

Signal

the European Rail Traffic Management System

Issue number 3,
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There are still more than twenty different national speed control systems on the EU's railways. This is one good reason why the sooner the European Rail Traffic Management System is deployed on the ground, the easier it will be to carry freight and passengers by rail across Europe. In this issue focusing on ERTMS implementation, Signal brings you the latest on EU member states' national deployment plans and the development of a deployment coordination strategy, as well as proof from Italy that successful ERTMS deployment is already on track.

The Signal team

EU Member States set out plans for ERTMS deployment

The end of September 2007 represented an important deadline for the European Rail Traffic Management System (ERTMS), the project to harmonise signalling and speed control on Europe's railways. By this date, European Union (EU) Member States were to submit national deployment plans explaining how they intend to broaden over time the application of ERTMS on their railways.

The European Commission received national deployment plans by the given date from 20 Member States. With two Member States (Cyprus and Malta) not possessing a trans-European rail network, only five missed the end-of-September deadline. The Commission has already reminded these countries of their obligations.

The deployment plans are important in view of the fact that EU Member States are responsible for identifying the specific lines that should be equipped with ERTMS as a matter of priority. Member States are asked to outline their plans in the spirit of EU legislation that aims to promote the interoperability of European rail lines (see box on p.2). The idea is to allow for the most rapid development possible of major ERTMS-equipped rail 'corridors' crossing the EU.

However, as the graph on p.2 shows, the pace at which ERTMS is being deployed varies widely from one EU Member State to another. In certain Member States, all main lines are due to be equipped with ERTMS by 2015. In others, ERTMS deployment will have scarcely started by this time.





EU legislation on rail interoperability

EU legislation foresees the harmonisation of technical standards to enable trains to cross national boundaries within the EU without having to be equipped with specific systems for each country. The ERTMS deployment plans shall indicate the stages to be completed in order to make a gradual transition from the existing situation to a situation in which ERTMS is deployed on the whole trans-European network. Article 155 of the Treaty establishing the European Community states that: "The Community shall implement any measures that may prove necessary to ensure the interoperability of the networks, in particular in the field of technical standardisation".

There are various reasons why the pace of ERTMS deployment is uneven. For one thing, Member States have different starting points. In some, the existing speed control systems are obsolete and need to be replaced swiftly. In others, the existing systems will be viable for several years, and ERTMS installation is slower.

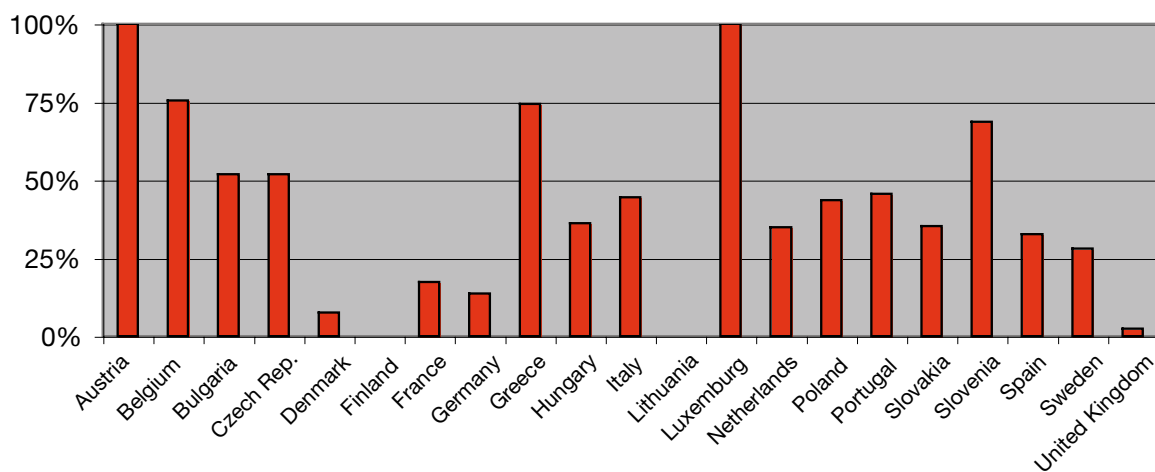
Member States also tend to conduct their own 'national' cost-benefit analysis of ERTMS deployment. For some countries, particularly smaller ones, the costs of maintaining a national system will mean that swift ERTMS deployment is justified on economic grounds alone. Other countries may be motivated by safety and performance improvements. Then again, in some Member States, ERTMS deployment is cautious because the benefits of interoperability are not fully taken into account.

Speeding up deployment

The European Commission is working to speed up ERTMS deployment. The EU has mobilised substantial funds to help rail companies and infrastructure managers make the transition. A first call for proposals for EU-funded ERTMS projects, for an indicative amount of € 250 million and launched in May 2007, attracted significant interest. Project proposals were much more numerous than expected, and they are now being evaluated.

The funding is expected to contribute to ERTMS installation on some 3 000 km of rail lines by 2012 and around 350 locomotives or high-speed trains by 2009. A second call for proposals is to be launched at the end of 2008/beginning of 2009.

ERTMS: implementation on the TEN-T network by 2015





Enhancing coordination

Meanwhile, the European Commission must also see to it that ERTMS efforts are properly coordinated, notably to ensure that rail companies can take advantage of corridors equipped with ERTMS.

The Commission has decided to consult EU Member States and the rail sector with a view to defining a strategy to boost the competitiveness of rail that would be consistent with the aims of the EU interoperability Directives*. Looking at how best to coordinate ERTMS deployment and the national deployment plans, the Commission presents three (not necessarily mutually exclusive) options with pros and cons.

The options are, in short, as follows:

- 1) Compiling national plans in a single document, with coordination only at the level of the corridors; the Communication excludes this option which would not be consistent with the objectives of the directives.
- 2) Introducing obligatory deployment of ERTMS when renewing signalling systems on conventional lines and on new lines.
- 3) Requiring Member States to submit deployment plans with certain minimum deployment targets as the basis for a binding European deployment plan.

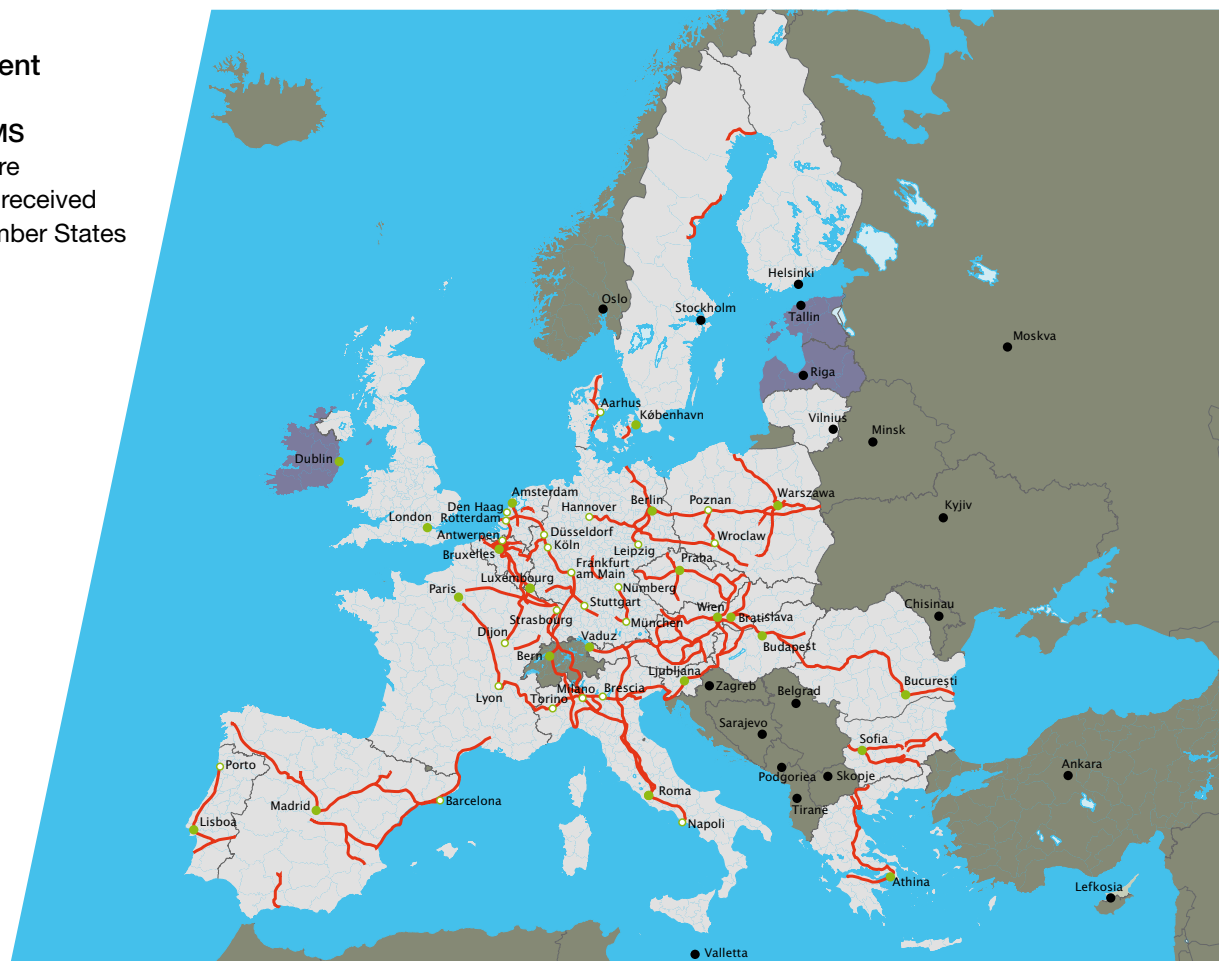
* The consultation document will be available here:

http://ec.europa.eu/transport/rail/consultation/index_en.html

ERTMS Deployment

Completion of ERTMS

- █ 2015 or before
- ERTMS data received from the Member States



Cartography Energy and Transport DG – November 2007

ERTMS - the Italian experience

The European Rail Traffic Management System (ERTMS) is making impressive strides in Italy. Two high-speed, high-capacity lines – Rome-Naples and Turin-Novara – have been open to commercial service since December 2005, both of which operating with ERTMS/ETCS (European Train Control System) without any other fallback signalling system. The Rome-Naples line is carrying 28 trains every day and the Turin-Novara line 11 trains every day, at a speed of 300km/h; and the performance of ERTMS has to date met all expectations.

The completion of the wider high-speed rail network in Italy is ongoing, with other lines scheduled to start operating between 2007 and 2013, as follows:

2005	Rome – Naples	(204 km)
2006	Turin – Novara	(91 km)
2008	Milan – Bologna	(182 km)
2009	Bologna – Florence	(78 km)
2009	Novara – Milan	(34 km)
2011	Rome – Florence	(254 km)
2012	Milan – Verona	(112 km)
2013	Verona – Padua	(77 km)
2013	Padua – Mestre	(25 km)
2013	“Terzo Valico”	(52 km)



ERTMS diary

28/29 November, 2007: Meeting of the TEN-T financial committee

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

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

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