reasons;</p> <p>the configuration control of the reference baselines, ensuring the quality and completeness of the ERTMS specifications, considering the safety-critical characteristics of a number of core ERTMS technologies.</p> <p>The Agency should also take initiatives to enhance the cooperation between the different existing test laboratories with a view to ensure their compatibility and the completeness of the tests carried out.</p>	
<b>2006 OBJECTIVES:</b>	
<p>The Agency, having completed the transition from the AEIF-based process, shall provide in 2006 the required centralised framework the management of all the activities related to the ERTMS specifications, specifically by:</p> <p>establishing the working methods of the working groups, and the coordination protocols with the external parties;</p> <p>managing the change and delivery process of high-quality, configuration controlled specifications, with the robustness required for legally binding documents;</p> <p>producing the first draft planning of the ETCS and GSM-R baseline release proposal, proactively defined with the sector representatives, including policies for backwards compatibility ;</p> <p>establishing the basic principles for an increased cooperation between the existing test laboratories, with a view to rationalising the efforts, ensuring their compatibility and robustness.</p>	

<b>ACTIVITY FIELD:</b> ECONOMIC EVALUATION	
<b>ACTIVITY N°</b>	<b><i>Transverse activities, economic evaluation</i></b>
<p><b>LEGAL BASE :</b> Directive 2004/49/EC, article 7 ;          Directive 2004/50, Art.1 and 2, linked with:          Directive 96/48 Art. 6, and Directive 2001/16, Art. 6, respectively ;          Regulation 881/2004, chapter 2, article 6.4; chapter 3, Art. 12; Art. 15</p> <p><b>OTHER RELEVANT DOCUMENTS :</b>          Draft document “Interoperability Directives and TSIs : Guidance for the Notification of Derogations”, 96/48-DV63EN06, 30/6/05 ;          Draft Mandate to the Agency, 01/16-MA04, 11/07/05</p>	
<p><b>DESCRIPTION OF THE ACTIVITY:</b>          The economic activities are transverse, and an essential part of the main fields of activity of the Agency. However, in order to ensure consistency of the studies and to provide “independent” advice, the economic tasks are led by a separate Economic Evaluation unit, in close cooperation with the other units, with the Working Parties, with the representative organisations of the sector (or their members) and with other parties, as required. These tasks are :</p> <ul style="list-style-type: none"> <li>• With regards to <b>Safety</b> : economic analysis supporting the recommended Common Safety Targets, concerning all economic agents involved (railway staff, customers and third parties) ;</li> <li>• with regards to <b>Interoperability</b> : the evaluation of costs and benefits of TSI basic parameters as a guidance to their selection and quantification, and the evaluation of the impact of the implementation of the TSIs taken as a whole ;</li> <li>• concerning <b>ERTMS</b>: similar work applying to the Change Requests and, more generally, to the evolution of the specifications (baselines) and their completion.</li> </ul> <p>Moreover, it has been foreseen that the expertise of the Agency will be used, <u>at the request of the Commission</u>, in the following fields :</p> <ul style="list-style-type: none"> <li>• Assessment, from the point of view of interoperability, of any railway project for which Community financial support is requested, taking into account the derogations provided for by Art. 7 of Directives 94/48 and 2001/16 (that might invoke economic factors) ;</li> <li>• Assessment of individual derogations files that have been forwarded to the Commission, as far as economic factors are concerned.</li> </ul> <p>Finally, the Agency and, in particular, its economic evaluation unit have been invited to participate actively in the definition of the EU deployment strategy for ERTMS (evaluation of the economic implications of ERTMS on selected corridors).</p> <p>All these tasks in the field of economic activities require a common methodology and common assumptions (e.g. macro-economic hypotheses) to be set up in order to achieve consistent evaluations. These background tasks will also require external expertise and shall be documented. Of course, AEIF “legacy” (methods, data) will systematically be re-used after a validity check, with all necessary adaptations.</p>	
<p><b>2006 OBJECTIVES</b>          The Agency shall :</p> <ul style="list-style-type: none"> <li>• define methodology and general economic hypotheses to be used as a reference for evaluations (both concerning safety and interoperability), also taking national or regional specificities into account, and to be delivered before the end of 2006 ;</li> <li>• perform a preliminary cost / benefit analysis of TSI basic parameters, and initiate the corresponding data collection through the Working Parties ;</li> <li>• assist ERTMS unit in determining which ERTMS missing specifications or functionalities are potentially most fruitful and urgent ;</li> <li>• respond to requests from the Commission concerning railway projects and derogations.</li> </ul>	