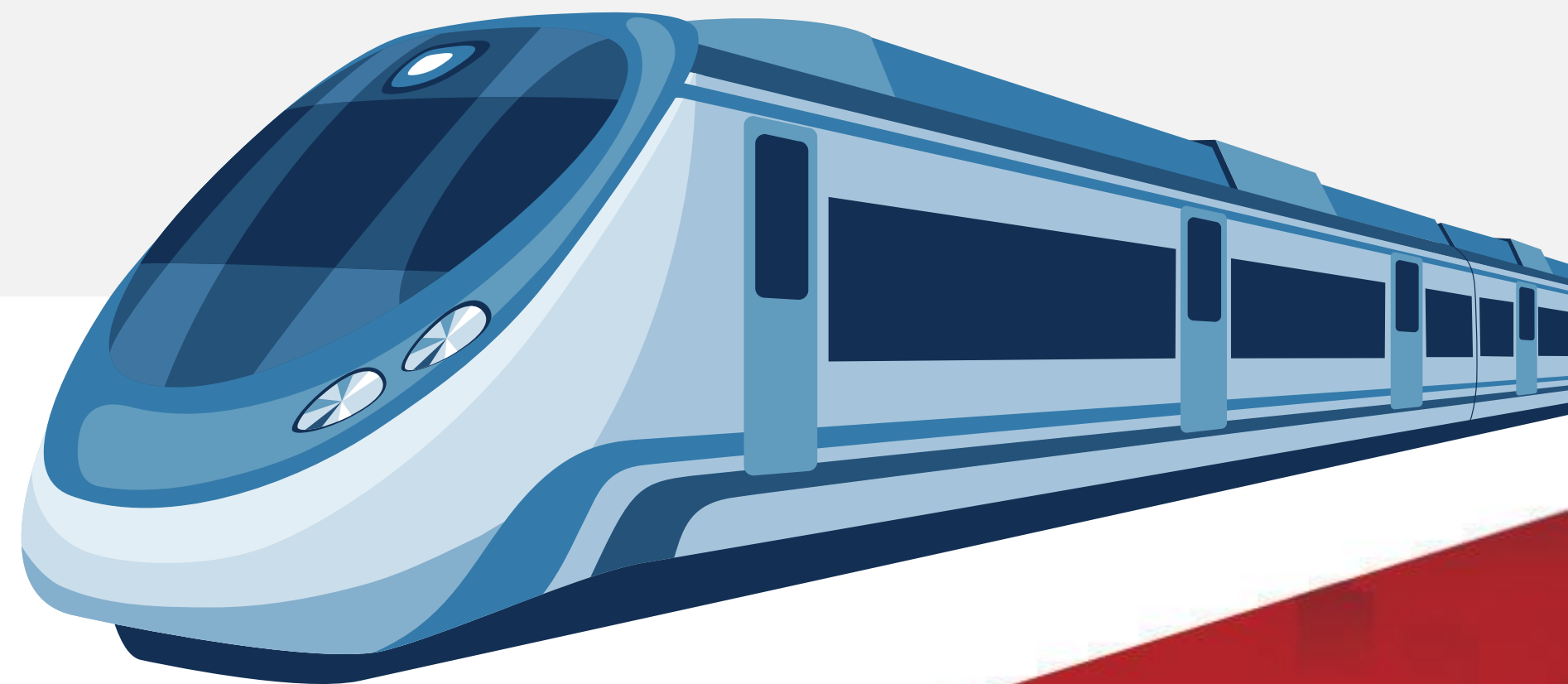


A European ERTMS Programme Management

ERTMS 2024 Conference

Valenciennes, 24 April 2024



ERTMS governance

Current Situation

ERTMS governance is spread along several different bodies (EU ERTMS Coordinator, CINEA, EU Agency for Railways, Europe's Rail JU), each one responsible for a single component of the value-chain.

This generates a clear need for an **integrated approach**, in order to improve consistency between objectives and fundings.

To **boost ERTMS deployment** and achieve the modal shift targets envisaged in the Green Deal, there is a need for regulating funding, coordination of National Implementation Plans (NIP), resourcing, market uptake, migration, and transition.



ERTMS governance “to be scenario”

Target

A centralised EU Level ERTMS governance and Program Management to strengthen the cooperation among the different institutions and stakeholders in order to boost ERTMS deployment

Scope

Synchronisation and acceleration of ERTMS deployment, facilitation in the access to trackside and onboard funding, setting common principles to safeguard existing investments and dealing with the transition to future ERTMS specifications.




ERTMS governance “to be scenario”

Five key priorities

- 1** Defining a **coordinated and synchronised** onboard and track side **ERTMS deployment**
Promoting an **optimised access** to the **available national and European funding** sources (such as CEF -including Blending Facility, the Cohesion Funds, InvestEU as well as the Recovery and Resilience Facility) for a coordinated and integrated ERTMS trackside-onboard financing also by rising the limit of 50% eligible costs currently contained in the Union Guidelines for State Aid to RUs up to 100%.
- 2** Assuring a stricter **dialogue with ERA and Europe’s Rail** to make sure that an optimal balance between stability and evolution of ERTMS specifications and ERTMS products can be achieved.
- 3** Encouraging the **definition of harmonised operational rules** on lines equipped with ERTMS in coordination with the activities carried out in the System Pillar of Europe’s Rail.
- 4** Contributing to **simplify ERTMS authorisation and approval procedures** which currently are very complex and time consuming and go beyond the requirements set by art.19 of Directive 2016/797 which should be considered as the only driver for authorisation
- 5**

Extension of the storyline to radio-based communication FRMCS



The current technical guidelines (TSI CCS 2023) do not provide **interoperability** between **FRMCS and vehicles** using the European Train Control System (**ETCS**) Baseline 3. This problem arises from the specific technical architecture chosen for ETCS Baseline 3. While ETCS System Version Baseline 4, and beyond, is expected to be compatible with FRMCS, there's a glaring gap for existing Baseline 3 equipped fleets.

FRMCS represents one of the 'game changers' of ERTMS in the long-term perspective. Therefore, the **migration** from **GSM-R to FRMCS** must take into account the preservation of investment for both on-board and trackside constituents already in service and shall **ensure** especially a **compatibility of FRMCS to Baseline 3** on-board units.



The Voice of European Railways



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Thank you

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