

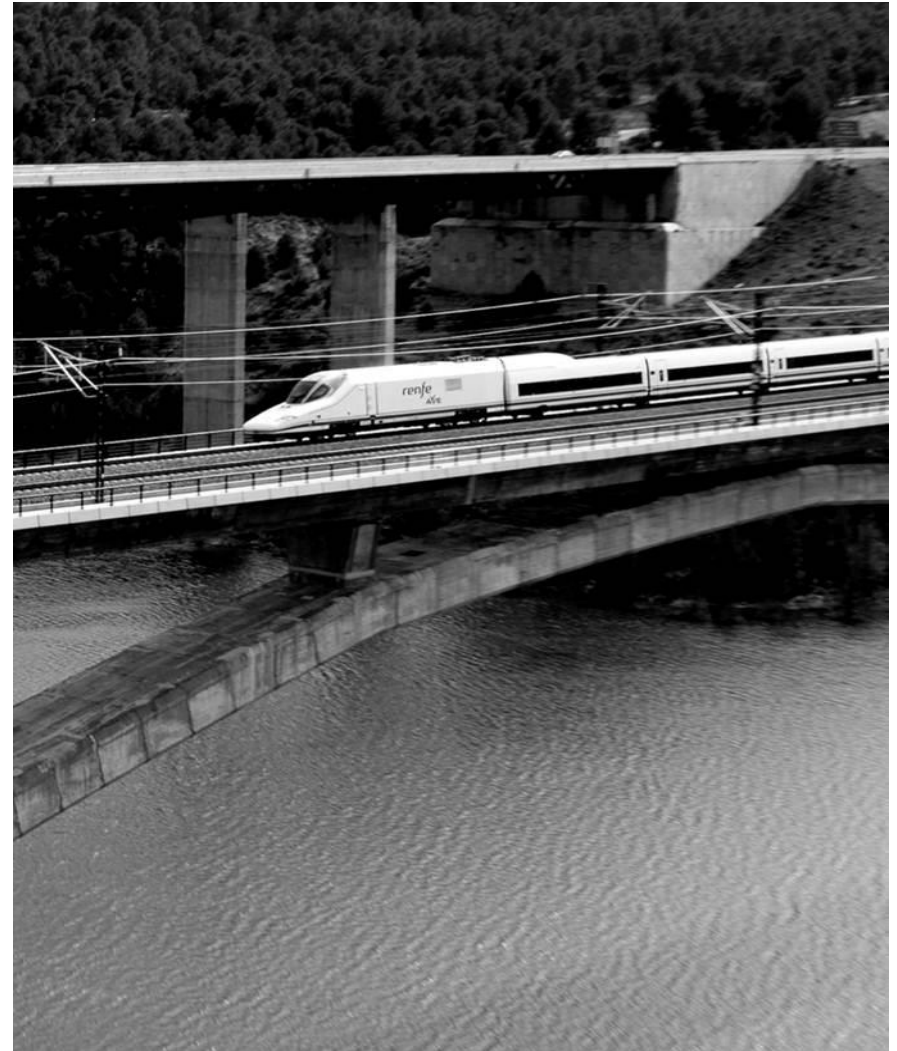


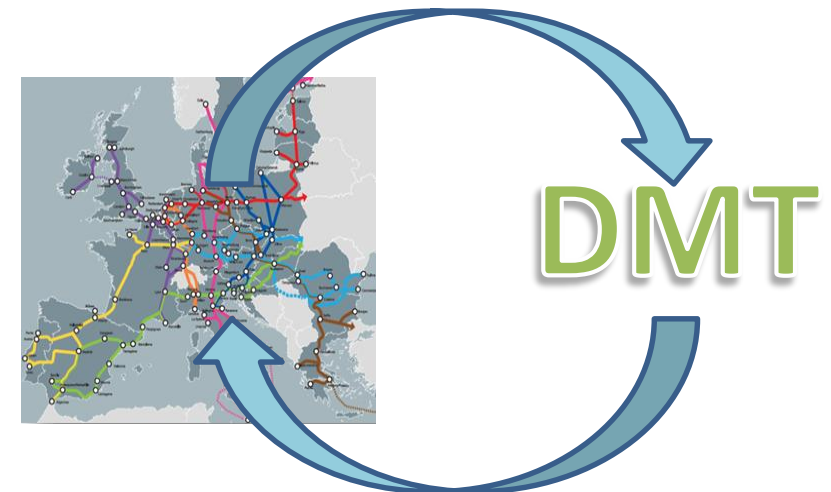
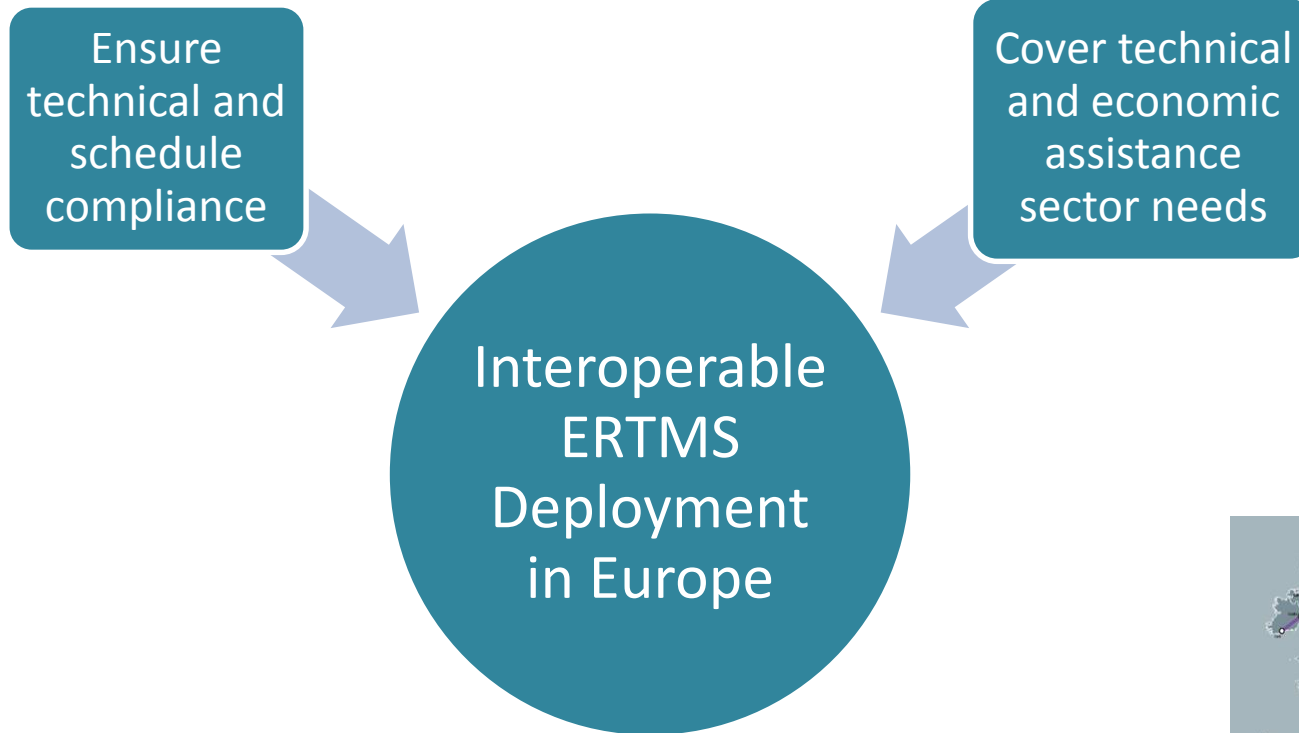
**Deployment Management Team right on track.  
First business cases and technical assistance for the corridors**

Lille, 22nd September 2015  
Alvaro Urech

# Agenda

1. Presentation of the DMT
2. Technical assistance
3. Business case for the Rhine-Alpine and North Sea Mediterranean corridors





Not another consultant but the **technical workforce of the EC** to support ERTMS Deployment

## Management

## Deployment Workstream:

- Support EC in the consolidation of the ERTMS Deployment Programme.
- Facilitate and monitor the implementation of the Deployment Programme

## Technical Workstream:

- Support to the EC, INEA and ERA in the follow-up of ERTMS funded projects and Technical Assistance to ERTMS projects

## Financial Workstream:

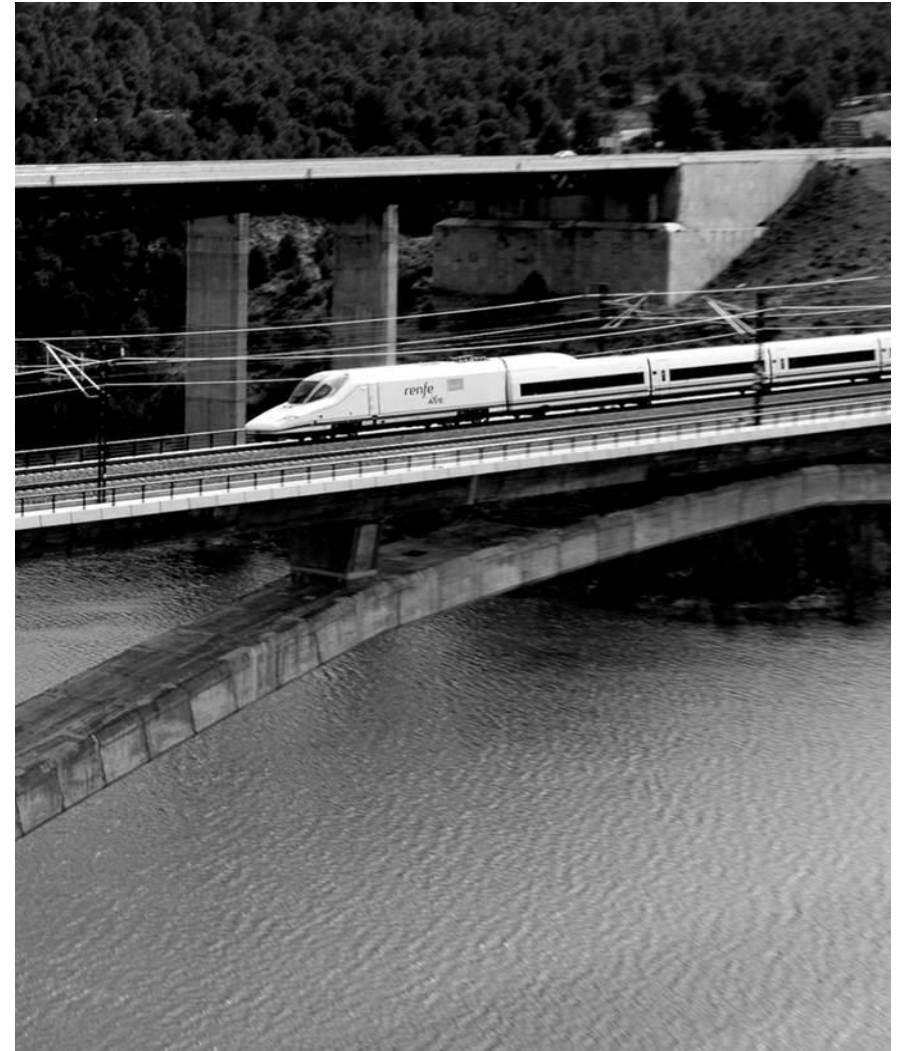
- Financial plan of ERTMS deployment
- Business case for ERTMS
- Project support: project assessment guidance, financing scheme guidelines...

## Stakeholder coordination

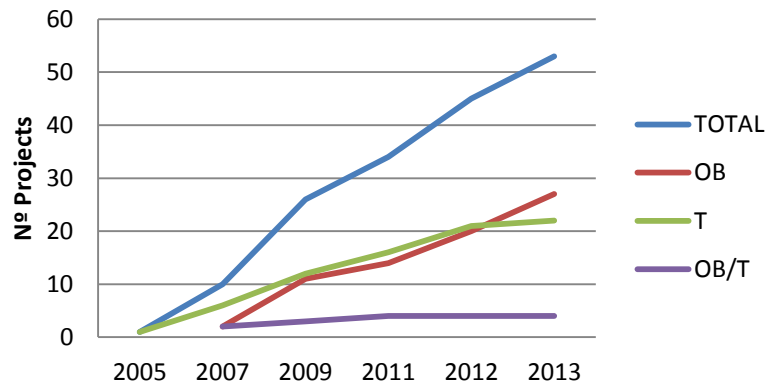
## Information and Communication

# Agenda

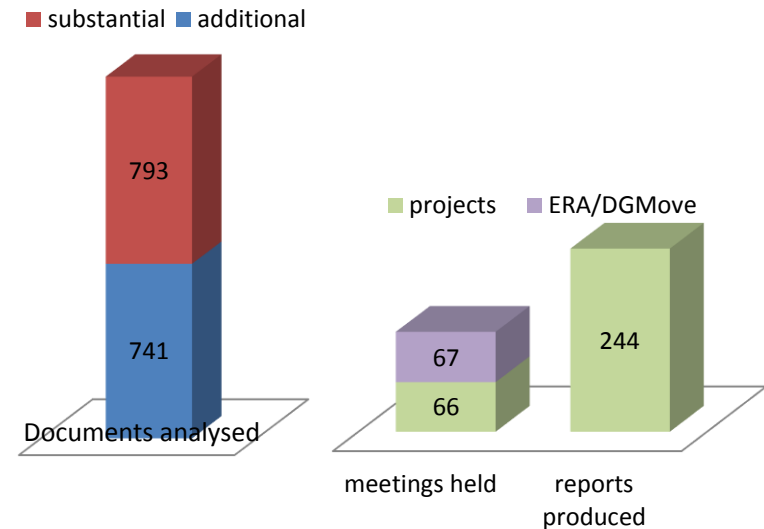
1. Presentation of the DMT
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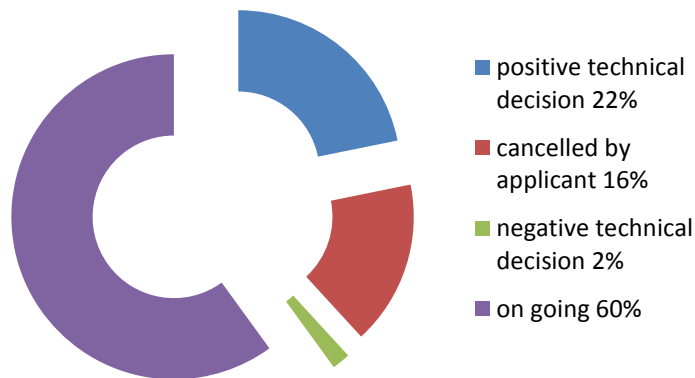
***ERTMS is now in the deployment phase in many countries, direct contact with all the different ERTMS projects around Europe will allow the Deployment Management Team to provide specific return of experience from successful ERTMS projects***



***The involvement of the DMT for the technical assistance and follow up of the ERTMS projects can be expressed in meetings, documents analysed, reports produced and interoperability issues followed***



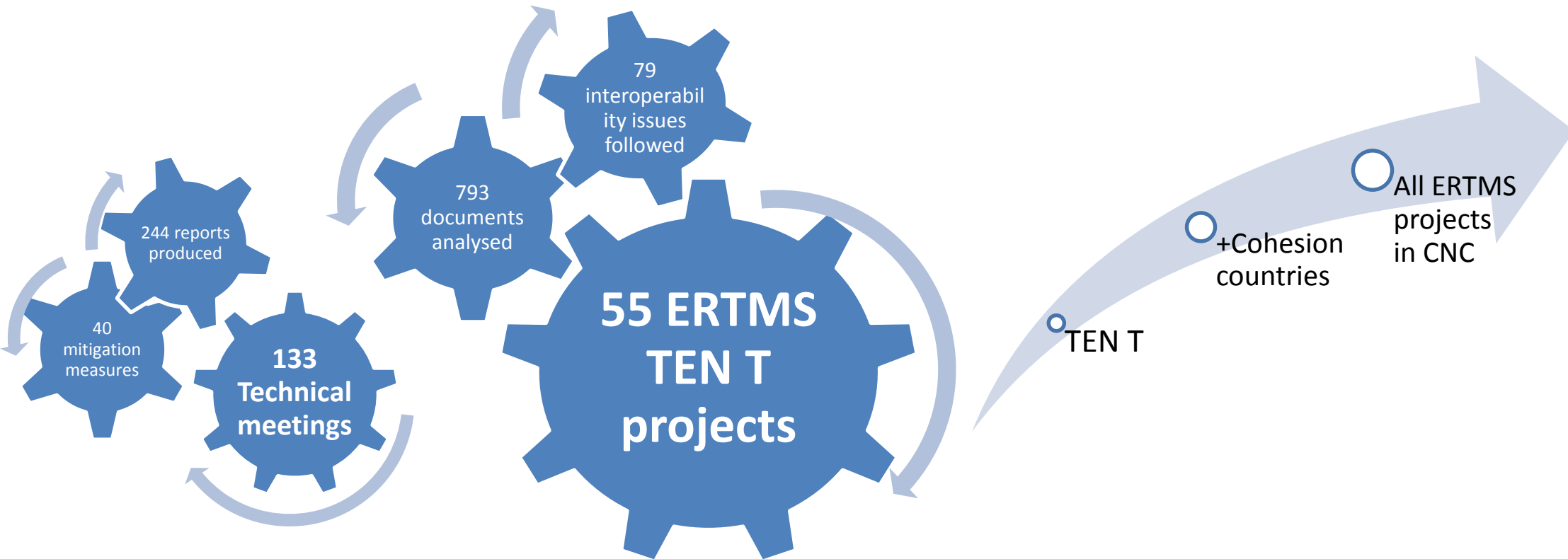
***Number of ERTMS projects followed per TEN T call***



***Results of the technical evaluation for the projects followed***

*Lessons learnt for the methodology of ERTMS technical assistance and projects follow up*

*DMT allow us to broaden our scope for our technical assistance*



*Direct technical assistance from the Deployment Management Team to the projects deploying ERTMS aims for a synchronized, interoperable and timely implementation of the ERTMS*



*On-board*



*Track-side*

### Technical guidance

### Economic / financial guidance

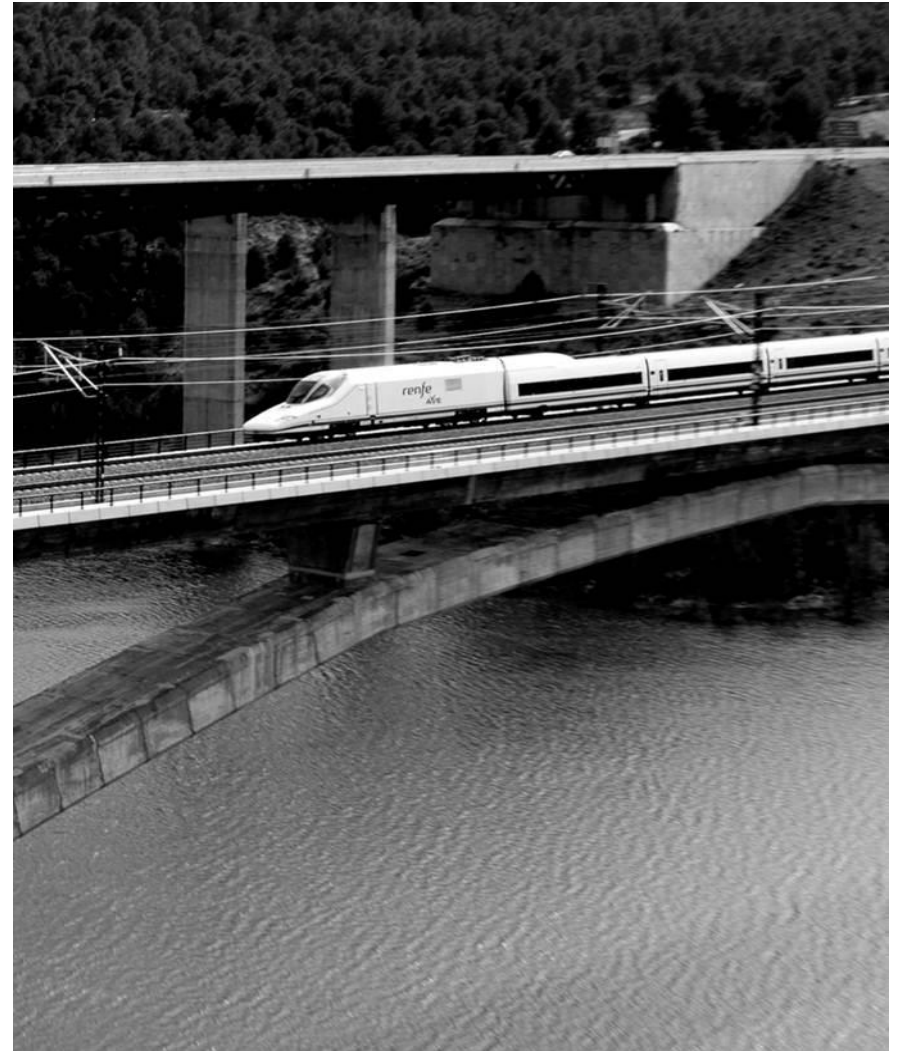
### Technical Information sessions and dissemination

- **All ERTMS deployment projects**, special attention to:
  - Small RUs
  - MS/IM not regularly participating in European meetings
  - Cohesion countries
- Technical visits and meetings with the projects: focus on EU funded projects
- Technical guidance during all project phases from:
  - Technical guidance in early stages (call for tender), to
  - Technical support for the understanding of verification stages
- Specific Functional Technical assistance for onboard and trackside projects on request
- Guideline available to all OB and Trackside projects
- Economic assistance on demand
- ERTMS Knowledge base, newsletters: all stakeholders
- Technical information sessions focus on:
  - Stakeholders involved in ERTMS Deployment requesting specific ERTMS technical information
  - Stakeholders identified by Deployment Management team where additional cooperation / ERTMS information is identified as necessary



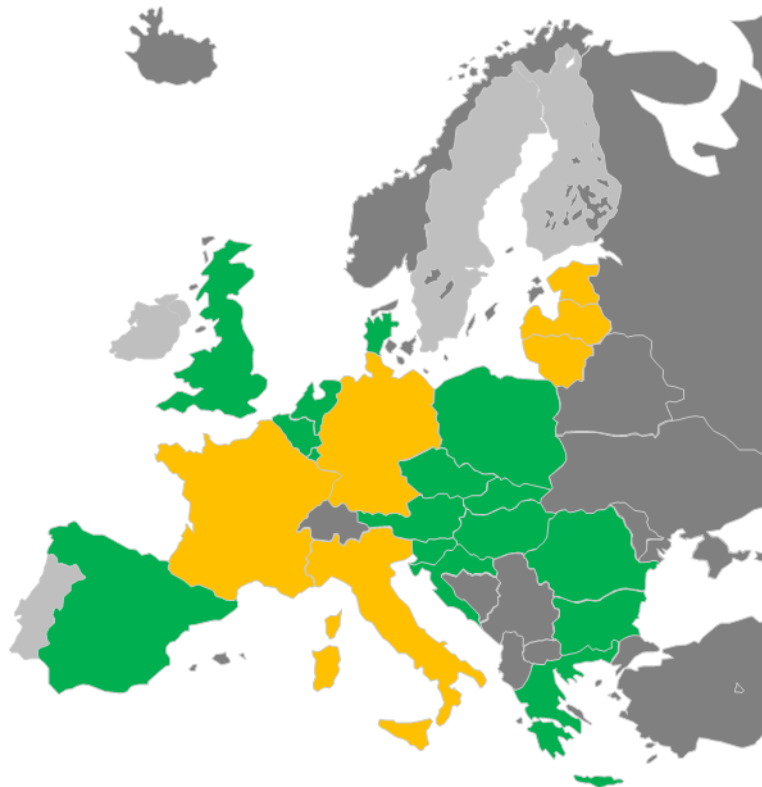
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Many positive business cases or even cases have been identified at country level

- Business cases / country

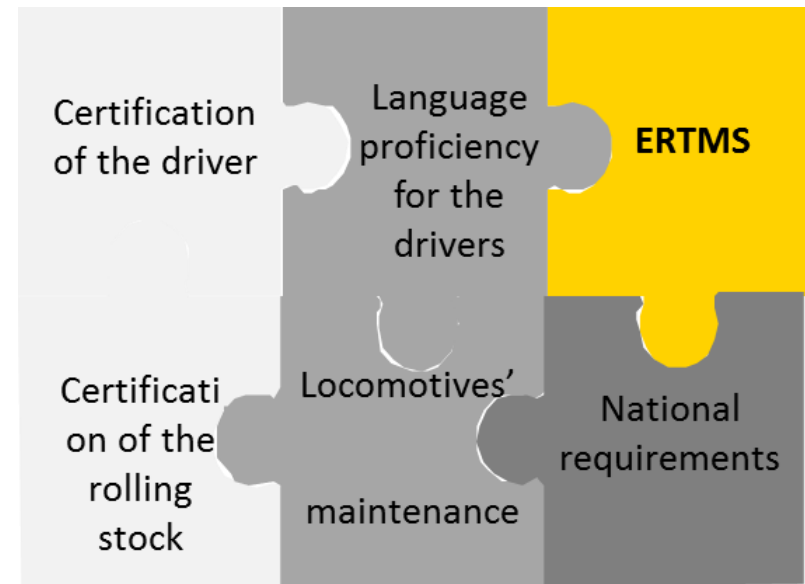
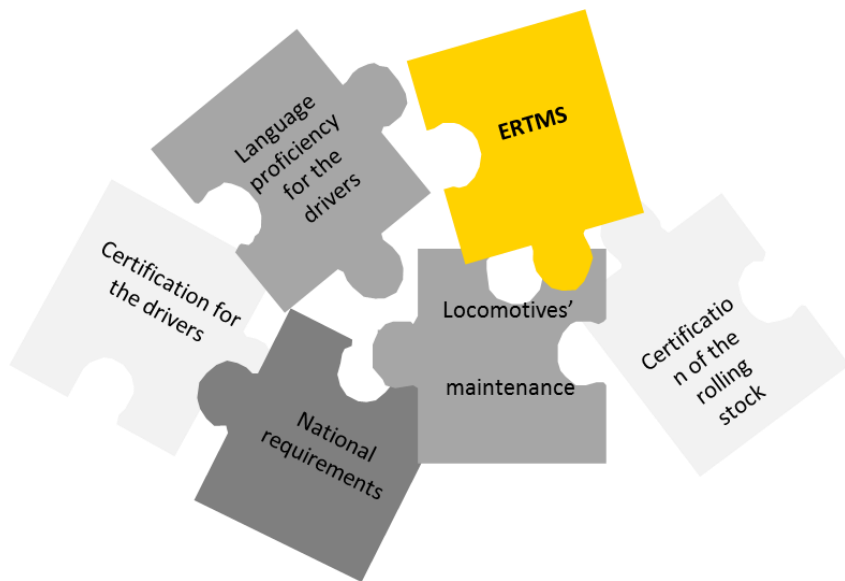


*Green : countries with positive case / business case*  
*Orange : countries still working on their business case for ERTMS*  
*Grey : no information collected at this stage*

- Main drivers identified

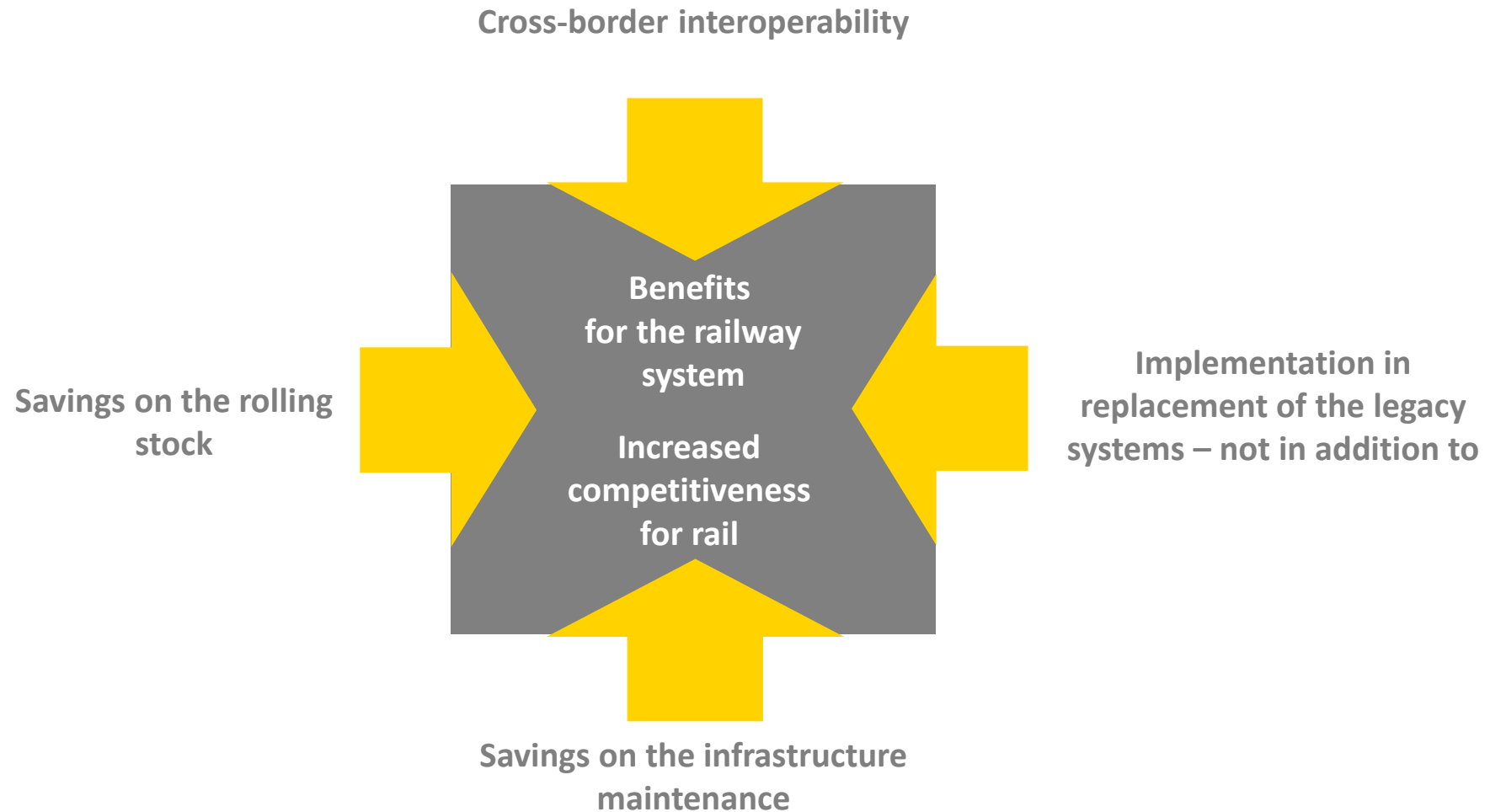
- 1 Safety
- 2 Obsolescence of the legacy system
- 3 Less performing and more expensive legacy system
- 4 Financial support available from cohesion funds

One of the main objective of ERTMS is to develop an interoperable transport system in Europe



Interoperability is one of the key benefit expected from ERTMS, but it is a medium to long term benefit, very difficult to assess

The business case is considering four main benefits

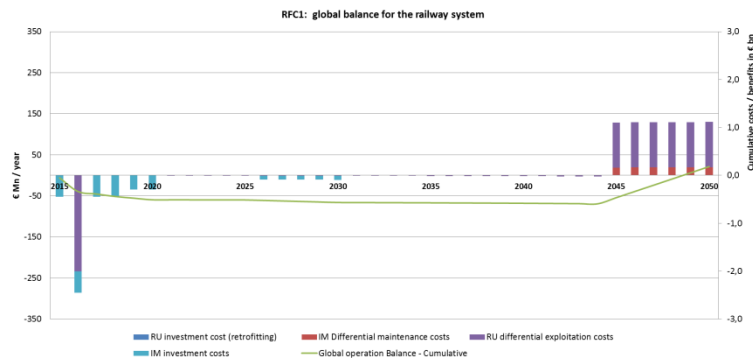


Impact of the breakthrough programme

Main results for Rhine Alpine and North Sea Mediterranean

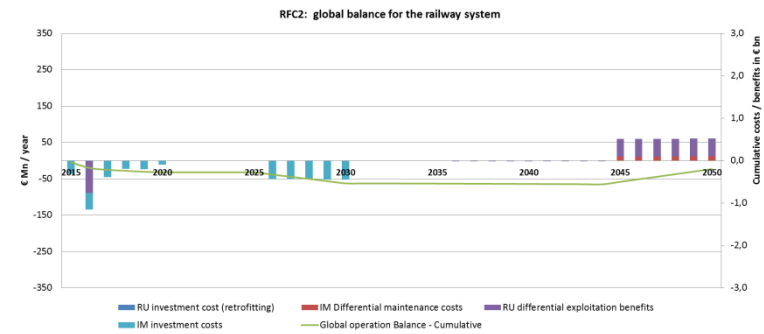
No retrofitting of the fleet

Rhine-Alpine



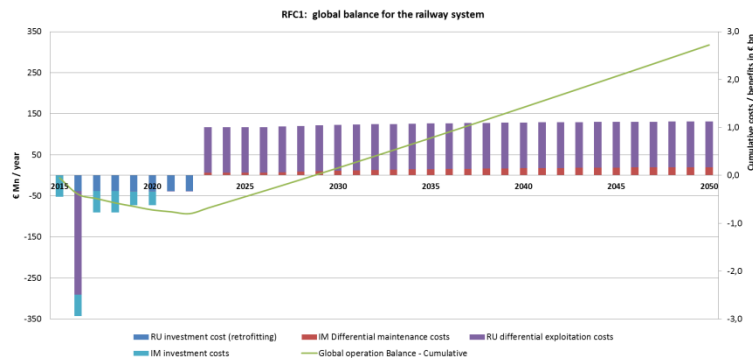
+ 183 M€

North Sea Mediterranean

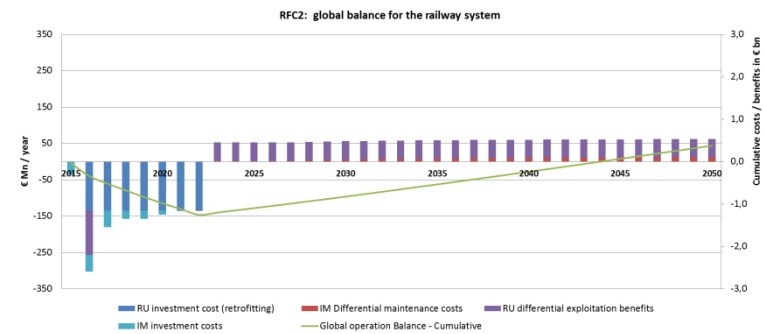


- 200 M€

Retrofitting for the fleet



+ 2 700 M€



+ 380 M€

## A balance to be found between infrastructure managers and railway undertakings

- 1 A fast deployment, with a focus on the retrofitting of the fleet first, is the best option overall
- 2 The focus should be put on the retrofitting of the fleet in order to get the interoperability benefits as soon as possible for the users

