

UIP UPDATE 4th RAILWAY PACKAGE

1ST REPORT – ERA LEARNING CASE TANK WAGON



Background

As discussed in greater detail during our UIP 4th Railway Package Workshops which took place in Hamburg, Paris and Vienna, the new European vehicle authorisation (VA) procedure will enter into force on the **16th of June 2019** on the basis of the Interoperability Directive (EU) 2016/797. As of this date, the **European Union Agency for Railways (Agency/ERA) will be in charge of issuing international vehicle authorisations**. To this end, an IT-Portal, called One-Stop-Shop (OSS), has been developed by ERA through which all stakeholders will submit their applications for a vehicle authorisation.

As mentioned in our previous emails of 10 and 15 January, we recommend to **list and inform the Agency already now about the relevant projects which will have to be finalised during the transition period June 2019 – June 2020**. By the end of February 2019, the OSS should be operational, allowing you to submit projects to the Agency for a new or updated VA. This planning exercise is **crucial to avoid big surprises and delays** in the delivery of authorisations for freight wagons to be operated in the several Member States (GE/CW) after the 16th of June 2019.

ERA Learning case tank wagon

Against this background, we would like to inform you that members of our affiliated associations are involved in a **Learning Case activity for the authorisation of a tank wagon** that is to be manufactured in the Czech Republic and registered in Germany (which will transpose the Directive into national law only in June 2020). On 17th January 2019, the first meeting with ERA took place, during which the following issues were raised:

All authorisations for placing on the market a new or modified vehicle operating in the several Member States after June 2019 must be authorised by ERA (see also the letter published by the European Union Agency for Railways (ERA) on the 1st of February 2019, available under https://www.era.europa.eu/sites/default/files/applicants/docs/ltr_hg_712.pdf).

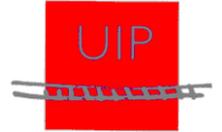
It is therefore advisable to inform ERA about on-going projects and already granted type or series approvals. This should facilitate the on-time delivery of authorisations for placing on the market of individual wagons on the basis of the manufacturer's conformity certificates. Please also be aware that the **current EBA practice of issuing "series approvals" will no longer be possible after the 16th of June 2019**. One of the solutions discussed between EBA and the Agency for on-going projects with a "series approval" would be to formally transpose the series in a new vehicle type to be registered in ERATV.

So far, it has been confirmed that the applicant can freely choose its NoBos and that even if ERA would prefer applications in English, an applicant can submit a project in any of the official EU languages.

As far as the authorisation of tank wagons is concerned, the relation between national RID approvals and the possibility to register the wagon in the country of choice of the applicant needs to be further clarified. On one side, a new European VA procedure will enter into force while on the other side we **still have national provisions and procedures for the approval of tanks for dangerous goods of classes 3 to 6**. Besides the discussions with the Agency in the framework of the current learning case, UIP will put the subject again on the table of the RID expert groups.

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Beside the open points which will be raised and discussed in the framework of this learning case, we (UIP) plan to discuss with the Agency (ERA) the list of open points raised during the 4th RP workshops in the coming weeks and will inform you about the answers without delay.

In parallel, the parties involved in the “tank wagon” Learning Case agreed to submit a complete VA application via the OSS by mid-February resp. as soon as the IT platform will be operational. Findings or issues shall then be discussed in a new meeting to be convened in March.

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UIP – International Union of Wagon Keepers a.i.s.b.l.

Founded in 1950, the UIP – International Union of Wagon Keepers, with its seat in Brussels, is the umbrella association of national associations from fourteen European countries, thus representing more than 200 freight wagon keepers and ECMs with more than 210'000 freight wagons, performing 50 % of the rail freight tonne-Kilometres throughout Europe. The UIP represents the members' concerns at the international level. By means of research, lobbying and focused cooperation with all stakeholders and organisations interested in rail freight transportation, the UIP wants to secure on the long term the future of rail freight transport.