

Signal

the European Rail Traffic Management System

Issue number 22,
June 2011

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Up to €100 million of EU co-financing will be made available to ERTMS projects across the EU

A new call for proposals for projects in the field of ERTMS has been launched. Information for applicants is available on the TEN-T Executive Agency (TEN-T EA) website (click here): http://tentea.ec.europa.eu/en/apply_for_funding/follow_the_funding_process/calls_for_proposals_2011.htm.

Up to € 100 million of EU co-financing will be made available to ERTMS projects across the EU. This is the third ERTMS call under the financial period 2007-2013 and it was in fact not initially foreseen. The Call demonstrates the Commission's strong commitment to support ERTMS. The Call for Proposals launched this week promotes a test-oriented approach to ERTMS by incorporating testing activities into most priority areas of the call. The objective is to move closer to a situation whereby on board ETCS equipment is tested solely against test specifications and not line by line.

This approach has been adopted for a number of reasons. Firstly, it will create the necessary assurances that each piece of on board equipment does not need to be tested against each and every line. Secondly, it is useful to complement the existing test specifications with specific operational scenarios addressing complex situations. Actions foreseen in the call will enable that verification as there is no real means today to verify that a line is compliant with the specification (hence for new line and even in the long run, it may make sense to carry out tests with different on board units).

For the period 2011-2014, the overall purpose is to achieve enhanced consolidation of ERTMS deployment throughout the rail market. The following priority areas will therefore be supported by EU TEN-T funding:



Your latest issue of Signal takes a look at the call for proposals announced by the TEN-T Executive Agency and sets out the ERTMS call's objectives and priorities. In addition, the TEN-T EA offers some basic tips for submitting applications. After 6 years in DG MOVE, Director for Inland Transport Enrico Grillo Pasquarelli, shares with us his reflections on the successes of ERTMS deployment before he leaves on retirement.

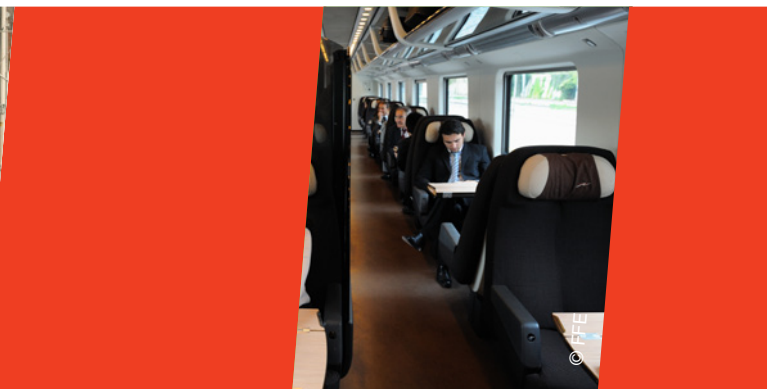
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Priority Area 1: ETCS test campaign to demonstrate interoperability between 2.3.0d lines and on board equipment from different suppliers.

Under this priority area, actions that promote the timely implementation of the European Deployment plan will be supported. In particular, TEN-T funds will also support the early implementation of baseline 3. National projects not included in the European Deployment Plan will be also considered under this priority provided that they demonstrate their added value to ensuring EU wide compatibility.

Priority Area 2: Upgrade of existing lines and trains to 2.3.0d

Under this priority area, lines and trains that have been contracted prior to the entry into force of Commission Decision 2008/386/EC can receive TEN-T funds for their upgrade in view of ensuring compatibility with 2.3.0d standards. Compatibility tests are considered as part of the upgrading strategy.

Priority Area 3: Equipment of lines

Under this priority area, actions that promote the timely implementation of the European Deployment plan will be supported. In particular, TEN-T funds will also support the early implementation of baseline 3. National projects not included in the European Deployment Plan will be also considered under this priority provided that they demonstrate their added value to ensuring EU wide compatibility.

Priority Area 4: Equipment of trains

Under this priority area, on board equipment, in particular to be used on freight services, will be supported provided it is able to be authorised in at least two different Member States (EFTA countries are assimilated to Member States in this respect) and that it can be upgraded to baseline 3. Testing for all 2.3.0d and baseline 3 scenarios will be also part of these actions.

Priority Area 5: Technical issues contributing to the implementation of the ERTMS

A variety of actions may receive TEN-T funding under this priority area including:

- projects related to the use of packet switched ETCS data carrier as a compatible evolution of GSM-R;
- compatibility of on board GSM-R equipment with different networks;
- freight/ERTMS corridor implementation plans in line with the Regulation on a European rail network for competitive freight;
- electromagnetic compatibility; Overlaying Automatic Train Operation to ETCS and improving the accuracy of odometry.

The deadline for submitting proposals to the TEN-T EA is 23 September 2011. Costs incurred as from 1 January 2011 may be considered as eligible costs and projects selected under the call must have an end date before 31 December 2014.





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Interview with Enrico Grillo Pasquarelli



After 32 years in the European Commission and 6 years in the Commission's DG for Mobility and Transport, Enrico Grillo Pasquarelli, Director of Inland Transport, shares with Signal his reflections on the ERTMS project as he prepares to retire on 30 June 2011.

Signal: You have seen major progress over the last 6 years, where are we now?

EGP: When I joined DG TREN (now DG MOVE) in 2005, ERTMS was still considered a research project. Few people believed ERTMS would allow trains to operate at 300 km/h on the Roma-Napoli line by December 2005. Today in the EU, 3500 km of lines equipped with ERTMS are in operation, on which an increasing number of ERTMS-equipped locomotives are able to run. Not to mention that worldwide over 30.000 km of lines are in service or contracted. We have a European Deployment Plan that sets clear legal obligations and over € 600 million of EU funding will have been allocated to ERTMS between 2007 and 2013. With a common technical standard at

Signal: But it hasn't always been easy?

EGP: I would indeed be lying to myself if I said that reaching this point has been easy. It has been very challenging. But over the years we have seen a clearer understanding of the real benefits of ERTMS develop among suppliers, operators, infrastructure managers and Member States. This has meant we could move forward together. Key milestones were the signature of the 2008 Memorandum of Understanding with all concerned stakeholders and the adoption in 2009 of the European Deployment Plan which saw almost unanimous Member State support. ERTMS Coordinator Karel Vinck has played an exceptionally important role in reaching this point, and I want to pay a special tribute to him. I am pleased that today almost all major players are publicly committed to working towards the same goal. I believe this demonstrates that ERTMS is a success story making a difference for rail transport: by eliminating burdensome technical barriers to interoperability, ERTMS helps boost the internal market, optimise infrastructure capacities, improve safety and reliability and enable a more balanced modal share.

Signal: What should the priorities now be?

EGP: First, synergies need to be developed between investment obligations under the European Deployment Plan for ERTMS and the Regulation on competitive freight. Second, the modulation of track access charges for ERTMS-equipped vehicles in the Commission's proposal for the Recast of the First Railway Package should be rapidly introduced. Finally, only by simplifying processes and reducing equipment costs will ERTMS flourish.

Signal: What next?

EGP: For ERTMS, the Commission wants to see a core EU network in place by 2015. For me, travelling quickly and seamlessly through Europe and beyond on ERTMS-equipped lines will bring added satisfaction to my retirement!



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2011 TEN-T Calls for Proposals - practical information

Information on the calls, including the ERTMS call, is available on the TEN-T Executive Agency's website here : http://tentea.ec.europa.eu/en/apply_for_funding/follow_the_funding_process/calls_for_proposals_2011.htm.

It is important, to read carefully the call-related documents (such as the work programme, call text and Guide for Applicants) to check that your proposal is eligible and in line with the call's objectives and priorities. Start preparing your proposal early, as it takes time to put together a good proposal and to obtain the necessary approvals, signatures and certificates.

Calls are oversubscribed, so it is important that you present a solid case. Pay attention to the award criteria and clearly explain in the relevant sections of the application form how your proposal addresses these. Your proposal will be evaluated only on the basis of information provided, therefore it is essential to ensure that it is sufficiently detailed, clear and that it makes a strong case for why it should receive EU funding.

Make sure that your proposal is submitted before the deadline. Before submitting your proposal, cross-check the 'proposal checklist', which is available here : http://tentea.ec.europa.eu/en/apply_for_funding/follow_the_funding_process/application_checklist.htm.



ERTMS diary

- 28 June 2011: Brussels
ERTMS Corridor Group
- 29 June 2011: Brussels
TEN-T Info Days. All documents are already available here : http://tentea.ec.europa.eu/en/news_events/events/ten-t_info_day_2011.htm
- 11 July 2011: Brussels
ERTMS MoU Steering Committee
- 13-14 October 2011 (tbc): Brussels
Committee on the Interoperability and Safety of the European Railway System (RISC)

Please send us your dates!

For further information on ERTMS, see: http://ec.europa.eu/transport/rail/interoperability/ertms/ertms_en.htm

To view previous editions of *Signal*, click: http://ec.europa.eu/transport/rail/interoperability/ertms/newsletter_en.htm

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Published by: Directorate-General for Mobility and Transport
European Commission – BE-1049 Brussels

http://ec.europa.eu/dgs/transport/index_en.htm

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