

# Interoperability of the rail system within the EU. Recast. 4th Railway Package

2013/0015(COD) - 31/03/2016 - Committee recommendation tabled for plenary, 2nd reading

The Committee on Transport and Tourism adopted the recommendation for second reading contained in the report by Izaskun BILBAO BARANDICA (ADLE, ES) on the Council position at first reading with a view to the adoption of a directive of the European Parliament and of the Council on the interoperability of the rail system within the European Union (recast).

As Council's first reading position is in conformity with the agreement reached in the trilogues, **the committee recommended accepting it without further amendment.**

The committee also took note of a Commission statement annexed to this resolution on explanatory documents. In this declaration, the Commission recalled that the European Parliament, the Council and the Commission acknowledged that the information Member States supply to the Commission as regards the transposition of directives in national law 'must be clear and precise' in order to facilitate the achievement by the Commission of its task overseeing the application of Union law. In the present case, explanatory documents could have been useful to this end. It regretted that the final text does not contain provisions to this effect.

At the end of informal negotiations between Parliament and Council, an agreement was reached which will:

- **save firms from having to make multiple applications.** ERA will authorise vehicles intended for cross-border operations while, for those involved only in national transport, the applicant will be able to choose whether the Agency or the national authority processes its application;
- create a "**one-stop-shop**" which will act as a single entry point for all applications. This information and communication system will make the procedures easy and transparent;
- introduce **clear time limits** for the different steps in the procedures;
- ensure that European Rail Traffic Management System (ERTMS) projects are interoperable;
- **significantly reduce the number of national rules** in areas where harmonised EU-level regulation is being introduced.

The ERA will take on its authorisation tasks **within three years after the entry into force of the directive.** Member States will have one additional year to continue with the current system if they consider it necessary. In that case, they will have to inform the Agency and the Commission of their decision and provide a justification.

The ERA and national safety authorities will also conclude **cooperation agreements** which will ensure consistency in the case of different applications for similar authorisations.