

European Railway Safety Strategy

EIM Safety Group (PhGALLEY and J-Å HALLDEN)

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European Rail
Infrastructure Managers



BANVERKET



RÉSEAU FERRÉ DE FRANCE

European Rail Infrastructure Managers

Created in April 2002.

10 members: Finland, Sweden, Norway, Denmark, the Netherlands, Belgium, the UK, France, Portugal, Spain

41% of EU+EFTA lines

49% of EU+EFTA rail passengers

34% of EU+EFTA rail freight

Social dimension: direct and indirect employment of over 250.000.

Total investments of EUR 11.9bn (2008 fig.)



EIM Mission

- Improve the development of the rail transport mode
- Act as a lobbying organisation towards the European Institutions and together with the industry
- Provide our expertise to the appropriate bodies including the European Rail Agency (ERA)



- Create an intra- and intermodal level playing field
- Promote the development of rail traffic
- Provide an efficient cost effective and open rail network
- Allow infrastructure managers to operate in an independent and non-discriminatory manner to facilitate optimisation of overall system cost and performance



What is the strategy about ?

- an overall vision and strategy, setting directions and objectives, and which will be the framework to draft more detailed documents as the need arises
- to ensure that the European railways gain increased market share in comparison to other modes while preserving competitive advantage in safety
- to input into the EC's strategy on Transport Scenarios with a 20 to 40 year horizon as well as ERA's more immediate work.
- EIM will seek input from other representative bodies, such as CER (representing railway undertakings and integrated infrastructure managers), UNIFE (representing the suppliers), UITP (representing the public transport mode), ERFA (representing rail freight operators) and the European Commission (EC) and the European Railway Agency (ERA).

Context set by the European Commission

- Development of a European market for rail transport and rail products
- Progress towards a technically integrated European network
- Progress towards an harmonised European safety regime

Context set by the current safety performance

- Railway transport is one of the safest modes of transport
- Any modification to the overall system must preserve this level of safety
- European society at large and the industry expect constant improvement in line with the increase in standard of living and with the improvement in other modes of transport

The overall essential requirement for the long term is a drive towards zero accidents on a truly European open access network.

This vision provides practical short term to medium objectives such as :

- **Safeguarding the present level of safety**
- **Taking opportunity to improve when affordable**
- **Promoting interoperability and market opening**
- **Preventing additional costs and bureaucracy**
- **Harmonising safety levels**
- **Reinforcing cooperation of the National Safety Authorities**
- **Developing a network of Infrastructure Managers to create a soft approach i.e. non regulatory harmonisation**

Long term goals:

- Zero accidents on the railways
- One technically integrated European network
- ERA as a European safety regulator
- NSAs carrying out the tasks which necessitate a close proximity with the local operators
- No over-regulation, the European and MS regulation should be based on high functional requirements, the “how” being the responsibility of the IMs and RUs and also the scope of the harmonised standards.

The strategy must help deliver the vision

The safety strategy must take into account the differences amongst member states and the differences amongst different lines on each network.

The strategy should be differentiated according to which type of line of the network it is applied to, even if the long term performance must be similar.

The strategy is aimed at both the long and short term

The EIM short –term strategy :

- Clarification of the roles and responsibilities of the actors
- Harmonisation of the interfaces between RUs and IMs
- Transparency and harmonisation of the assessment of the SMSs
- Priority for harmonisation of the interfaces (between the actors)
- Use of feedback after the introduction of safety regulations such as CSM
- Improvement of safety should be implemented with a priority to high fatality accidents (suicides, level crossing accidents and accidents to persons caused by rolling stock in motion) with the overall active help of government bodies
- Continuous improvement for all other safety areas with, for IMs, a particular emphasis on catastrophic infrastructure failure and workforce safety.
- Facilitation of cross-acceptance through commonality of acceptance process as well as commonality of rolling stock technical and safety rules
- Development of non mandatory certification compatible with ISO certification system models

The EIM Medium to long term strategy:

- Full implementation of TSI on HS line with the attached level of safety as required by the directive
- Harmonisation of the multi-purpose core network to that of the HS level of safety when used by high speed trains
- Harmonisation of the operational rules
- Continue to differentiate the technical safety within the CR as it will stay differentiated to fit the various transport needs it fulfils.
- Transform the ERA into a European safety regulator with the NSAs carrying out the tasks which necessitate a close proximity with the local operators

Conclusion

EIM is seeking consensus on such a strategy with the sector organisations

This presentation is open for questions and discussion

Feedback from this conference will be used to improve the EIM railway strategy.

THANK YOU FOR YOUR ATTENTION