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Signal

The ERTMS Newsletter

Summary

Did you know …

Trans-European transport network (TEN-T) – revision of the Regulation.

On the 14th of December 2021, the European Commission published its proposal for a revision of the Union guidelines for the development of the trans-European transport network (TEN-T Regulation (EU) No 1315/2013).

What is TEN-T policy and objectives?

The EU's Trans-European Transport Network (TEN-T) Regulation aims to create an efficient, multimodal, EU-wide transport network. It includes railways, inland waterways, short sea shipping routes and roads connecting cities, seaports, inland ports, airports and terminals. To this end, the TEN-T policy identifies transport infrastructure in the Member States that has a high added value at European level and should be included in the TEN-T network. The TEN-T Regulation also sets out the requirements with which this infrastructure must comply, including safety, quality for high performance transport and alignment with environmental objectives.

The TEN-T Regulation is a key instrument for the development of a coherent, connected and high quality transport infrastructure throughout the EU. It promotes sustainable and more efficient transport of people and goods, ensures access to jobs and services, and enables trade and economic growth. It also strengthens the EU's economic, social and territorial cohesion by creating seamless transport systems across borders, without missing links or bottlenecks.

Why is the TEN-T Regulation being revised?

In line with the Action Plan included in the Commission's Communication on the European Green Deal, and the Sustainable and Intelligent Mobility Strategy, a proposal for a revision of the TEN-T Regulation was foreseen in 2021. The aim of the revision is to adapt the TEN-T Regulation to the EC objectives on greenhouse gas emissions reduction in the transport sector. The revised TEN-T Regulation will aim to achieve these objectives by establishing sustainability

Figure 1: MAPS OF THE COMPREHENSIVE, CORE EXTENDED AND CORE NETWORK - PASSENGER

requirements for transport infrastructure developments and improving the interoperability of the modes. In addition, the Regulation will strengthen the governance and monitoring of the developments to ensure the timely completion of the network and hereby, the sustainability objectives.

ERTMS deployment in the revised TEN-T proposal

The proposed TEN-T revision sets out target dates for the ERTMS deployment based on the developments in the last few years.

The main overall objective is for the TEN-T network to be fully equipped with ERTMS by 2040, and the class-B system to be decommissioned, with the core network being already equipped by 2030. Furthermore, it is proposed that Member States shall ensure that the TEN-T network is equipped with radio-based ERTMS by 2050, while all ERTMS deployed after 2025 shall be radio-based. To ensure a timely and efficient deployment, new measures for governing the deployment have been proposed. More concretely, a consultative Forum for ERTMS would be established to assist the European Coordinator for ERTMS. The Forum will consist of national ERTMS coordinators appointed by the respective Member States (MS), and where relevant, sector stakeholders. Ad-hoc groups may be established in addition to the forum. The Forum aims at facilitating closer cooperation and communication between MS and the European Coordinator. The European Railway Agency and Europe's Rail Joint Undertaking are proposed to work closely with the European Coordinator. The Work Plan of the European Coordinator should contain an analysis of the status of the implementation and the work and investments required to reach the deployment targets. The initial Work Plan should be drawn up at the latest two years after the entry into force of the Regulation and hereafter every 4 years. An implementing act should be adopted by the Commission for each Work Plan.

Figure 2 MAPS OF THE COMPREHENSIVE, CORE EXTENDED AND CORE NETWORK - FREIGHT

Next steps

Following the proposal of the Commission, the European Parliament and the Council will review it and adopt their positions on the file. Once adopted by both legislators the file will enter into Trilogues at the beginning of 2023, where the co-legislators, accompanied by the Commission, will negotiate on the file with a view to reaching a common agreement and adoption in the second half of 2023.

The included maps presents the TEN-T network as proposed by the European Commission. The maps show the Core, extended Core and Comprehensive networks for both passenger and freight rail.

Source: Questions and Answers: The revision of the TEN-T Regulation (europa.eu) & Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013.

Latest developments

Disclaimer

All articles included in this press review were sourced from publicly available websites covering the period of January 2022 to March 2022.

Authorship of all articles remains with the individual publishers, in case of quotations the original authors of the individual news items should be quoted as source.

The Deployment Management Team and the European Commission do not take any responsibility for the correctness of the information provided.

Baltics – Rail Baltica Signalling & Control Command Contract Awarded

January 2022

An international consortium comprising of Systra, ITALFERR (Ferrovie dello Stato Italiane Group) and EGIS has won a contract to provide services related to Rail Baltica's control-command and signalling.

The international consortium will provide services related to the preparation, procurement and supervision of the control-commmand and signalling subsystem deployment. The contract thus includes ERTMS level 2, interlocking, traffic management, information and communications technologies and ancillary, station and non-traction power supply subsystems.

The contract is worth EUR 32.2 million and will cover the entire construction period until the end of the defect notification period, where the consortium will be wholly responsible for managing the project. The consutium will hereby play a key role in ensuring that the 870 km high-speed standard-gauge railway line across Latvia, Lithuania and Estonia will operate efficiently.

Source : Rail Baltica Control-Command and Signalling Contract Signed | Railway-News

Belgium - 40 percent of Belgian track now equipped with ETCS

March 2022

In the province of Antwerp, 65 kilometres of track were equipped with the European safety system ETCS within two days. With this step, 40 percent of the Belgian railway is now equipped with ETCS. Infrabel's ambition is to equip the entire Belgian railway network with ETCS by the end of 2025.

During the weekend of Saturday 19 and Sunday 20 March, railway manager Infrabel took a step towards a safer railway network in Belgium. With the recent extension of 65 kilometres of track, 40 per cent of the Belgian track is now equipped with the digital safety system. This represents a total of 2,536 kilometres of track.

In May last year, Infrabel had installed ETCS on 30 percent of the main Belgian railway network.

ETCS was installed in two locations in the province of Antwerp: on the line between Kappelen and Essen and in the port of Antwerp. The latter was also necessary, because in February 2020, there was another train accident in the port of Antwerp. The material damage at the time was huge and train traffic on the important freight line was halted for days.

'Similar accident as good as impossible'

With the equipment of the ERTMS safety system along 65 kilometres in the province of Antwerp, "a similar accident at that location has been virtually ruled out", says Infrabel spokesman Thomas Baeken. "And this is thanks to the European safety system ETCS (part of ERTMS) that infrastructure manager Infrabel recently rolled out there."

Baeken continues: "That same system, which controls the speed of trains, was also put into service on the track between Kapellen and the Dutch border. A project across the borders with financial support from the federal government and Europe."

Funding

For the installation of the European safety system on the railway line between Kapellen and Essen, the Connecting Europe Facility provided co-financing of up to 0.66 million euros. The rest of the funding was provided by the Belgian government.

Source: https://www.railtech.com/infrastructure/2022/03/25/40-per-cent-of-belgian-track-now-equipped-with-etcs/

Czechia - Vectrons can operate under ETCS supervision

March 2022

Siemens Vectron locomotives, which also make up a large part of ČD's fleet, are compatible with the European Train Control System (ETCS). The Railway Administration informed that it has successfully completed compatibility testing in cooperation with Siemens and the carrier ČD Cargo. These locomotives are the first type of railway vehicles operated domestically to benefit fully from the advantages of running under ETCS supervision.

The locomotives have been tested on hundreds of kilometres of lines between Breclav, Ceska Trebova and Kolín, as well as between Breclav, Petrovice near Karviná and between Prague and Olbramovice. These are sections equipped with both second and third generation ETCS. "Successful completion of the prescribed type compatibility tests has confirmed that we can fully use ETCS on lines and vehicles. This is a crucial step for the Czech railway, especially in the area of transport safety, energy savings and smooth operation," said Jiří Svoboda, Director General of the Railway Administration.

The pace of construction of the stationary part of the ETCS signalling system on the network of the Railway

Administration is currently high. Equipping lines with the stationary part of ETCS is one of the steps. However, in order to take full advantage of all the benefits of this system, vehicles equipped with the mobile part of ETCS must be running on the lines. "I am very pleased that the Vectron locomotive has become the first vehicle in the Czech Republic to successfully pass the demanding tests and compatibility test," added Roman Kokšal, CEO of Siemens Mobility ČR.

David Jelínek, ETCS expert of the ČD Cargo subsidiary, pointed out that ČD Cargo's ambition is to catch up with the stationary part as quickly as possible and to become increasingly involved in the verification operation of trains under the supervision of ETCS. "This applies both to newly acquired traction vehicles equipped with ETCS already from the factory and those equipped retrospectively"he said.

Source:https://zeleznicar.cd.cz/zeleznicar/provoz-a-technika/vectrony-mohou-jezdit-pod-dohledem-etcs/-30632/

Denmark - Hitachi to equip Nordic Re-Finance fleet with ERTMS

January 2022

The recently-acquired locomotives will be available for lease for use across Scandinavia.

NORDIC Re-Finance has awarded Hitachi Rail a contract to fit its fleet of 27 TMe diesel-electric locomotives operating in Sweden, Norway and Denmark with ETCS and Specific Transmission Module (STM).

The Swedish rolling stock leasing company acquired 26 six-axle units from Danish State Railways (DSB) in November following the operator's transition to electric traction.

The TMe locomotives will be overhauled at which point Hitachi will fit ETCS Baseline 3 release 2 (baseline 3.6) to the 175km/h locomotives, which can operate both passenger and freight trains across Scandinavia. STM is an interface between the European Vital Computer for communication with the legacy class B ATP system.

ATC will also be fitted to the fleet to allow operation in Sweden. The locomotives will then be made available for hire contracts.

Source: https://www.railjournal.com/fleet/hitachi-to-equip-nordic-re-finance-fleet-with-ertms/

France - SNCF in 2030: the plan of Jean-Pierre Farandou, its president, to "transform the railway in depth"

Note : The above-mentioned article is an interview of Jean-Pierre Farandou, president of the SNCF.

Februay 2022

Following a tribune in the *Le Journal du Dimanche,* the leaders of the major European railway companies met at the headquarters of the SNCF to discuss a European plan of massive investments to support the rail. For Jean-Pierre Farandou, president of the SNCF, relaunching rail makes it possible to meet ecological ambitions, while revitalizing the industry and creating jobs. Its ambition: to double freight and passenger volumes by 2030.

What is your assessment of the European Year of Rail?

First of all, it was the year of awareness, at European Union level, of the challenges of ecological transition. The green deal has put on the table the urgent need to reduce greenhouse gas emissions, therefore to tackle transport, the main source of emissions, up to 31% in France... but whose share of rail does not represents only 0.3%. This implies thinking about the modal shift from road to rail, both in terms of goods and passengers. At European level, the aim is to develop the major cross-border corridors. The revival of night trains, the emergence of high speed in Eastern Europe and its connection to the rail networks of the West are part of this objective. It also involves accelerating the deployment of a single signaling system which makes it possible to secure traffic, the ERTMS. But, if the impulse is real, certain debates are not closed. The issue of carbon taxation for the road, maritime and air modes, or that of the establishment of European rail pricing are part of this.

You aim to double rail freight and passenger volumes by 2030. How do you fund these goals?

We will find the funding if we are all convinced that this is the way to go. I think that rail is the solution to accelerate and succeed in the ecological transition in the mobility sector. But not only. Achieving this doubling, this "x2", would be good news in more ways than one. First, because rail is a sector of excellence in French industry, with a major player, the manufacturer Alstom, number 2 in the world. Then, because French construction companies will have to build new tracks. Finally, because the rail of tomorrow is not that of yesterday. It is digitized, very modern, a provider of cutting-edge technologies. Achieving this objective would therefore be good for the environment, for industry, for jobs that cannot be relocated and for the territories. As for the network, there are three main priorities to reach the "x2": regeneration, modernization, construction. Regenerate by replacing old rails – some of which are over sixty years old – with new ones. The work has begun, it must be accelerated. Modernize by developing ERTMS, which will increase the number of traffic on the existing network, and by accelerating the digitization of major signal boxes. Finally, build new lines for freight – by bypassing large cities – and for passengers, whether these are daily lines around urban centres, or high-speed lines in areas that are currently less well served.

Source: https://www.humanite.fr/social-eco/sncf/la-sncf-en-2030-le-plan-de-jean-pierre-farandou-son-president-pour-transformer-en-profondeur-le-ferroviaire-739067

Germany - Ricardo and DB Systemtechnik start one-stop shop for testing and certification of trains

March 2022

Ricardo Certification and DB Systemtechnik have agreed to intensify their partnership so that they are able to provide a complete one-stop shop in testing and approval services

of new and modernised rail vehicles and infrastructure across European territories.

After 10 years of successful cooperation in international approval projects for rail vehicles and rail infrastructure, both companies have moved to deepen their strategic partnership.

Cross-border approval capability

Increasingly, international projects require cross-border approvals, and they can no longer be managed by a single service provider. Ricardo's ability to cover the Dutch and Belgian territories is complemented by DB Systemtechniks' presence in Germany, Austria, Switzerland and Luxembourg. Together both parties will combine their outreach to cover even more territories across Europe.

The renowned test institutes also complement each other in technical capabilities. Ricardo is an expert in offering Electromagnetic Compatibility and ETCS / ERTMS testing and DB Systemtechnik is able to offer an impressive array of testing services such as braking, running dynamics and pantograph testing. Together they can provide a 'complete package' of testing for European and national requirements across multiple territories.

Key Projects

High-speed trains such as the Velaro Eurostar from Siemens, which runs between London and Amsterdam and regional trains such as the FLIRT (Stadler) which runs across Belgium, Germany and the Netherlands or the approval of the Euro9000 locomotive (Stadler) are examples of the successful vehicle authorisation work carried out by Ricardo Certification and DB Systemtechnik.

Rail infrastructure from the Netherlands to Serbia.

The partnership completed the technical approval of the 127-kilometre-long Dutch HSL Zuid high-speed rail line. Experts from Ricardo Certification and DB Systemtechnik are currently on site in Serbia and are using a special measuring train from DB Systemtechnik to check a section of the high-speed line from Belgrade – Novi Sad, which includes the track geometry, the interaction of pantographs and overhead lines and other infrastructure components

Source: https://www.railtech.com/infrastructure/2022/03/29/ricardo-and-db-systemtechnik-start-one-stop-shop-for-testing-and-certification-of-trains/

Greece - Alstom to supply signalling solution for Thessaloniki-Idomeni line in Greece

March 2022

Alstom have signed a contract to modernise the Thessaloniki-Idomeni line in Greece; the project includes signalling, electrification and track renewal.

Alstom has signed, as part of a Joint Venture with Avax, a €41 million contract in Greece with Ergose. The modernisation project includes signalling, some electrification and track renewal along 70km of existing single line of mainline section Thessaloniki – Idomeni, in Northern Greece.

Alstom will be responsible for the development, delivery, installation, testing and commissioning of the ETCS Level 1 trackside solution Atlas 100, electronic interlocking technology (Smartlock 400 + MooN), replacement of indoor and outdoor equipment (axle counters, points machines, signals) as well as the installation of the digital railway traffic control solution Iconis in Thessaloniki, the country's largest and most important railway hub. The modernised line will allow passenger trains to circulate at a maximum speed of 160km/h. The project duration is three years for execution and another three years for guarantee.

This line is part of the Pan-European Corridor X, connecting Thessaloniki to Budapest, passing through Northern Macedonia, Serbia and Hungary, a railway section traditionally known as one of the main freight corridors in Central and Eastern Europe.

"Providing upgraded signalling solutions to this important railway line in Greece is another important step," Stavros Vlachos, Managing Director for Alstom Greece and Western Balkans, said. "It takes us towards the modernisation and upgrading of the international railway axis connecting Greece to Central and Western Europe."

Alstom has a portfolio of over 120 ETCS mainline signalling projects worldwide. Alstom's ETCS solution Atlas offers a proven package with 100 per cent interoperable equipment, while Iconis control centre solution is at the core of the digitalisation process dedicated to improved efficiency on busy railway lines.

Source : https://www.globalrailwayreview.com/news/132687/alstom-to-supply-signalling-solution-for-thessaloniki-idomeni-line-in-greece/

Hungary - EU Cohesion policy: €80 million for modernisation of a railway line between Szajol and Debrecen in Hungary

February 2022

The Commission has approved an investment of over €80 million from the Cohesion Fund to improve train connections for passenger and freight transport in the region of Northern Great Plain in Hungary.

Commissioner for Cohesion and Reforms, Elisa Ferreira, said*: "We launch another important major project to concretely improve the life of citizens on the ground. The modernisation of the railway lines in Hungary will ensure a better train connection for citizens and businesses in the region, but also for the freight transport across Europe in line with the Green Deal priorities of the Commission".*

The funds will modernise railway sections. Between Ebes and Debrecen three intersections between the railway line and roads will be removed and a road overpass will be built. The track will be upgraded to carry heavier loads. Between Szajol and Debrecen a new signalling and control infrastructure and new overhead electric cables will be installed.

Thanks to the modernised railway line, citizens will benefit from better links between the region and the capital Budapest. The improved infrastructure will also give a boost to the local economy by attracting companies, such as logistics operators, and improve the flow of goods between

Eastern and Western Europe. A faster, more efficient train service will encourage people to use public transport.

Source: https://ec.europa.eu/regional_policy/en/newsroom/news/2022/02/23-02-2022-eu-cohesion-policy-eur80-million-for-modernisation-of-a-railway-line-between-szajol-and-debrecen-in-hungary

Italy - Alstom signs contract to design and implement ERTMS in four Italian regions

March 2022

Alstom has signed a framework contract valued at EUR 124 million with Rete Ferroviaria Italiana (RFI) to design and implement ERTMS in four Italian regions.

The contract is the first step in the technological projects financed by the NRP (Recovery and Resilience Plan) and is part of a larger group of contracts worth approximately EUR 500 million to design and implement ERTMS on 700 km. of railway lines in Sicily, Lazio, Abruzzo and Umbria. A specially formed consortium comprising Alstom along with Hitachi Rail, Ferroviaria, and Ceit will carry out the work.

Alstom will manage the executive design and construction of the latest ERTMS Baseline 3 Level 2 signalling system with GSM-R and ACCM on the sections under its responsibility, with the support of Ceit as a partner for the yard activities. The system proposed by Alstom meets the technical specifications for interoperability required by the European Union and the CENELEC standards for railway safety.

GSM-R – a radio system for voice and data communication between the track and the train;

ACCM – Multi-station Central Computer Equipment;

CENELEC – European Committee for Electrotechnical Standardisation.

Approximately 480 km. of tracks in Sicily, 150 km. of the former Umbria Central Railway, and 80 km. of the Roccasecca to Avezzano line, will be equipped with the new technology. These represent 50% of the first phase of technological projects financed by the NRP to equip 1,400 km. of railway lines with ERTMS by December 2024.

Nearly 3 billion Euros are being provided to implement ERTMS on over 3,400 km. of Italian railways by 2026, aligned with RFI's goal of installing the system on all its 16,700 km. of lines.

Michele Viale, General Manager of Alstom Italia and President and CEO of Alstom Ferroviaria, said

"We are very pleased with the contribution that our company, a leader in the field of sustainable and smart mobility, will make to Italy. A first major step towards ecological transition.

"We are proud to have been chosen by RFI for the first railway project financed by the Recovery and Resilience Plan. Today, 30% of ERTMS level 2 lines in service in Europe are supplied by Alstom."

Source: https://www.railadvent.co.uk/2022/03/alstom-signs-contract-to-design-and-implement-ertms-in-four-italian-regions.html

Netherlands - Thales to deploy ERTMS Central Safety System in Netherlands

March 2022

France-based Thales has secured a $458m (€420m) contract from ProRail to deploy its European Rail Traffic Management System (ERTMS) Central Safety System (CSS) in the Netherlands.

Under the contract with a maximum duration of 37 years, the existing system will be replaced with a new CSS on the Dutch railway network.

Designed to replace analogue with digital, the software-driven CSS will help regulate the security of railway centrally from the data centres of ProRail.

The maintainability and scalability of the railway network will be significantly enhanced by using the digital solution, stated Thales.

This new CSS will boost the safety and capacity of trains, keeping up with the future growth of freight and passengers transport.

Thales Nederland CEO Gerben Edelijn said: "Contributing to a safer world is at the heart of our business. We are therefore proud that we are achieving safer and more sustainable train transport with our Central Safety System.

"Being a part of Thales, we are doing similar projects across Europe and it is great to work together to build a European rail network for goods and passengers."

Covering 7,000km of track in the Netherlands, ProRail is responsible for building and managing train stations and regulating rail traffic in the country.

Intended to replace various national train control and command systems in Europe, the ERTMS is an industrial project developed by eight UNIFE members.

The members are Alstom Transport, AZD Praha, Bombardier Transportation, CAF, Hitachi Rail STS, Mermec and Siemens Mobility, in addition to Thales.

Recently, Thales also won a contract from rail operator Prasarana Malaysia for a new integrated control centre in Malaysia.

Source: https://www.railway-technology.com/news/thales-ertms-central-safety-netherlands/

Poland - Investment in the Central Railway will reduce travel time

March 2022

Polskie Linie Kolejowe (Polish Railways) is adjusting the Central Railway Line to a speed of over 200 km/h, which will shorten travel time on the route from Warsaw towards Krakow, Katowice and Wrocław, among others, PKP PLK said on Tuesday. The company has signed a contract for the track work. The work on the section between Grodzisk Mazowiecki and Zawiercie includes the replacement of the tracks on the 43 km long section between Psary and Zawiercie. The works include the arrangement of the traction network, ballast replenishment, track tamping and replacement of track fixation elements.

As stated, the investment of almost PLN 270 million net is being financed from own and budget funds.

The works on the route between Grodzisk Mazowiecki and Zawiercie will include the replacement of tracks on the 43-kilometre section between Psary and Zawiercie. The works also include adjusting the catenary network, replenishing

the ballast bed, tamping the track and replacing rail fastenings.

The work is scheduled to start in the second quarter of this year and be completed in 2023. Train traffic on the CMK will be maintained, it was assured.

It was emphasised that the contract is being carried out as part of the larger project 'Modernisation of railway line No. 4 - Central Railway Main Line Stage II'. The contractor is a company from the PKP Polskie Linii Kolejowych S.A. Capital Group. - Pomorskie Przedsiębiorstwo Mechaniczno-Torowe sp. z o.o. Funding for the investment is provided from national funds.

The PKP PLK company pointed out that investments on the Central Railway Line by adapting the line to speeds above 200 km/h will shorten travel times. "To increase the level of safety in rail and road traffic, PLK has modernised 73 facilities on the CMK, including bridges, culverts and viaducts, as well as underpasses. 5 road-rail crossings were replaced with collision-free crossings," - indicated.

Since 2021, drivers have been using viaducts over the CMK tracks in Radwan and Zachorzów Kolonia in the Łódzkie Voivodeship. Stations have been rebuilt at Olszamowice, Włoszczowa Północ, Idzikowice, Opoczno Płd. among others. On the Opoczno Południe - Olszamowice, Idzikowice - Opoczno Południe route, the overhead line was replaced.

The modernisation of 21 structures, including 4 viaducts, 2 bridges, 15 culverts on the Opoczno Płd. - Pilichowice route. The European Rail Traffic Management System ERTMS/ETCS Level 2 is being implemented, along with the construction of a rail traffic control system on the section between Korytów and Zawiercie.

Once all the works have been completed, the ERTMS/GSM-R system and the ERTMS/ETCS Level 2 system have been put into operation and the entire CMK line has been certified and authorised for operation, it will be possible to travel at speeds of up to 250 km/h, it was emphasised.

The Central Railway Line provides connections between Warsaw, Krakow, Katowice and Wrocław. It is also important in regional traffic for the inhabitants of the Świętokrzyskie, Łódzkie and Mazowieckie voivodeships.

Source : https://belzyce.twoje-miasto.pl/art-gospodarka/inwestycje-na-centralnej-magistrali-kolejowej-i249734

Portugal - Ineco will implement ERTMS at the Portuguese Elvas station

March 2022

Ferrovia 2020 has 15% of the works completed and 16% awaiting the launch of the tender, according to Carlos Fernandes, vice president of Infraestruturas de Portugal (IP).

Before presenting the status of Ferrovia 2020, as if by way of warning, or justification, Carlos Fernandes shared the standard timelines of the phases of a railway project, to conclude that, on average, between the investment decision and its entry into service takes about seven years.

In the case of Ferrovia 2020, heir and successor to the PET 3+, as of today, said the head of IP, 15% of the works are completed, 57% of the works are in progress, 12% are in the contracting phase and 16% are still awaiting authorization to launch the tender. According to the schedule presented above, the authorization of the pluriannual expenditure, the realization of the public tender and the work itself can be something for more or less three and a half years.

Once the planned investments have been completed, Carlos Fernandes emphasized, 85% of the national rail network will be electrified and 30% will have electronic signaling compatible with ERTMS. Regarding the transport of goods, after all, the main beneficiary of Ferrovia 2020 will have more capacity in the main corridors (between +100% in the Southern International Corridor and +130% in the Northern International Corridor), with cost savings (also due to the possibility of 750-meter trains) between 30% and 50%.

Even with Ferrovia 2020 completed, the main bottleneck of the network will remain, on the Northern Line, which represents only 13% of kilometers but concentrates 44% of trains and 92% of freight trains, highlighted Carlos Fernandes. Hence the bet on a new line Porto – Lisbon, for passenger traffic, to be developed in phases until 2030, and which in the end should reduce the travel time between the two cities, from the current 2h48 to 1h15. Since only the completion of the first phase, between Porto and Soure, in 2028, will allow a saving of 51 minutes.

Source: *https://www.transportesenegocios.pt/ferrovia-2020-16-das-obras-ainda-sem-concurso/*

Spain - Thales brings the high-speed line closer to Galicia

January 2022

Citizens travelling to that community will significantly reduce travel time: the train journey between Madrid and Ourense will take two hours and fifteen minutes for passengers, cutting more than an hour off the previous journey time.

The line has been extended by 119 kilometres, thus exceeding 465 kilometres thanks to Thales ERTMS L2 technology, making it possible to travel at a maximum speed of 300 km/hour.

Thales has also been in charge of the supply and commissioning of the train's safe detection systems by means of axle counters, switch drives, wheel sensors, auxiliary systems for detecting falling objects and fixed telecommunications. Thales is also responsible for the maintenance of all installed systems until the end of 2035.

The more than five million passengers who travel between Madrid and Galicia every year can now enjoy a better travel experience thanks to Thales technology installed in the Pedralba-Ourense section that Adif AV has just put into service. Journeys between the capital and this region are now faster, more comfortable and safer.

Proven experience in High Speed

Thanks to the deployment of ERTMS and signalling systems on a large part of the Spanish high-speed network, Thales has become a national and international benchmark, contributing to maintaining and improving the smooth

operation of the second most extensive network in the world. Thales is present in more than 2,700 km of high-speed network since it began its work on the first Madrid-Seville line until this last one, which brings the capital to the Galician community.

Source: https://www.thalesgroup.com/en/worldwide/transport/press_release/thales-brings-high-speed-line-closer-galicia

Sweden - Infranord has chosen Hitachi Rail to design, build, install, test and commission on-board digital signalling systems for its yellow maintenance trains.

February 2022

Known as Tb locos, the two vehicles are used to maintain the rail network even during the most challenging winter weather conditions.

The digital signalling system will be based on ERTMS and STM-ATC2 technologies and help the Swedish rail maintenance company to better maintain rail infrastructure across the region, as they will run problem free on both old and upgraded tracks.

Source: https://railway-news.com/hitachi-rail-chosen-to-digitalise-infranord-maintenance-trains/

Look ahead – 2022 and ERTMS

Disclaimer: all information in this part is sourced from publically available sources.

2022 looks to contain many important milestones for the future deployment of ERTMS in Europe. Both from a regulatory point of view through key EU legislation and from a publicity perspective via industry conferences, this year will be key for ERTMS.

From a regulatory perspective, revision of some of the key pieces of legislation guiding the ERTMS deployment will be negotiated and some even possibly even adopted. As addressed in the "Did you know" section, the European legislators aim to adopt the revision of the TEN-T Guidelines in 2023 following the Commission's proposal in December 2021. In addition, 2022 will see the revision of the CCS TSI setting out the technical specification for Control Command and Signalling systems for railways both on-board and trackside. The target of the revision is to update the legislation with the latest technical developments and to provide further technical harmonization of the singalling systems and hereby deliver on key EU objectives such as the EU Green Deal though increased efficiency, safety and reliability of the railways. The initial proposal for the revision was published by ERA on March 18 and for the 3 next months, stakeholders can provide their input through a consultation. The result of the consultation will be submitted to the European Commission in June 2022 with a view to adopting the revised CCS TSI by end 2022. The new provisions should enter into force in early 2023.

From a communications perspective, 2022 will hopefully see the return of railway industry events, in person, after some years with cancellations due to Covid-19. Three main events for ERTMS in 2022 are the ERTMS conference hosted by ERA in April, the Connecting Europe days in Lyon in June and the Innotrans in September. The events provide a forum for showcasing the latest technology and discussion on the future developments in ERTMS and the digitalization of the railways.

Contact details

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