

# ERTMS: the business case for Infrastructure Managers

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Monika Heiming, EIM Executive Director

# Key reflection

How can  
Infrastructure  
Managers contribute  
to ERTMS  
deployment?

Further  
standardisation

Industrialisation

Reduction of  
lifecycle cost

**ERTMS business case shall improve, lifecycle cost shall decrease**

# Tenders



**From tenders to a further standardisation (EULYNX)**




**Coordination of deployment**



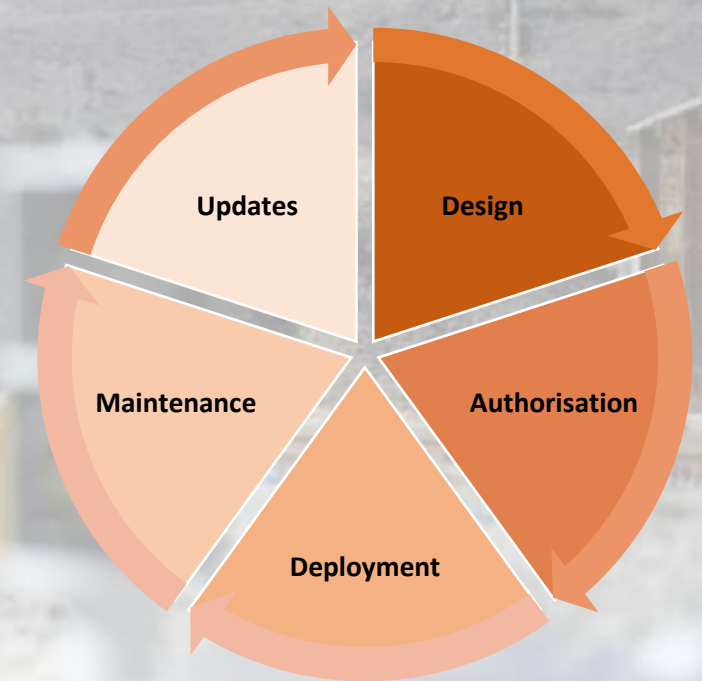
**Industrialisation as a driver**

# Lifecycle costs

 **New business mindset: full lifecycle cost of the system. Not only deployment.**

 **ERTMS is now ICT → Radical change**

**No more “buy and hold” strategy: error corrections, cybersecurity updates, etc.**



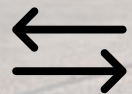
# Speed of deployment



**FRMCS urgency – strategic priority for sector**



**Simplicity first: focus on core functionalities**



**Migration to System Pillar solutions**

# EIM's vision

## Short run



Increase harmonisation of deployment across borders



Further standardisation (EULYNX) to avoid vendor lock-in and fragmentation

## Long run

Importance of EU-Rail System Pillar outcome:



Target system



High-level deployment

**Way forward:** Focus on the core functions of ERTMS and accelerate its deployment, under the stronger governance of ERA

# Any Questions?

[monika.heiming@eimrail.org](mailto:monika.heiming@eimrail.org)

## About EIM

EIM, the association of European Rail Infrastructure Managers, was established in 2002 to promote the interests and views of the independent infrastructure managers in Europe, following the liberalisation of the EU railway market. It also provides technical expertise to the appropriate European bodies such as the European Railway Agency. EIM's primary goal is promoting growth of rail traffic and the development of an open sustainable, efficient, customer orientated rail network in Europe. For further info, please consult [www.eimrail.org](http://www.eimrail.org)