

Implementing EU Directive :

The creation of the French National Safety Authority

EPSF

Etablissement Public de Sécurité Ferroviaire

Jean-Paul TROADEC, Executive Director



Contents

- A new partner is born
- Improving the national railway safety system
- The in-between situation
- First actions

A new partner is born

The role of EPSF in the national railway structure

EPSF was created as an independent public body, in charge of controlling the respect of railway safety and interoperability regulations on the French railway network and of delivering authorisations to RUs and IMs.

The way of funding EPSF through a «safety tax» paid by RUs using the national railway network and through the charges paid by promoters when asking for authorisations allows EPSF to use high quality means and reinforces its independence.



A new partner is born

The previous situation

- Until 2006, authorisations were delivered by the Ministry of Transport after receiving the technical dossiers prepared by a dedicated service within SNCF (delegated IM) and approved by RFF (the IM).
- The responsibility of the actors was diluted.
- SNCF was obliged to play a double role preparing the dossiers for its competitors operating on the national network.

A new partner is born

The parallel evolution of the other railway safety actors

- The Government is in charge of supervising EPSF activities and remains responsible for safety regulation publishing.
- The IM and the RUs must submit a safety annual report to the EPSF and be controlled by EPSF on their activities according to their safety authorisation or certificate.
- The promoters of new systems must ask for an authorisation to the EPSF and must prepare themselves the corresponding dossiers.
- The accident investigation body remains independent from EPSF.

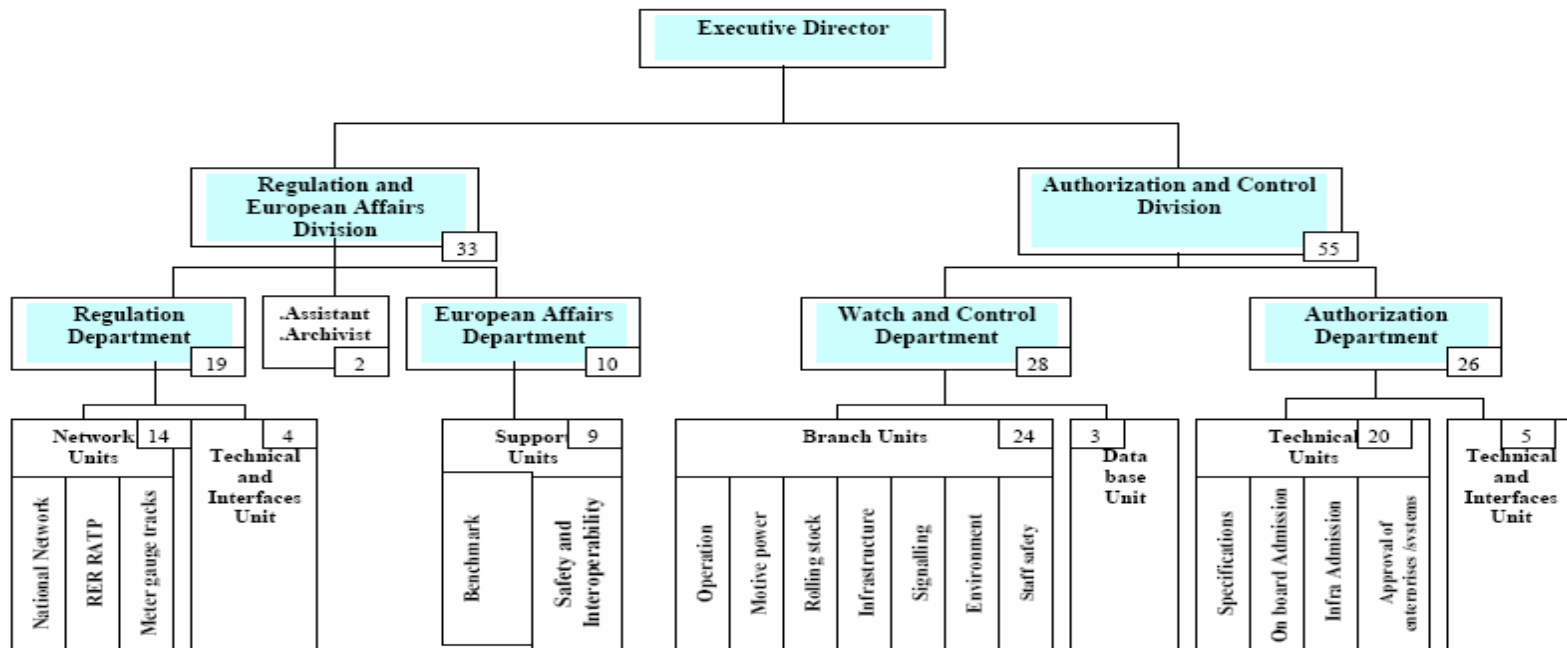
Improving railway safety

A clear organisational structure for railway safety (1)

- The main missions of the EPSF are defined in legal texts:
 - **Authorising** the new systems (infrastructure and rolling stock), the training centres, accrediting independent experts... and delivering safety certificates to RUs and safety authorisation to IM;
 - **Controlling** the correct use of the authorisations delivered;
 - **Publishing** technical recommendations;
 - **Co-ordinating** relationships with ERA in link with other NSAs and setting up partnerships on European level.

Improving railway safety

A clear organisational structure for railway safety (2)



Improving railway safety

Sharing better safety responsibility

- According to the directive 2004/49, each actor is responsible for ensuring safety in his own field of action.
- Candidate RUs and promoters must provide themselves the safety demonstration for their projects.
- EPSF is not involved in the preparation of the dossiers.

Improving railway safety

EPSF: a centre of competences

- EPSF concentrates about 70 high level experts from all railway specialities with an average experience of 20 years in railway safety.
- EPSF inventive way of recruiting experts allows to keep them independent from the companies they come from.

Improving railway safety

Our vision of Europe

- EPSF is involved in ERA work groups and NSAs Network.
- Moreover, EPSF wishes to build technical and institutional partnerships with European partners in order to contribute to an harmonized development of the railway mode by sharing competences and expertise.

The in-between situation

The transition with the previous situation

- A clearer situation: EPSF is the main counterpart of railway safety actors regarding authorisations and control and each actor is responsible for ensuring safety in his own field of action.
- A fully consistent regulation: the legal framework allowing EPSF to act will be completed in autumn 2006.

First actions

Authorising (1)

- 7 safety certificates have been delivered to RUs and some of them are asking for extension; other dossiers for candidate RUs will follow; the regularization of SNCF safety certificate according to the directive 2004/49 is under way.
- Interdependent safety authorisations as IM for RFF and SNCF are in preparation.
- About 30 authorisations for rolling stock are under way, including in the framework of the French-German convention for rolling stock cross-acceptance.

First actions

Authorising (2)

The main dossiers under way for authorising new systems are:

- The tram train between Aulnay and Bondy near Paris
- The Eastern HSL Paris-Strasbourg including ERTMS system level 2
- The interoperable HSTs German ICE 3 and French TGV POS.

First actions

Auditing and controlling

- The auditing methodology and procedures are published.
- One audit has already been done on a freight operator.
- Audits are under way or in preparation for:
 - Infrastructure maintenance
 - Temporary speed limits on national network
 - Removing restrictive provisions included in some safety certificates

Thank you for your attention!