

ERTMS Trackside Approval Feedback WS 9

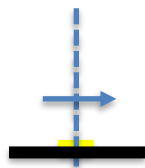
ERTMS 2022 Conference

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Transitional provisions. Art. 55 DIOP 2016/797



ERTMS trackside approval is mandatory for projects with CCS ERTMS equipment when:

- ✓ Contract not signed before 16/06/2019 (*)
- ✓ Not an option of a contract signed before 16/06/2016 (**)

(*) Depending on transposition of the directive

(**) valid until 16/06/2031

NSA authorisation of fixed installations. Art. 18 DIOP 2016/797



Positive decision on ERTMS Trackside Approval needed in authorisation application file

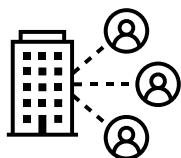
Trackside approval. Art. 22 Regulation (EU) 2016/796



The Agency shall take decision for approval in accordance with Article 19 of Directive (EU) 2016/797



Fees and charges. Implementing Regulation (EU) 2021/1903



The cost depends on workload. The fees regulation is applicable for the ERTMS trackside approval, vehicle authorisation and safety certificates

Initial ERTMS Approval Trackside Engagement

A free opportunity to talk together openly before formal submission on the OSS

1. The applicant introduces the project (main milestones, similar approvals, etc.)

2. ERA introduces the trackside approval and the use of the OSS

3. Both parties agree on the approval calendar and submission strategy



Early stage

1 Month + reasonable deadline, or complete

In the OSS, before the tender is launched;
Check application file completeness;
Ensure known interoperability issues are controlled (use of functions & issues list);
Can go beyond tender (if the description of the envisaged technical solution is not complete).

Closing stage

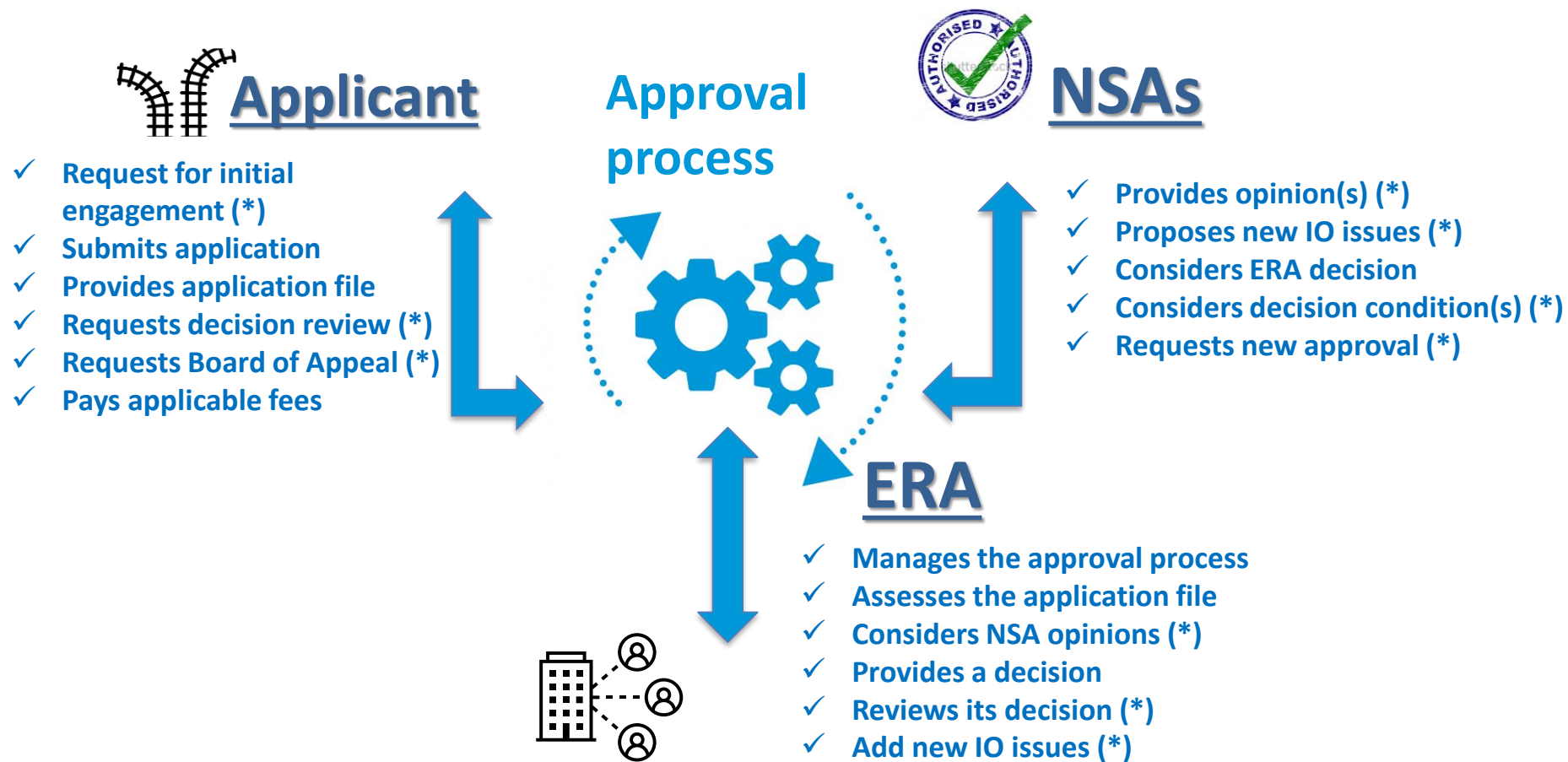
2 Months + review when applicable

Positive decision;
Positive decision with condition(s);
Negative decision.

*Applicant can request decision review
Applicant can request Board of Appeal*



Trackside Approval - Entities



(*) conditional

Improving harmonisation of ERTMS in EU

76 On going applications
2 applications delivered

ETCS	GSM-R	ERTMS
46	20	12

Trackside Approval – Current status

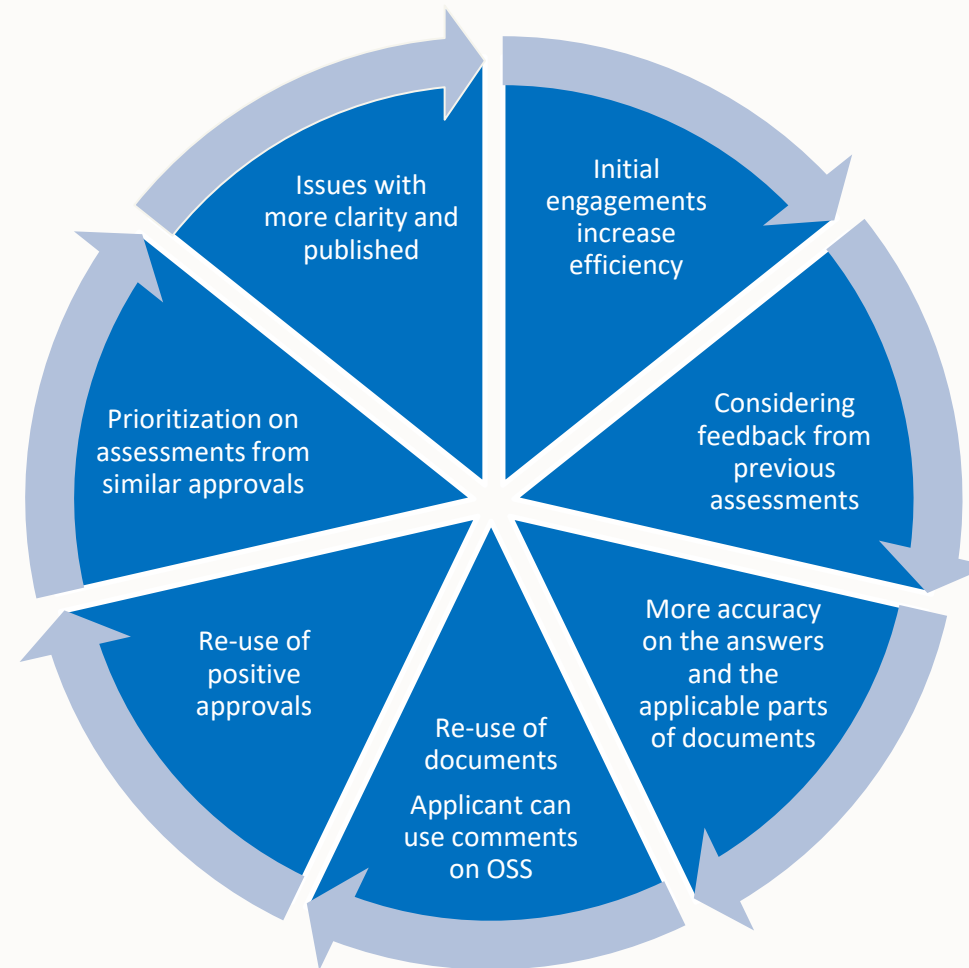

MSs	TAs
BG	2
CZ	9
DE	16 (1 closed)
EL	4
ES	21
EUROTUNNEL	1
FR	2
FR/IT	1
HR	1
HU	1
IT	13 (1 closed)
NL	2
PL	3
PT	2

Trackside Approval – Optimised Applications

Lessons learnt

Minimize costs

Increase Efficiency



For more information, please scan the QR code



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Main feedback of participants

- Approval decisions may come late in the project
- Overlap between activities Nobo and Trackside??
- Expensive
- Considerable workload on applicant side
- Good and constructive collaboration with ERA
- Technical solution not always available in tendering phase
- TA helps to improve Tender requirements
- Finding in early stage prevents late and costly correction of design
- Reuse of approvals to make the process more efficient and cost-effective
- All stakeholders are in the learning curve

Improvement proposals

- Update of the application guide
- Sharing feedback (workshop, learning case, regular meetings, ...)
- Minimising item/issues/requested documentation
- Focus on issues that impact interoperability
- Minor proposals to improve status information, project name in OSS

Longer term: is TA the best process to ensure interoperability?

- Added value in balance with efforts?
- Can all interoperability issues be transferred to TSI CCS?



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and safe railway system without frontiers.**

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