

# **UIC Drones4Rail**

## **CER position concerning EU Regulation for UAS**

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# CER Representatives at the informal Drone Expert Group

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# Elements of the Regulation - Points we support

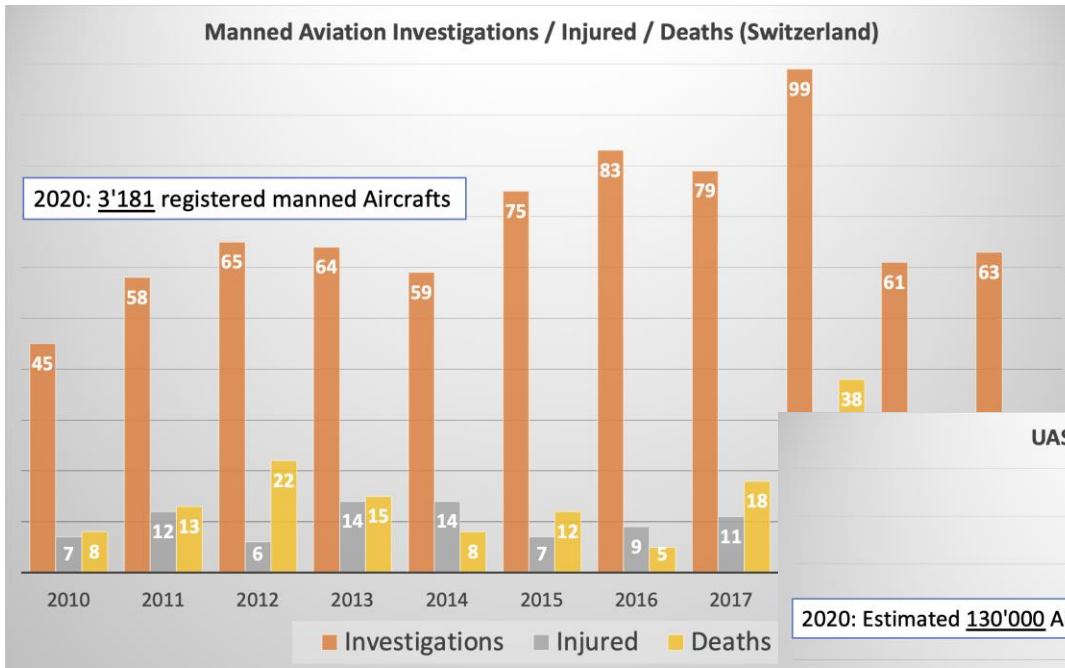
- Reduction of Air-Risk
- Possibility of LUC
- Certification of Drones
- Remote Identification
- U-Space / UTM
- Training / Certification of Pilots

# Elements of the Regulation - Points we have difficulties with

- Ground Risk Mitigation requirements towards uninvolved Persons
  - UAS Operations over urban or rural communities in the OPEN Category are virtually impossible
  - In principle, flight operations over the railway's own areas are no longer possible in the OPEN Category
- Elevated requirements on Drone Certification.
  - Many legacy Drones will probably become E-Waste after the transition phase

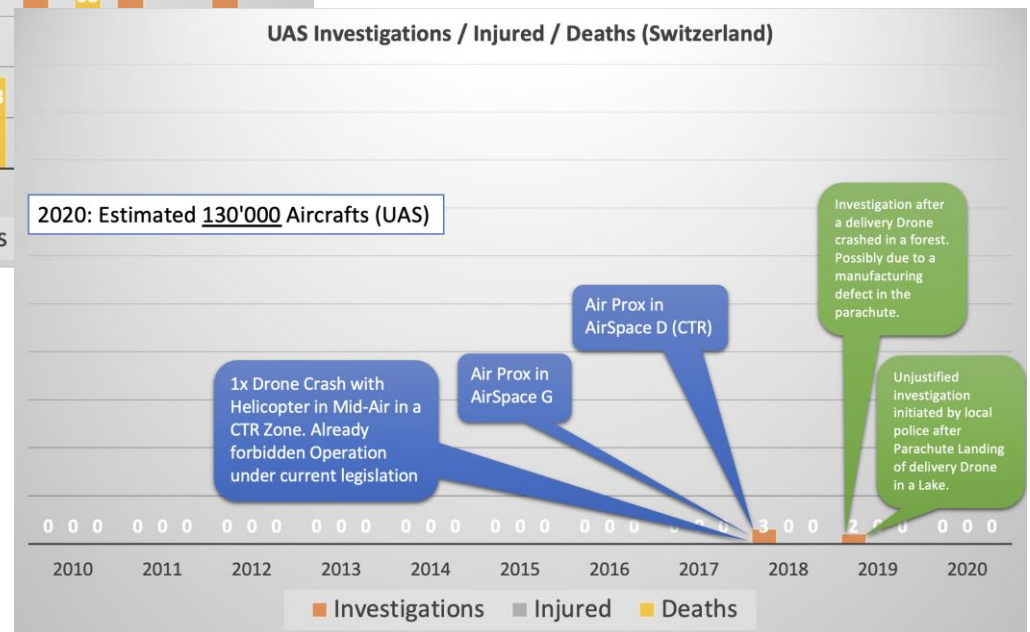
# Aviation Statistics

## Last 10 Years in Switzerland



### Manned Aviation

751 - Investigations  
93 - Injured Persons  
150 - Deaths



### Unmanned Aviation

Investigations - 5  
Injured Persons - 0  
Deaths - 0

# Our conclusion

- Tests/Demonstrators of innovative Systems and/or Start-ups have become more complicated and expensive
- Established UAS operations may no longer be profitable due to the additional effort needed. A fallback to manual inspections is possible
- Lead time for obtaining the necessary UAS-Approvals can make it impossible to use UAS for time-critical tasks. A fallback to manned aviation is possible
- There is no global or EU-wide systematic collection on the frequency or cause of UAS accidents. To our knowledge, there have not been any seriously injured or killed persons on the ground from civil used UAS worldwide

- Our view has been communicated towards DG MOVE in the informal expert Group on Drones
- Consolidated findings from the external preparatory study will be discussed on a Group Meeting with DG MOVE on 20.5.22  
This input will be used for EU Drone Strategy 2.0

# For further information:

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