



Schweizerische Eidgenossenschaft
Confédération suisse
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Eidgenössisches Departement für
Umwelt, Verkehr, Energie und Kommunikation

Bundesamt für Verkehr

4th Railway Package - technical Pillar Swiss Approach



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Agenda

1. Principles and Legal Basis
2. Legal Structure
3. Harmonized national Regulations
4. Key Issues for FOT
5. Stepwise Approach to single Authorisation
6. Conclusion





1. Principels and legal Basis

Swiss Federal Office of Transport (FOT) is National Safety Authority for all Railways
(Interoperable, Regional, Tourist, Tram, Metro)

CH-Network (Standard Gauge) is a part of the interoperable european Rail-Network

For cooperation EU and CH signed the Landtransport-Agreement (1999)

- *CH commits to upgrade its Legislation to the actual EU-Legislation*
- *CH can participate in RISC and ERA working parties*
- *FOT has the same status as a MS-NSA*
- *The Appendix of the Landtransport-Agreement holds the Equivalence*



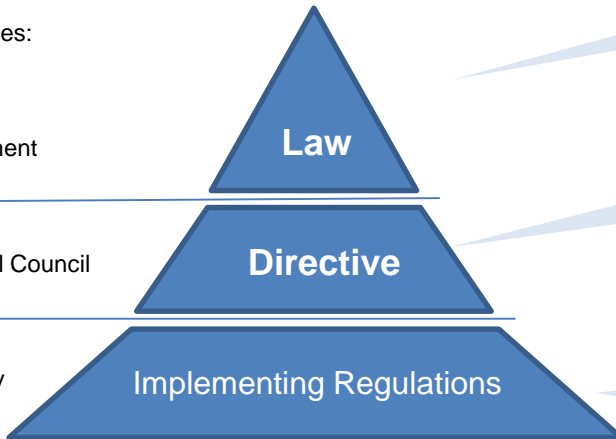
2. Legal Structure

Competences:

➤ Parliament

➤ Federal Council

➤ Ministry



- *Principles*
- *Responsibilities*

- *Prescriptions specified as target*
- *how to Plan, Build, Operate, Maintain, Dismantling*
- *Mapping of 4RP TP - Regulations*

- *Technical and operational Prescriptions*
- *Systems Definition (Infra – Vehicle – Operation)*
- *National technical Requirements*
- *General Operational Regulations*



3. Harmonized national Regulations

- EU IOP- and Safety-Regulation are transposed into CH-Directive
- EU Implementing Acts are transposed into CH-Directive
- TSI are referred in Appendix 7 of CH-Directive
- National Requirements are specified in NNTR-CH (RDD)

EBV₁₉

EBV₁₉ EBV₂₀

EBV₁₉ EBV₂₀

Bilateral
Decision₁₉
Appendix 1

EBV: Swiss Directive for Railways



4. Key Issues for FOT

Interoperable Rollingstock

- *transparent Prescriptions TSI + NNTR*
- *efficient Authorisations for safe Products*

4RP TP

Competent Railway Undertakings

- *Safety Management System (SMS)*
- *efficient and safe Route Compatibility*

4RP TP

Powerful Infrastructure

- *transparent Requirements (RINF)*
- *efficient and safe Traffic Management*
- *innovative and interoperable ERTMS*

4RP TP

Cross Border Traffic

- *transparent Requirements for Operators*
- *bilateral Agreements between NSA's*

4RP TP



4. Stepwise Approach to single Authorisation

1.

Coordinated Activities between FOT and ERA (SSC, VA)

- *Administration Arrangement ERA – FOT governs cooperation*
- *Applicants use OSS*
- *Access to Information between ERA and FOT defined*
- *Individual Decisions: ERA decides for EU-MS and FOT for CH*

2.

ERA-Decision (SSC, VA) directly valid in CH

- *Cooperation Agreement ERA – FOT will govern cooperation*
 - *CH-Membership in ERA defined*
 - *Complaint Procedures defined*
 - *Liability Issues defined*
- *One Decision: ERA Decision is valid also in CH*

CH-Task:
adapted Directive
«Equivalence»

Landtransport Agreement EU-CH
adapted

CH-Task:
adapted Law
«Equality»

Landtransport Agreement EU-CH
adapted



5. Conclusion

- CH supports the «single european Railway Area»
- CH cooperates with «the 4th Railway Package - technical Pillar»
- CH implements the «4RP TP» in steps - Landtransport Agreement
- CH keeps the Focus «4RP TP» on this items:
 - *promoting Interoperability,*
 - *establishing Single Safety Certificate (SSC),*
 - *establishing Vehicle Authorisation (VA),*
 - *creating Innovation with ERTMS-Development.*





Thank you!

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