

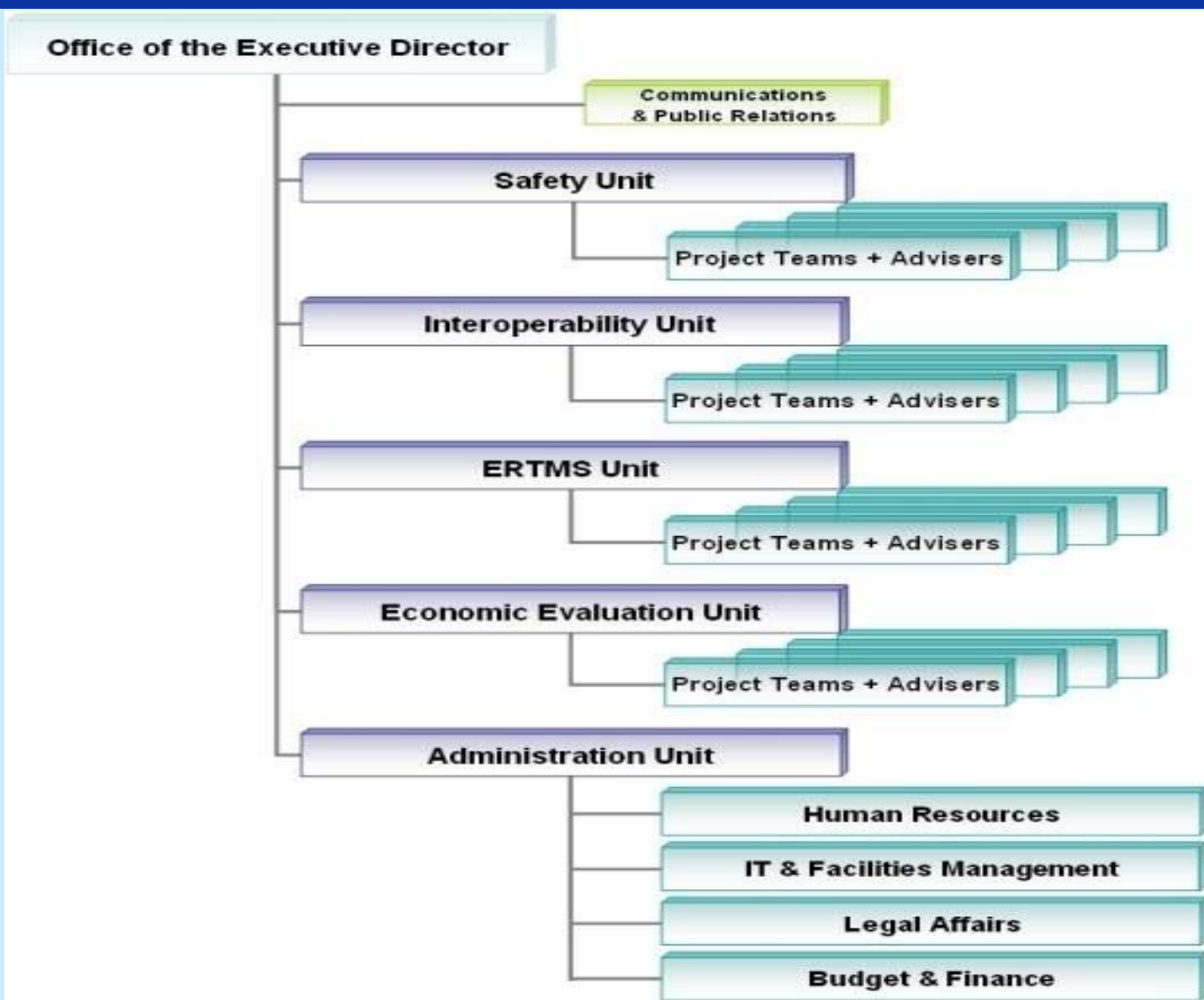
# **Towards an integrated European Railway Area**

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**Oslo, 17 October 2007**

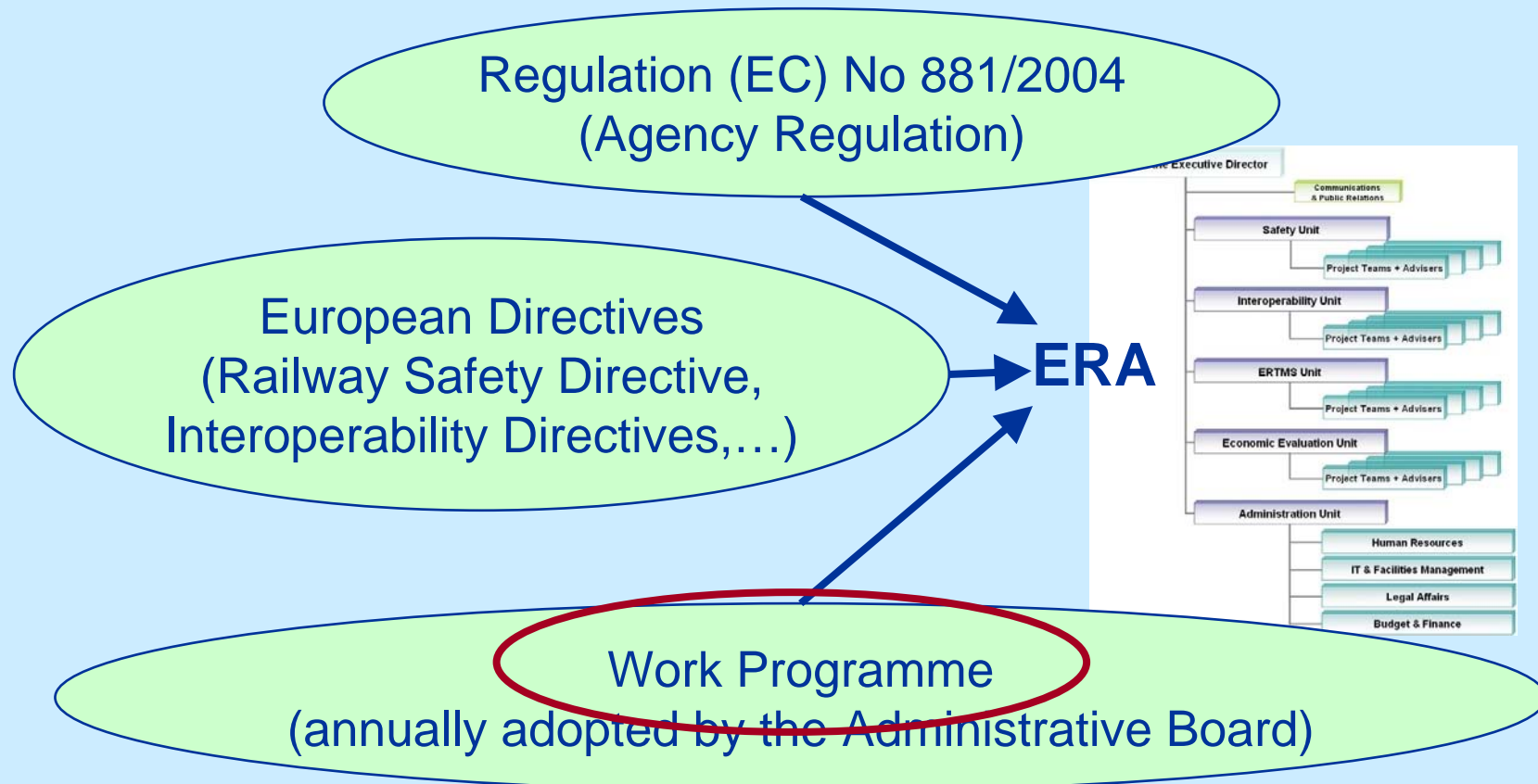
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# Organisation chart of the Agency



# The legal basis for the Agency's work

The Agency's tasks and, hence, its organisational structure are based on mainly three components:



- ◆ Organisation of the **networks** of the **national safety authorities** and the **national investigation bodies**
- ◆ Keeping the **Public Safety Database**
- ◆ Developing the structure, monitoring and analysis of **accident investigation reporting** and the dissemination of recommendations and issues at European level
- ◆ Revising Annex I of the Safety Directive (**Common Safety Indicators**)
- ◆ Developing a guidance of use for the **Common Safety Methods** on risk assessment and evaluation
- ◆ Drafting a recommendation on methods describing the calculation and assessment of the achievement of national reference values and **Common Safety Targets**
- ◆ Developing a recommendation on harmonised requirements for the network related Part B **safety certification** – in connection with a non-legislative solution for the transition period on **cross acceptance**
- ◆ Evaluating the publication of **national safety rules** and recommending improvement of accessibility

- ◆ Drafting the conventional rail TSIs for infrastructure, energy, locomotives and traction units, passenger carriages and telematic applications for passengers
- ◆ Revising the conventional rail TSIs for wagons and operation and traffic management
- ◆ Developing the **Public Interoperability Database** (technically based on the safety solution)
- ◆ Evaluating the notification of national technical rules
- ◆ Revising the “**Guide for the Application of the High Speed TSIs**” and drafting the guide related to the CR TSIs
- ◆ Drafting a report on the analysis of the relationship between the 1435mm and the 1524/1520mm railway systems
- ◆ Developing uniform criteria for accreditation of training centres for drivers
- ◆ Recommending a European system for certification of maintenance workshops for rolling stock

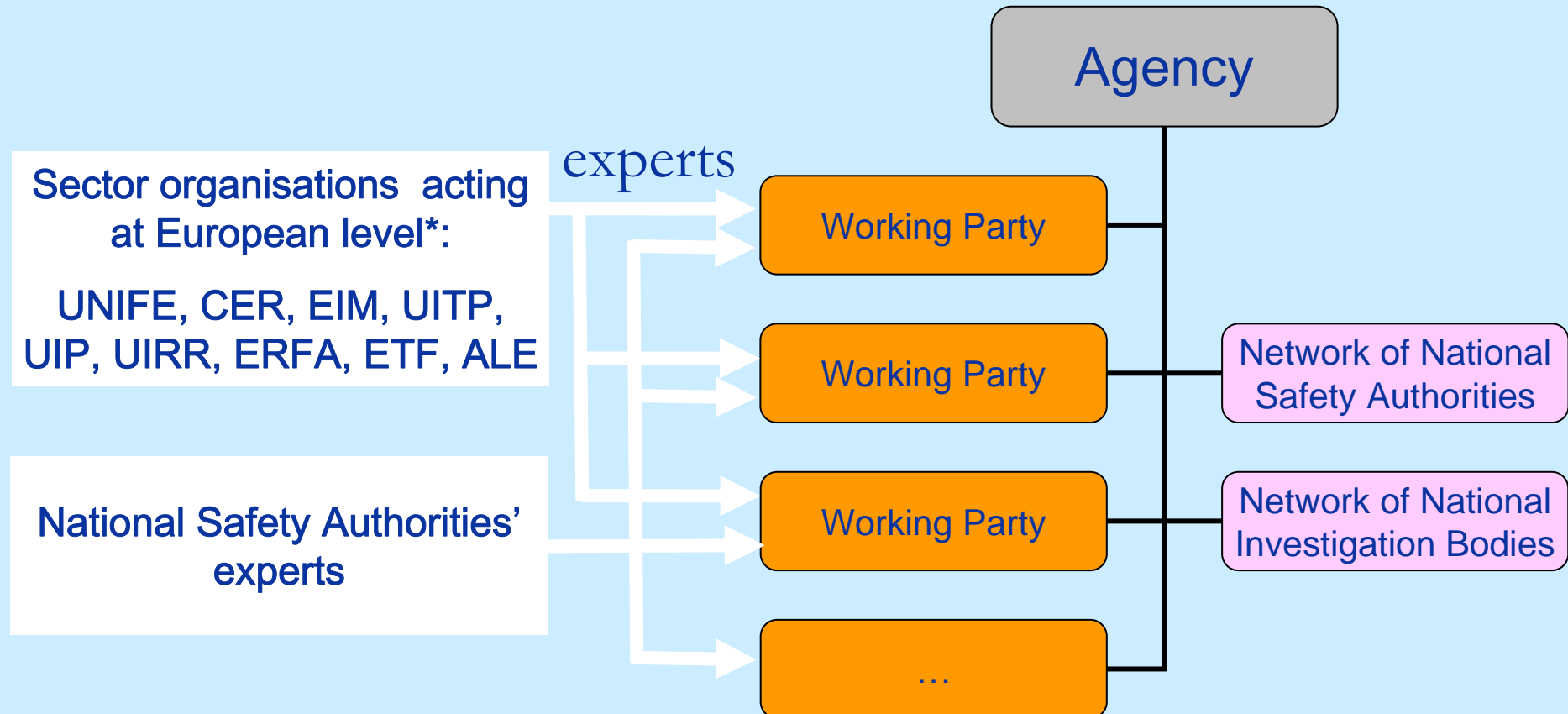
## ERTMS

- ◆ **ERTMS system authority** for specifications on ETCS and GSM-R
- ◆ Process for handling, assessment and incorporation of changes (**change management**) for the **reference set of ERTMS specification**
- ◆ Ensuring the **configuration control** of the **reference baselines** and the **quality and completeness** of the **ERTMS specifications**, considering the **safety-critical characteristics** of a number of core ERTMS technologies

## Economic Evaluation

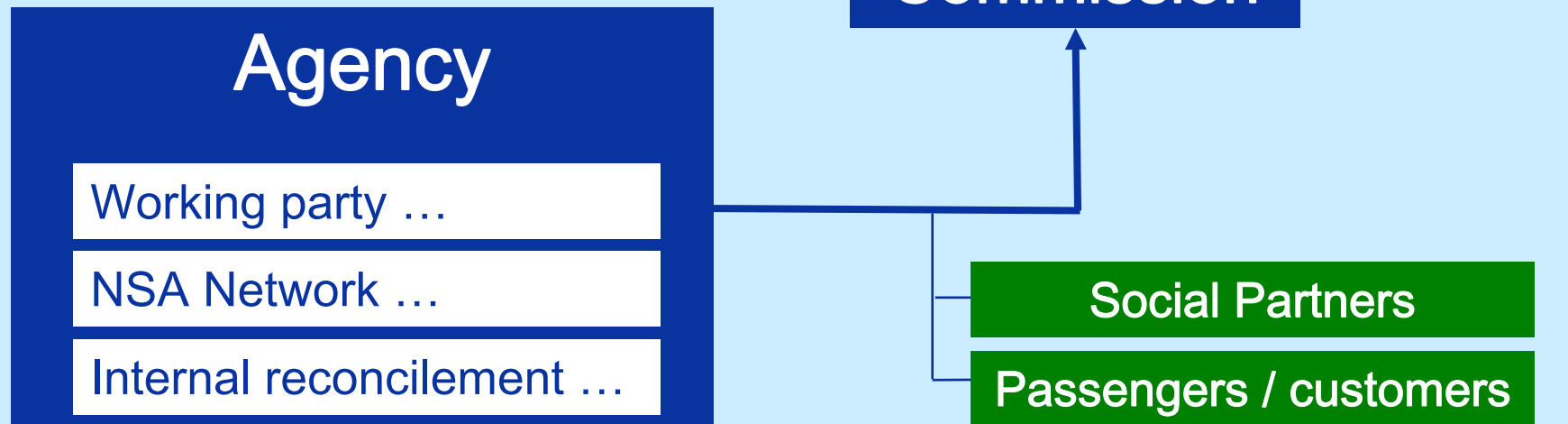
- ◆ Assessment of **infrastructure projects**
- ◆ Participation in **ERTMS Corridor working groups**
- ◆ **Impact Assessments** of the Agency's recommendations ex ante and ex post, including a revision of the Agency's **Economic Evaluation Methodology Guidelines**, based on the experiences with these impact assessments

Working Parties are set up according to the tasks given by the Agency Regulation and the Work Programme.



\* List established by Article 21 Committee on 22 February 2005

No decision power for the Agency, the Agency gives recommendations to the Commission and technical opinions upon specific request!





The Agency is controlled by an Administrative Board and has some binding principles for its work.

The Administrative Board:

- ◆ 1 representative per Member State
- ◆ 4 Commission representatives
- ◆ 6 representatives of sector organisations (railway undertakings, infrastructure managers, railway industry, trade unions, passengers, freight customers) – *no voting rights*

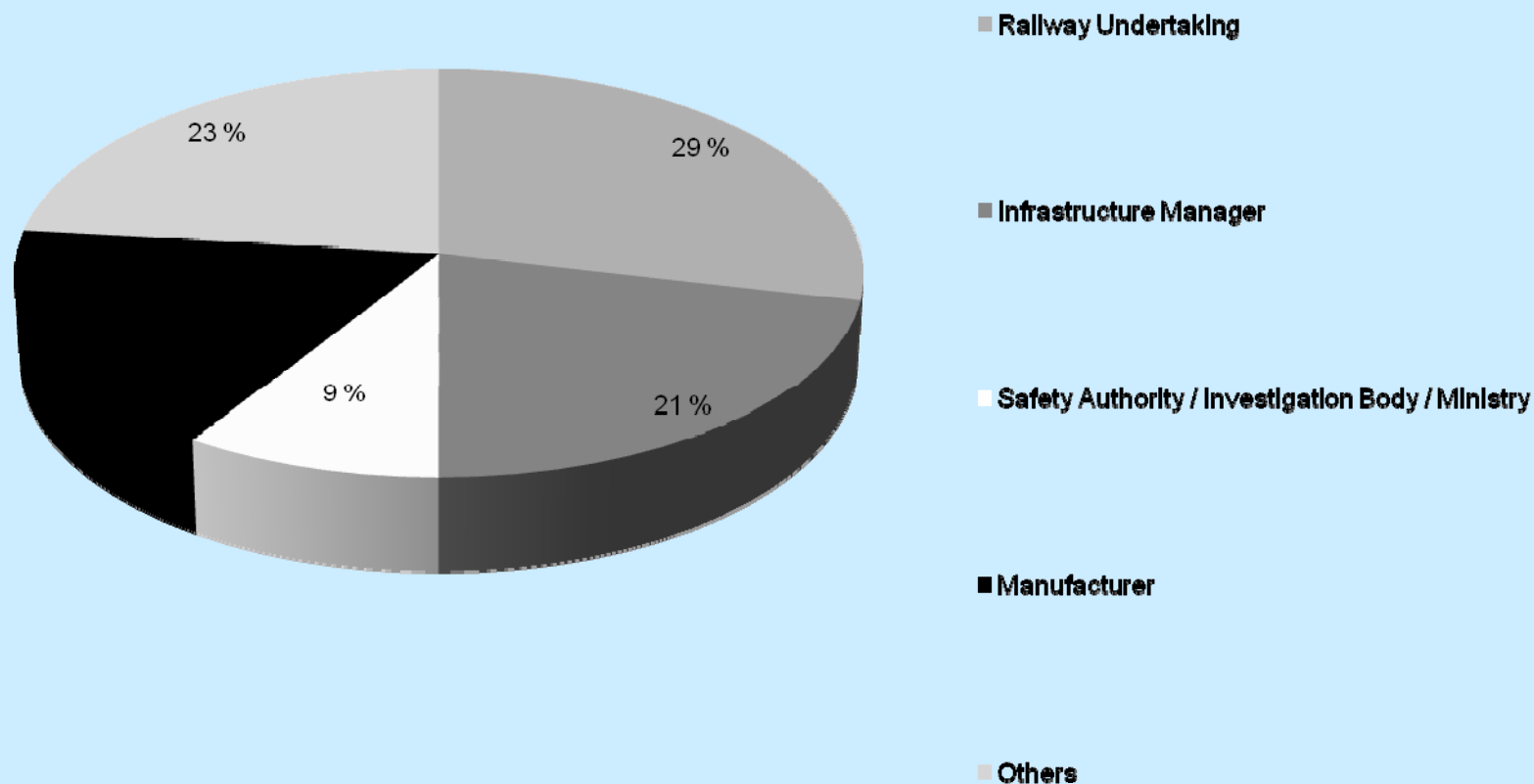


The working principles:

- ◆ Budgetary and financial control with regular evaluation of all work
- ◆ Transparency and public access to documents
- ◆ Neutrality and impartiality

Technical staff (temporary agents) is coming mainly from the railway sector:

*Project Officers staff divided by railway sector origin*





Thank you for your attention!

