

## RAILWAY VEHICLE AND VEHICLE TYPE AUTHORISATION PROCESS PURSUANT TO DIRECTIVE (EU) 2016/797

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**Summary:** The European Union is focused on developing and implementing a sustainable and intelligent multimodal transport network. Rail transport is the backbone of this intermodal mobility named 'Mobility as a service', for people, and 'Delivery as a service', for goods. This strategy will enable the European Union to achieve the main goals of the Green Deal.

To achieve the milestones of this strategy for the rail sector by 2030 (double high-speed rail traffic and increase rail freight traffic by 50%) and 2050 (triple high-speed rail traffic and double rail freight traffic), it urges to already invest in the production and commercialisation of locomotives, passenger coaches and freight wagons. Regarding this and to fulfil the country's emerging needs, Portugal is developing two projects from the national RRP for the rail sector: one for designing and producing three passenger coaches (a pilot coach and first-class, a second-class coach with bar and a second-class coach) "Trainsolutions Portugal", and another one for designing and producing intelligent freight wagons "Smartwagons". However, producing vehicles is not enough to be able to market them, i.e. it is not enough to place them on the market when subjected to the interoperability rules applicable to the Union's rail network. In those conditions, vehicles need to be both certified and authorised. The reason for this is that Directive (EU) 2016/797 on the interoperability of the rail system within the European Union, which has been transposed into the national law of all Member States, decrees in its 21<sup>o</sup> article that a vehicle shall only be placed on the market after receiving an authorisation issued by the ERA (European Union Agency for Railways) or the NSA (National Safety Authority).

This publication aims to present this authorisation process, described in Implementing Regulation (EU) 2018/545, establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process. The procedure consists of six stages in which both the applicant (who wishes to be the holder of the authorisation) and the authorising entity (who issues the authorisation) have specific roles to play. The roles of each player in each stage of the authorisation process the questions that must be answered for the applicant to select the correct type of authorisation to apply for and which authorisation entity they can/should request the authorisation are presented. In addition, the maximum timeframes for carrying out the functions of each actor within each stage are shown.

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