

# Signal

the European Rail Traffic Management System

Issue number 4,  
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ERTMS deployment is set to accelerate over the coming years with the benefit of EU funds. Read all about the European Commission's new proposals for financing of ERTMS projects in this latest issue of *Signal*, as the EU mobilises substantial resources to help rail companies and infrastructure managers make the ERTMS transition. Read too about how ERTMS can contribute to efforts to facilitate freight transport in Europe, an area where the Commission is also taking steps.

*The Signal team*

## Tough competition for ERTMS financing

The European Rail Traffic Management System (ERTMS) will benefit from millions of Euro in European Union (EU) funding under new financing proposals issued by the European Commission. The Commission is proposing funding of over € 271 million for 19 ERTMS projects under an initial call for proposals for EU-funded ERTMS projects launched in May 2007.

The funding is available under the ERTMS field of the EU's trans-European transport network (TEN-T) multi-annual work programme for the period 2007-2013\*. The proposed funding concerns 19 of the 44 eligible projects submitted under this field. In total, requests for funding in submitted projects amounted to € 1.5 billion, of which € 1.2 billion was for trackside projects and € 0.3 billion for on-board projects.

The high demand and good overall quality of projects meant that the criteria and ceilings laid down in the call for proposals had to be applied rigorously. And even while taking such a strict approach, the indicative amount of funding available under this call had to be increased from € 250 million to € 271.59 million. The result is that the Commission recommends financing projects in 12 Member States as well as a number of cross-border projects, of which € 233 million would be allocated to trackside projects and € 38.6 million to on-board projects.

In selecting projects the Commission paid particular attention to proposals submitted jointly or in a coherent manner by several EU Member States or by organisations involving several infrastructure managers from different Member States. With this in mind, specific consideration was given to projects submitted by the six freight corridors (see table on p3) established under the aegis of the European Coordinator for ERTMS, Mr Karel Vinck. All six freight corridors have at least one project which has been proposed for financing.

\* (Commission Decision C(2007) 2158)



## Building the trans-European transport network

Funding for ERTMS projects will help reach important milestones *en route* to the completion of the trans-European transport network, due by 2020. Total costs for the 19 projects represent an investment of € 543 million with an EU (European Community) contribution of 50%. This injection of funding is expected to bring rapid results: activities have already started or will start in 2008, while trackside projects should be completed by 2012 and on-board projects by 2009.

Overall Community funding for rail infrastructure under the multi-annual work programme for 2007-2013 is expected to be € 4.2 billion and will mobilise significant public and private financing.

Equipping rail 'corridors' with ERTMS and achieving interoperability will increase the profitability and economic attractiveness of investments made on

the corridors, since a greater number of railway undertakings will be in a position to benefit. EU support for around 3 000 km of trackside implementation and on-board equipment in over 450 train cabs/locomotives will help create the critical mass necessary for ERTMS implementation across Europe.

### Next steps

A Commission Decision on the proposed financing is expected in March 2008. Hope is not lost for projects that do not secure funding in this round: projects whose activities start after 2008 will be invited to re-apply for funding during the next call for proposals.

Indeed, an additional call for proposals will be launched in late 2008/early 2009 for an indicative amount of an additional € 250 million. At that point the Commission will also consider reallocation of funds between projects based on a progress assessment, with a mid-term review of the TEN budget to be held in parallel.

### ERTMS MoU corridors

ERTMS corridors █  
 MAP 2007-2013 ERTMS projects █

*Trans-European transport network  
 Decision 884/2004/EC of 29 April 2004*



Cartography: Energy and Transport DG – January 2008. © EuroGeographics 2001 for the administrative boundaries.



## Towards a freight-oriented rail network: ERTMS plays its part

In October 2007 the European Commission proposed a series of initiatives aimed at making freight transport in the EU more efficient and sustainable. This new package of measures consists of proposals concerning logistics, a rail network giving priority to freight, and European ports, as well as documents on a barrier-free European maritime transport area and “motorways of the sea”.

The common objective of these initiatives is to promote innovative infrastructure technologies and practices, develop means of transport, improve freight management, facilitate the construction of freight transport chains, simplify administrative procedures and enhance quality throughout the logistics chain. The role of ERTMS on freight transport ‘corridors’ – key, long-distance routes – is seen as essential.

The main measures proposed in the Commission’s Communication, “Towards a rail network giving priority to freight”\*, are inspired by the creation of corridor structures by the EU Member States and infrastructure managers as part of the development of ERTMS along six major European routes (see table).

\* (COM(2007)608)

### Freight use along transport corridors

Corridor	Route length (km)	% Freight/total Units of transport (including passengers)
<b>ERTMS corridors</b>		
<b>A</b> Rotterdam – Basle – Genoa	2 574	59 %
<b>B</b> (Naples) – Bologna – Verona – Munich (extended towards Berlin – Hamburg – Copenhagen – Stockholm)	3 467	51 %
<b>C</b> Antwerp – Basle/Lyon	1 680	67 %
<b>D</b> Valencia – Barcelona – Lyon – Turin – Trieste – Ljubljana	2 220	47 %
<b>E</b> Dresden – Prague – Brno – Vienna – Budapest	1 621	75 %
<b>F</b> Aachen – Berlin – Warsaw	1 934	76 %
<i>Others</i>	33 814	53 %
<b>Total</b>	<b>47 309</b>	<b>56 %</b>

Source: ERIM.

## The way ahead

Developing transnational corridors is one possible approach to creating a European freight oriented rail network. It would complement the process already under way for the deployment of ERTMS by focusing on problems of management and operation. The Commission's Communication proposes a number of actions in the following areas:

- creation of freight-oriented corridors;
- service quality along corridors;
- infrastructure capacity improvement of corridors;
- allocation of train paths: coordination and greater priority to international freight;
- priority rules for international freight in case of traffic disturbance;
- access to ancillary rail services (terminals and marshalling yards).

At this stage the Commission is preparing a number of legislative measures mentioned in this action programme. The measures will be included in the proposal planned for 2008 to recast the EU's first rail liberalisation 'package', and a specific regulation for the rail network giving priority to freight. A Strategic Working Group will help the Commission to develop a set of concrete measures. The Commission expects to table a draft regulation at the end of 2008.

For more information, see:

[http://ec.europa.eu/transport/logistics/freight\\_logistics\\_action\\_plan/index\\_en.htm](http://ec.europa.eu/transport/logistics/freight_logistics_action_plan/index_en.htm)



## ERTMS diary

- ERTMS MoU Steering Committee  
28 January 2008
- Committee on the Interoperability and Safety of the European Railway System  
13-14 February 2008

Please send us your dates!

For further information on ERTMS, see: [http://ec.europa.eu/transport/rail/interoperability/index\\_en.htm](http://ec.europa.eu/transport/rail/interoperability/index_en.htm)

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