



INF. 5

31 August 2021

Original: English

Joint Coordinating Group of Experts
(Video conference, 7 and 8 September 2021)

Agenda item 5: Any other business

Question of interpretation concerning the application guide for the granting of single safety certificates

Transmitted by Belgium

1. We have a question about the understanding and the applicable practical arrangements following of a sentence in the "Application guide for the granting of single safety certificates – A guide for the authorities" (version May 2020).

Paragraph 2.8. *Training centre, entities in charge of maintenance and transport of dangerous goods* contains a sentence when the applicant has indicated dangerous goods as part of the scope of operations:

*"Where the applicant has indicated dangerous goods as part of the scope of operations the SCB (safety certificate body) should be aware that it must consult with the competent authority for the carriage of dangerous goods by rail as to compliance with the relevant legislation. **Where ERA is the SCB this consultation will be carried out via the relevant NSA(s) for the area of operation.**"*

2. We are not sure about the scope of this consultation.

Before (under the 3rd Railway Package), there was a distinction between the assessment for the certificate part A and the assessment for the certificate part B.

For part A, NSABE verified the process ensuring the training, the tests before departure, the instruction in writing, the safety advisor, etc.

For part B, NSABE verified the process to transmit the information according to 1.4.2.2.5 and the reporting according to 1.8.5.

We think that the process ensuring the training, the tests before departure, the instruction in writing, the safety advisor, etc. has to be checked only once (not by each NSA for the area of operation).

We noticed that the assessment of several single safety certificates with an area of operation including Belgium are ongoing. Up to now, we never received from ERA as SCB a question about the transport of dangerous goods in spite of the fact that the scope of operation for these railway undertakings includes dangerous goods.

3. In that context, we would be pleased to receive an explanation about the meaning of this paragraph 2.8. What are the practical arrangements for the implementation? What is the excepted scope of the verification to be made by the NSA(s)?
