

Signal

the European Rail Traffic Management System

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22 July 2009 marks a key step on the way to ERTMS deployment across the EU with the Commission's adoption of the European Deployment Plan. We take a look at what this will mean for Member States and all those involved in the rail industry. As this is also the July issue of Signal, we take this opportunity to wish all our readers a sun-filled summer.

The Signal team

ERTMS deployment in motion

Comprehensive deployment of ERTMS is one step closer following the adoption of a European Deployment Plan (EDP) by the European Commission on 22 July 2009. 'We are now sure that by 2020 a network of ERTMS corridors will connect up places such as Stockholm, Warsaw, Constanta, Genoa, Valencia and Rotterdam. This Plan sets into motion opportunities for all players in the sector to realise the potential of ERTMS,' said the European Coordinator for ERTMS, Karel Vinck. He also noted that, on top of an allocation of approximately €260 million which has already been decided, an additional €240 million of trans-European transport network (TEN-T) co-financing for ERTMS projects will be allocated later this year to further boost deployment efforts.

Due to come into force on 1 September 2009, the EDP replaces existing legal requirements on the deployment of ERTMS (consisting of two components: ETCS and GSM-R) found in the technical specifications for interoperability, control-command and signalling subsystem (TSI CCS) of the trans-European conventional rail system.

The objective of the EDP is to ensure that, gradually, locomotives, railcars and other railway vehicles equipped with ERTMS can access more lines, ports, terminals and marshalling yards without the need for national equipment in addition to ERTMS.

Implying a deployment of over 24 000 km of ETCS, the EDP defines two important deadlines:

- **by 2015**, Member States must equip substantial parts of six freight corridors (totalling over 9 000 km)
- **by 2020**, the corridors must be fully equipped (an additional 5 500 km) and a number of key freight hubs must be linked to the corridors (approximately 10 000 km).



In total, Member States will deploy 14 500 km of ETCS on corridors and some 10 000 km to link up freight areas as a result of the EDP.

In addition to creating a core network of corridors and connecting freight areas, the EDP makes ETCS mandatory for all trackside projects receiving EU funding which include new or upgraded CCS.

Requirements for onboard equipment are also set out in the EDP: all new locomotives, railcars and other railway vehicles, ordered after 1 January 2012 or put into service after 1 January 2015, must be equipped with ERTMS (with some exceptions related to national and regional service). This will ensure that ERTMS will be standard equipment on board locomotives, thereby reducing costs and improving the economic case for the equipment of lines.

The EDP also requires that GSM-R must be equipped trackside and on board when new or upgraded installations are made to the radio part of a CCS assembly.

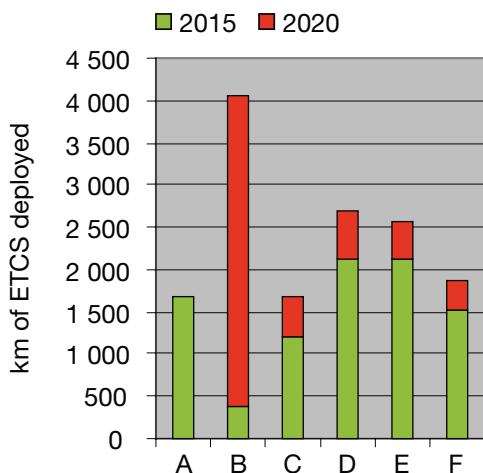
The adoption of the EDP represents a major success for the interoperability of rail transport in Europe – for the first time, Member States have accepted legally binding deadlines regarding equipping their lines with ERTMS.



Update on ERTMS Call for Proposals

Under field 10 of the Call for Proposals under the TEN-T Multi-Annual Programme which closed on 15 May 2009, a total of 54 ERTMS projects were submitted for the available €240 million of EU co-financing. The evaluation process will take place throughout the summer, with a Commission Decision on funding to be allocated expected in the fourth quarter.

ETCS Deployment under the EDP by Corridor

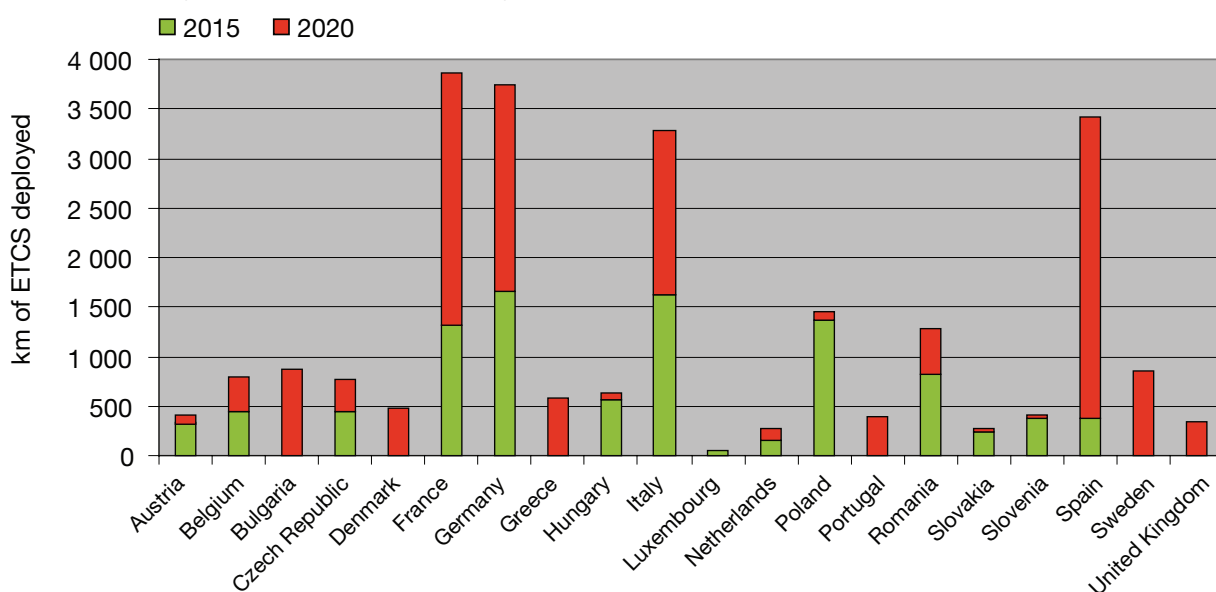


The EDP provides all actors with a greater degree of certainty: countries and infrastructure managers know when bordering sections to their network in neighbouring Member States will be equipped – connection to other ERTMS-equipped networks augments the effect of their own investments. Railway undertakings can define retrofitting and installation programmes based on a strong business case, while manufacturers have a more accurate perspective on market demand for at least the next 10 years.

By 2015, at the latest, the Commission will evaluate the EDP's implementation and determine whether amendments are necessary.



ETCS Deployment under the EDP by Member State in 2015 and 2020



Karel Vinck answers our questions



Signal: One year ago in Rome, a new Memorandum of Understanding (MoU) was signed between railway associations and the European Commission. What has its impact been so far?

KV: Until July 2008, the interoperability of ERTMS was challenged and the timing for the roll-out of a new version of the system remained unclear. The MoU has clearly put an end to these technical discussions which were hampering the fast deployment of ERTMS across Europe. In addition,

I am pleased by the ongoing work to improve testing procedures – when a manufacturer places an on-board unit on the market, the rail undertaking needs to be certain that the unit is not only compatible with the trackside equipment of that same manufacturer, but also, with that of other manufacturers.

Signal: Some railway undertakings maintain that the cost of ERTMS on-board equipment remains a barrier – how are you as Coordinator tackling this?

KV: Cost is indeed a major obstacle. We have been meeting with both operators and the industry to identify solutions. A number of factors may decrease

the cost of on-board units. Some are under the control of rail undertakings (retrofitting large series without adding specific requests), while others fall within the institutional framework, in particular as regards the safety certification that still needs to be carried out separately for each safety authority in each country where the operator wants to run.

Signal: What are your top priorities for the next year?

KV: First and foremost – cost reduction for on-board equipment – the European Deployment Plan is now adopted and there is major deployment ahead; I believe this may help trigger a decrease in cost, but we need to monitor the situation closely.

Secondly, continued work on testing is absolutely essential and this must be complemented by consolidated efforts to simplify conformity assessment procedures.

And last but not least – a continuation of the good collaboration and open dialogue with all actors in the sector. In particular, the recent signing of the Letter of Intent for Corridor B between the Ministries of Sweden, Denmark, Germany, Austria and Italy is excellent news and I would like to congratulate the partners on their willingness to move forward.

European Deployment Plan for ERTMS

- At the latest by 2020
- Corridors A, B, C, D, E and F
- Additional voluntary national deployment – 2020
- Freight transport area - 2020
- - - Non-EU deployment

0 125 250
km

For a more detailed map, please click [here](#).



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ERTMS diary

- 14 September 2009: Brussels ERTMS Corridor Group
- 6-7 October 2009: Brussels Committee on the Interoperability and Safety of the European Railway System

- 19 October 2009: Brussels ERTMS MoU Steering Committee

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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