

# Signal

The ERTMS Newsletter

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## Top Story

### Technical assistance, opening up the scope

Specific Technical assistance for ERTMS projects was put in place by the European Commission – supported by ERA and INEA – 8 years ago. Priority for ERTMS Deployment serves the objective to complete the Single European Rail Area and EU funding has been available to facilitate ERTMS development and deployment from the beginning of the system. During the last 8 years, a specific technical assistance was set in place to support and monitor the technical aspects with focus on the interoperability for the TEN-T funded projects.

In 2014, the assessment of the state of play of the European ERTMS deployment program triggered the Commission to launch the ERTMS Deployment Management Team (DMT) for which one of the main achievements is to open up the scope of this specific technical assistance to all the ERTMS projects around Europe.

The goals of this technical assistance to ERTMS deployment projects are:

- To avoid that the technical aspects of the ERTMS create an obstacle to its deployment;
- To contribute in ensuring the interoperability of the project;
- To ensure that technical solutions are consistent with the Technical Specifications for Interoperability relating to control-command and signalling.

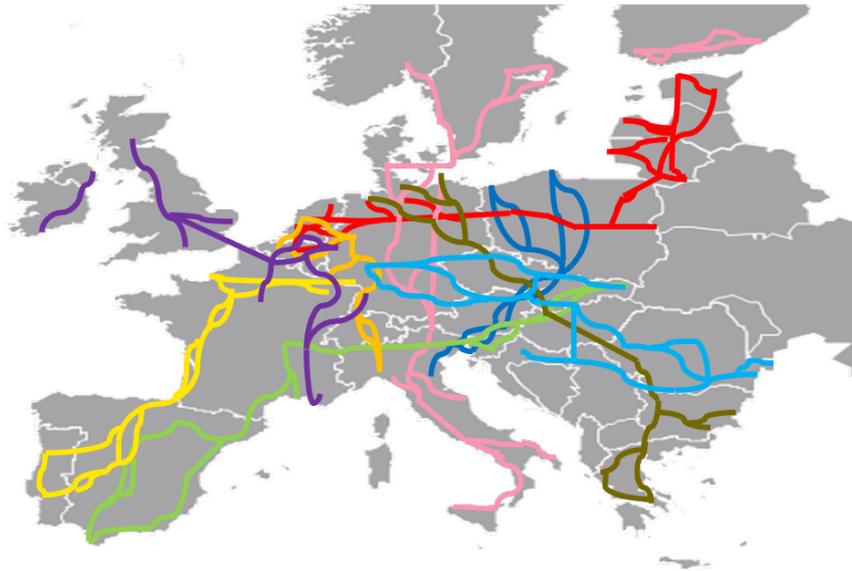
The technical assistance for ERTMS to railway undertakings (small and large), infrastructure managers, and Member States is key to the ERTMS deployment at European level. A certain degree of awareness of the economical – financial solutions for their projects as well as the technical description, needs and lessons learnt are essential to the success of the ERTMS deployment.

In this sense, the Deployment Management Team provides technical assistance with the necessary activities that will enable the consortium's experts to assist the representatives of the projects that are deploying ERTMS.

ERTMS is now in the deployment phase in many countries, direct contact with all the ERTMS projects will allow the DMT to provide specific return of experience and lessons learned from successful ERTMS projects.

## Did you know...

... That Tentec maps are being updated and will include the ERTMS data to support the new ERTMS deployment plan and the Railway Undertakings?



Tentec Map	
	Baltic Adriatic
	North Sea - Baltic
	Mediterranean
	Orient/ East - Med
	Scandinavian - Mediterranean
	Rhine - Alpine
	Atlantic
	North Sea - Mediterranean
	Rhine - Danube

Main data included in Tentec	
<input type="checkbox"/>	ETCS Status
<input type="checkbox"/>	ETCS Baseline
<input type="checkbox"/>	ETCS Level
<input type="checkbox"/>	Class B system
<input type="checkbox"/>	GSM-R Status

## In the spotlight: Infrabel Chief Executive Officer Luc Lallemand

Since 29th October 2004 Luc Lallemand is CEO of Infrabel and Chairman of the Management Committee of the Belgian rail infrastructure manager. He is also director with bPost, Vinçotte, RATP DEV (Paris) and chairman of the Board of Directors of TUC RAIL. Therefore, we interviewed Mr Lallemand in order to share his vision on ERTMS deployment with us.

**Infrabel's strategy focus on 5 priorities: safety, punctuality, capacity, financially sound company and in tune with society. How does ETCS fit in those strategy lines?**

Safety is Infrabel's number one priority. After the train accident in Buizingen in 2010, the Belgian government decided to initiate significant improvements in signalling and safety systems on the Belgian rail network. This led to the joint Masterplan ETCS.

For Infrabel, ETCS is the perfect example of a transversal project that covers all of Infrabel's strategic priorities and helps to realise them. The most important reason to choose ETCS was the progressive increase in safety. In 11 years' time Infrabel will be able to make the transition from a simple help system for safety to a network that is controlled by the most modern signalling system. As an intermediary step, and with the aim of immediately increasing safety, a compatible automatic stop system will be rolled out across the entire Belgian rail infrastructure towards the end of 2015.

**Infrabel's network with 3,631 km railway lines or 6,472 km main tracks, and 4,325 train paths is undertaking a major update every day. In 2014 you presented the ETCS Masterplan, what were the main lessons learned by setting it up and getting it running? How is the Masterplan's implementation currently going?**

The objective of the Masterplan in 2011 was to accelerate the deployment of the equipment of rail traffic with ETCS before 2030. At present, approximately 15% or 991 km of the main rail lines on the Belgian railway network are equipped with ETCS: 144 km of tracks on the high-speed network and 847 km of traditional rail lines. By the end of 2022, Infrabel would like to have the entire Belgium rail infrastructure equipped with ETCS so that Belgium will be one of the safest rail networks in Europe.



Luc Lallemand,  
Infrabel CEO.  
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In general, the Masterplan ETCS provides a clear strategic direction within Infrabel that goes beyond the implementation of ETCS. Within our company this has encouraged us to continue our reflections on the renewal of our signalling systems assets, the approach to similar projects as well as on our own contribution, the acquisition and transfer of knowledge for our staff, our methodology in maintenance work, identifying our capacity needs etc.

### **There are 3 Corridors (North-Sea Mediterranean, Rhine-Alpine and North-Sea Baltic) that go through Belgium. To which extent being part of a corridor will impact Infrabel business?**

I do like a Corridor approach as it is the ideal way to develop a European network relatively quickly and with a well-considered investment policy. Corridors are very important but will only show their true potential when the interoperability between the various rail networks has been realised. With ETCS in mind, Infrabel undertakes to pursue a maximum interoperability for those parts of the network located on a Corridor. Of course, we hope that the infrastructure operators in neighbouring countries will follow this example, and the governance structures of the Rail Freight Corridors can certainly contribute to an even better coordination and provide added value.

I cannot repeat it enough, in order to make rail transport competitive in relation to other modes of transport, it is necessary to resolve all the sticking points, whether technical or infrastructural. Only in this way can the commercial speed of rail transport be improved.

### **Can you identify three challenges ERTMS will face in the near future?**

First of all, the technical challenge to maintain a conventional rail network, which in 2022 will be fully equipped with ETCS. In other words, the synchronisation between changes in the rail infrastructure and the changes to the ETCS system so that our network can continue to develop in a flexible manner.

Furthermore, the necessity to carry out further stabilisation and refinement of the Technical Specifications with the aim of realising complete interoperability and maximum compatibility. Another major challenge here is to find and recruit technically trained staff for installing ETCS, and to do this on time.

And finally, also reinforcing the business case of the infrastructure managers and the rail operators. After all, everyone in the rail sector is facing many challenges, including financial ones, so ERTMS needs to be able to get sufficient support. In view of the importance of safety investments in ETCS and taking into account the current economic context, the current as well as future efforts of the European Commission in co-financing the equipment of ETCS are very welcome.

## **Breaking news**

### **ÖBB calls tenders for 200-locomotive framework contract**

Austrian Federal Railways (ÖBB) has invited expressions of interest in a framework contract for up to 200 electric and electro-diesel locomotives equipped to operate in various combinations of European countries.

Sources: [Railway Gazette \(2015\)](#)

### **Services begin on Poland's completed ERTMS Level 2**

The European Rail Traffic Management System (ERTMS) Level 2 has been completed on the section between Legnica – Wegliniec - Bielawa Dolna of Poland's E30 line co-existing with conventional signalling equipment. The project marks the start of the new standard specification for the country's entire signalling system. Connecting to Poland's western border, the line is also part of the modernisation programme of the pan-European transport corridors to support interoperability and coordination required with rail operators in Germany.

Sources: [European Railway Review \(2015\)](#)

### **EU Transport Ministers agree on political pillar of Fourth Railway Package**

In June, the final wording for the three legislative measures in the technical pillar of the European Commission's Fourth Railway Package was agreed at a meeting between the Latvian Presidency of the European Council and the European

Parliament's Transport & Tourism Committee. Later on, European Union transport ministers reached unanimous agreement on the general approach to the political pillar of the Fourth Railway Package at a meeting of the EU Transport Council on October 8. The ministers endorsed the two principles of gradual opening of member states' domestic rail markets and proposals intended to provide better governance of the rail sector.

Sources: [Railway Gazette \(2015\)](#) and [Railway Gazette \(2015\)](#)

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## Rail Freight Corridor North Sea – Baltic begins operation

In The first phase of the 6000km Rail Freight Corridor North Sea – Baltic has been launched in November, therefore boosting the rail freight between North Sea ports and Poland. The Corridor runs through six EU Member States. This project is co-financed by the European Union's Connecting Europe Facility and is a first step for the target date to be running with ETCS beyond 2020.

Sources: [European Railway Review \(2015\)](#)

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## Europe's longest Rail Freight Corridor opened

Tuesday 10 November marked the opening of the longest of the nine rail freight Corridors that have been set up in the European Rail Network. This specific Corridor extends from Stockholm/Oslo to Palermo on the island of Sicily, Italy. This RFC corresponds to the Scandinavian Mediterranean Core Network Corridor which includes ERTMS as one of its lines of action for railway and will be fully equipped after 2020.

Sources: [European Railway Review \(2015\)](#)

## Contact details



For further information on ERTMS, please visit our website:  
[ec.europa.eu/transport/modes/rail/ertms](http://ec.europa.eu/transport/modes/rail/ertms)



Get in contact with our Deployment Management team via [MOVE-ERTMS-DEPLOYMENT\(at\)ec\(dot\)europa\(dot\)eu](mailto:MOVE-ERTMS-DEPLOYMENT@ec.europa.eu).

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