

ERTMS Roadmap: Support for deployment

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Why ERTMS matters ?

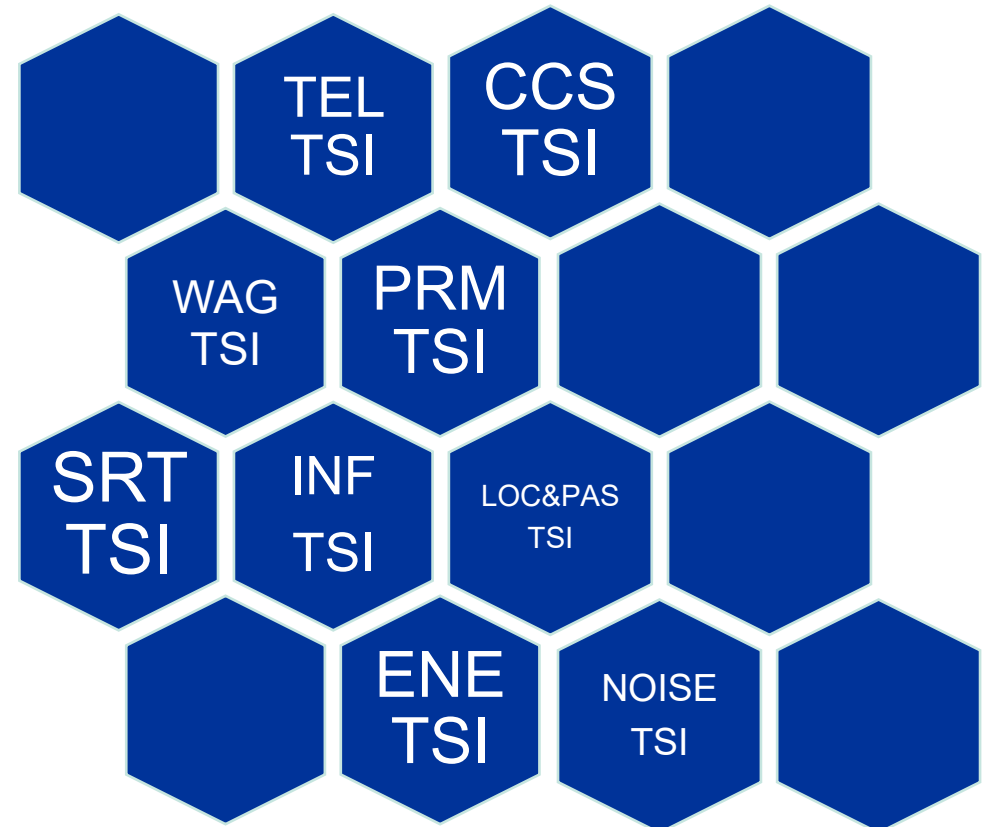
A Seamless, Competitive, and Sustainable European Rail Network

- Full ERTMS deployment on TEN-T network and wider EU adoption
- Reduce fragmentation, cut costs and boost capacity
- Targeted updates to support innovation



Fit-for-Purpose Legislation

- 2016 Railway Package (Interoperability/Safety Directives): Still valid – no major changes planned
- Revised ERA Regulation (limited scope) to:
 - Strengthen agency's role in harmonization.
 - Improve resources/competences for faster ERTMS deployment.
 - Sector support needed for ERA revision.
- Commission TSI request to ERA: future changes to TSIs
- Simplification of the vehicle authorization and ERTMS trackside approval



A clear timeline for ERTMS Evolution

Phase 1 (~2028...)

- FRMCS specifications (replacing GSM-R) to be included in CCS TSI
- Cybersecurity provisions
- On-board modularity



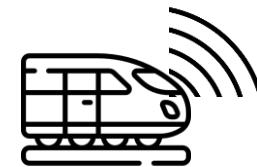
Phase 2 (~2030)

- Harmonised engineering rules for ERTMS Trackside
- Hybrid train detection: cost reduction for trackside equipment
- Operational rules: full harmonisation



Phase 3 (Post-2032)

- Automated Train Operation: grades 3 and 4
- Advanced safe train positioning



System Pillar delivers specifications

- The System Pillar within EU-Rail Joint Undertaking supports the harmonized development of specifications

Harmonised Rules = Lower Costs

- Engineering + operational rules to eliminate national variations.
- EU-LYNX interfaces (voluntary but critical for trackside standardisation).

Game-Changers

- Moving block: +30% capacity without new infrastructure.
- Hybrid train detection: Fewer trackside assets = lower maintenance costs.



How to Succeed - Together

For Member States

- Support ERA regulation revision + TSI updates

For the railway sector

- Order standardised ERTMS solutions (no customisations)
- Prepare for FRMCS deployment (testing, training)



Thank you



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