

Administrative Arrangement

Cooperation in Rail Transport Statistics

GENERAL PROVISIONS

The European Union (hereinafter referred to as "the Union"), represented by the European Commission (hereinafter referred to as "the Commission"), **THE STATISTICAL OFFICE OF THE EUROPEAN UNION** (hereinafter referred to as "Eurostat"), with its main office, located at 5 rue Alphonse Weicker, L-2721 Luxembourg which for the purpose of the signature of this Administrative Arrangement is represented by its General Director Mr. Walter Radermacher,

and

EUROPEAN UNION AGENCY FOR RAILWAYS, ("the Agency"), an agency of the European Union established by Regulation (EU) 2016/796 of 11 May 2016 and repealing Regulation (EU) No 881/2004 of the European Parliament and of the Council of 29 April 2004 establishing a European railway agency, located at 120 rue Marc Lefrancq, 59300 Valenciennes, France, here represented by its Executive Director, Mr. Josef Doppelbauer,

Henceforth jointly referred to as 'Side' or collectively as 'the Sides';

Taking into account article 35 (1) of the Regulation (EU) 2016/796 of 11 May 2016) which provides that the Agency "*Shall monitor the overall safety performance of the Union rail system.*" and "*shall draw on the data collected by Eurostat and shall cooperate with Eurostat to avoid any duplication of work and to ensure methodological consistency between the common safety indicators and the indicators used in other modes of transport*",

Taking into account article 41 of the Regulation (EU) 2016/796 of 11 May 2016 which provides that "*The Agency shall, at the Commission's request, assist the Commission with the implementation of Union legislation aimed at enhancing the level of interoperability of railway systems and at developing a common approach to safety on the Union rail system.*",

Taking into account article 6(3) of the Commission Decision (2012/504/EU) of 17 September 2012 on Eurostat which provides that "*Eurostat shall ensure cooperation and regular constructive*

dialogue with other services of the Commission and, where necessary, with data providers with a view to taking into account user needs, relevant policy developments and other initiatives.”,

Will cooperate as follows:

OBJECTIVE

The objective of this Administrative Arrangement (AA) between the Agency and Eurostat is to facilitate the transfer from the Agency to Eurostat of statistical data on rail transport safety and interoperability of the rail system.

- for the benefit of the users of EU transport statistics and
- to reduce the burden on the Member States (as well as other countries taking part) of data collection and transmission.

The implementation of the AA is specified in the Annex 1. The reference manual on the transmission of the statistics from the Agency to Eurostat is set out in Annex 2.

RESOURCES

Each Side will bear the costs arising from its participation in the activities mentioned in this AA.

COMING INTO EFFECT, AMENDMENTS AND TERMINATION

This AA will come into effect on the date of signature by both Sides for a period of one year. By default the AA is automatically renewed every year for a further period of one year.

Any amendment to this AA will be decided between the Sides and will result in a written document signed by both parties.

Either side may terminate its participation in this AA by notifying the other party in writing.

This AA replaces the MoU signed in May 2016 by the two sides.

18 -11- 2016

Done in English and Signed in twofold, in Valenciennes/Luxembourg on the/..... 2016.

For the European Union Agency for Railways


Dr. Josef Doppelbauer

For Eurostat


Mr. Walter Radermacher

Annex 1: Implementation

Annex 2: Reference manual on the transmission of railway statistics from the European Union Agency for Railways to Eurostat.

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Implementation

1. Background and objective of the process

1.1 The 2011 White Paper on transport (Roadmap to a Single European Transport Area — Towards a competitive and resource efficient transport system) presents a vision and strategy for creating a Single European Transport Area. Besides overall policy objectives, it contains a series of numerical targets to be achieved in various areas by 2020, 2030 and 2050. To allow for the monitoring of progress towards achieving these targets, and to enhance policy making at EU level, high-quality statistics covering all transport modes are needed.

This AA aims to establish a process between the Sides with a view to producing and disseminating rail statistics, harmonised as much as possible among the Member States.

1.2 With needs for statistical information on the increase, resources for data collection and processing are coming under considerable pressure, in both Eurostat and the Member States. In view of this pressure on resources, creativity and innovative methods of cooperation for statistical production and dissemination are particularly appreciated — in this case the use of existing data.

1.3 Statistics on railway safety and on the deployment of the European Railway Traffic Management System (ERTMS), are necessary to enable the Commission to monitor and develop the common transport policy.

1.4 Data on stations accessible to persons with reduced mobility and disabled persons could support a swift implementation of the EU policy related to the accessibility of transport.

1.3 Regarding the objectives:

- **DG MOVE** initiates, implements and monitors EU transport policies.
- **Eurostat** organises the collection, processing and dissemination of transport statistics at EU level, providing the necessary statistical support to national and EU transport policies. *In 2009, Commission adopted strategic orientations for the future business architecture of EU statistics.¹ One of them, the so-called integrated model, is based on the fact that governments and other public bodies collect data for many non-statistical purposes, and that efficiency gains can be obtained by re-using the data for statistical purposes.*
- **The European Union Agency for Railways (“the Agency”)** contributes, on technical matters, to the implementation of Union legislation by developing a common approach to safety on the Union rail system and by enhancing the level of interoperability on the Union rail system.

2. Operational objectives and procedures

2.1 The Agency collects data of a technical or administrative nature from the Member States. This data constitutes a primary source of information which, once processed, can also be used for

¹ Communication from the Commission to the European Parliament and the Council on the production method of EU statistics: a vision for the next decade 12 May 2009, adopted by the ESSC at its meeting of 2 October 2009 (COM(2009) 404).

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statistical dissemination for national and EU-wide transport policies. The process aims at organising cooperation between the Agency and Eurostat in order to do so.

2.2 Within this process, Eurostat's objective is the annual compilation and dissemination of safety statistics produced from data available at the Agency relating to rail transport.

2.3 This process implies the following tasks for the Sides:

- Every year, the Agency transmits to Eurostat/provides support in retrieving :
 - dataset(s) containing the agreed information,
 - based on common/agreed definitions, concepts and metadata,
 - in the agreed format and on the agreed date,
 - using the agreed transmission tools.
- Eurostat compiles this data and disseminates it with a clear indication of the source.
- Eurostat gives Agency advice and technical support in order to create the datasets and transmit them

3. Follow-up of the process

3.1 Eurostat and the Agency will each designate a contact person for each field to ensure the follow-up of the AA.

3.2 The Agency is invited to participate in Eurostat's working group meetings, including the annual meeting of the Coordination Group on Statistics of Transport (CGST).

Eurostat is invited to participate in working group meetings organised by the Agency when agendas contain relevant items.

3.3 Every year DG MOVE and Eurostat meet for the so-called 'hearings', where the current situation of transport statistics is assessed and prospects are discussed at Director level. The implementation of the AA is a recurrent item of the hearings agenda.

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Transmission of data

Data

The data to be transmitted concerns:

a) the Common Safety Indicators (CSIs) defined in Annex I of Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 and reported by National Safety Authorities (NSAs) to the Agency in accordance with the Articles 5 and 19 of that Directive.

The values of all CSIs reported to the Agency should be transmitted to Eurostat. The list of CSIs may change in the years to come as a result of changes in the relevant legislation referred to above. Any additional data, such as metadata, may be transmitted as well. Data should be transmitted annually for all countries and entities reporting CSI data to the Agency.

b) There is a legal obligation for Member States to provide data on infrastructure, including ERTMS, according to Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union and Commission Implementing Decision Nr. 2014/880 of 26 November 2014 on the common specifications of the register of railway infrastructure and repealing Implementing Decision 2011/633/EU.

The Agency will facilitate the access to data on:

- “Length of tracks/lines equipped with ERTMS/ETCS [in Member States]” that is publically available in Rail Infrastructure Register (RINF). The Agency will provide support to Eurostat in retrieving and interpreting them for their purposes, including provision of necessary metadata.

The Agency will retrieve and transmit the data on:

- “Number of vehicles equipped with ERTMS/ETCS [in Member States]” from the data available in the European Register of Authorised Types of Vehicles (ERATV) and in the European Centralised Virtual Vehicle Register (ECVVR), based on the “vehicle type ID”.

It is understood and accepted that the completeness and quality of the data depends on the implementation of the underlying legislation in the Member States (Decision 2011/665/EU on ERATV and Decision 2007/756/EC on NVR). In parallel and with a view to improving data quality, the Agency is exploring the possibilities to better specify the relevant parameters from the NVR and to implement data quality reports for ECVVR. Eurostat will be kept informed on any relevant outcome of the latter in what concerns the data extracted for the “Number of vehicles equipped with ERTMS/ETCS”.

The Agency will provide Eurostat annually with data on the number of ERTMS-equipped vehicles, and the Agency will provide support to Eurostat in retrieving and interpreting them for their purposes, including provision of necessary metadata.

The Agency will assist in retrieving the data on

- “Number of “PRM accessible” railway stations [in Member States]” from Inventory of assets defined in Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility.

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The Regulation requires each Member State to ensure that an inventory of assets is established in order to, inter alia, identify barriers to accessibility. The inventory of assets data related to various infrastructure elements necessary for easing the access to PRM will likely be publically available from 2018 onwards depending on the timely implementation of the supporting IT tools.

Agency will provide support to Eurostat in retrieving and interpreting the data for their purposes, including provision of necessary metadata.

It is understood and accepted that the completeness and quality for all above mentioned data provision depends on the availability and quality assurance in Member States and notably on the timely implementation of the legislation in the Member States.

Data format

The data files should be transmitted in the Comma Separated Value (CSV) data format. The semicolon (;) should be used as the field separator. The first line of a data file will contain the field names, each one separated by a semicolon.

Possible future development:

Eurostat is integrating a new data format standard for data exchange in transport statistics, based on Statistical Data and Metadata eXchange (SDMX). This standard, which is XML-based, will allow for further improvements to the validation of the transport data collected and will facilitate the interchange of data between organisations. It might be possible to use this standard for future data exchanges between the Agency and Eurostat.

Data transmission

The European Union Agency for Railways will transmit/ **provide support in retrieving** the data files to Eurostat on a yearly basis once the data reception and validation have been completed for the reference year concerned. Data files will be transmitted via the Eurostat single entry point for data. The single entry point strategy is currently implemented via the eDAMIS information system.

The final data will be transmitted to Eurostat no later than 15 months after the end of the reference year in question. Where necessary, provisional data will be transmitted within 11 months following the end of the reference year.

Eurostat undertakes not to disseminate any data before ERA does and not to disseminate data which does not tally with the Agency data.

Reference to metadata and description of definitions

The definitions of Common Safety Indicators can be found in Appendix to Annex I to Directive (EU) 2016/798. The ERA guide 'Implementation guidance for CSIs, Annex I of Directive 2004/49/EC' as amended by Directive 2014/88/EU contains further information on the application of the definitions listed in the Directive's Annex.

This document can be downloaded from the Agency website (www.era.europa.eu).

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http://www.era.europa.eu/Document-Register/Documents/ERA%20Guidance_for_Use_of_CSIs_ERA-GUI-02-2015.pdf

The Directive (EU) 2016/797 establishes the conditions to be met to achieve interoperability within the Union rail system.

The European register of infrastructure has been introduced on the legal basis of Article 35 of Directive 2008/57/EC (now Article 49 of Directive (EU) 2016/797) and it provides for transparency concerning the main features of the European Railway infrastructure. The common technical specifications are set out in a Commission Implementing Decision (RINF Decision).

The most recent RINF Decision (Decision 2014/880/EU from 26 November 2014) repeals the previous Decision 2011/633/EU and introduces a computerised common user interface (CUI) which simplifies queries of infrastructure data. This interface, set up and managed by the Agency, is publically available:

<https://test106.era.europa.eu/RINF>

The European Register of Authorised Types of Vehicles (ERATV) has been introduced on the legal basis of Article 34 of [Directive 2008/57/EC](#) (now Article 48 of Directive (EU) 2016/797) and it provides the technical characteristics of types of vehicles authorized in the different Member States. The common technical specifications of the register are set out in a Commission Implementing Decision ([ERATV Decision 2011/665/EU](#)). ERATV is in operation since January 2013.

The ERATV is hosted by the Agency, while the data are provided by the national safety authorities that have authorised the type of vehicle. The data in ERATV is publically available. More information is available here:

<http://www.era.europa.eu/Core-Activities/Interoperability/Pages/ERATV.aspx>

The European Centralised Virtual Vehicle Register (ECVVR) is based on Article 33 of the Interoperability Directive 2008/57/EC (now Article 47 of Directive (EU) 2016/797) and consists of the National Vehicle Registers (NVR) in the MSs and the Virtual Vehicle Register (VVR) (a search engine linked to all NVRs). The common technical specifications are set out in a Commission Decision (NVR Decision).