



ERTMS: The way ahead

Progress report

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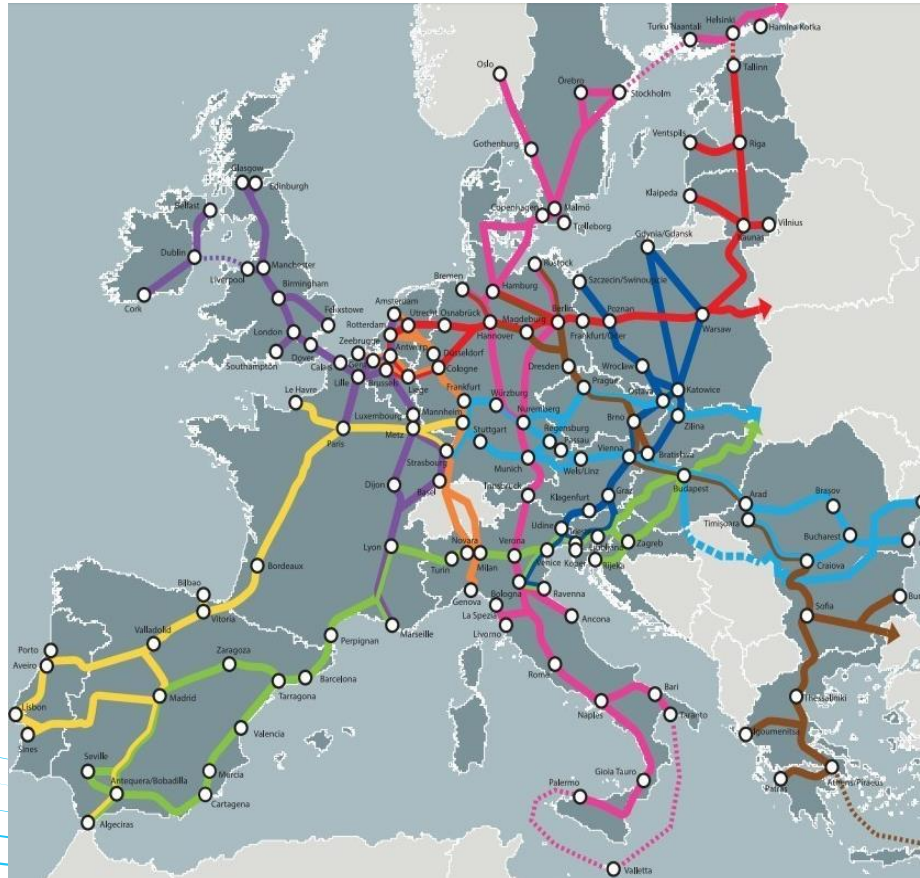


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ERTMS deployment has a positive business case.....



Rhine - Danube
IRR: 10,0%

Mediterranean
IRR: 6,8%

Atlantic
IRR: 8,5%

Orient / East Mediterranean
IRR: 12,3%

Baltic - Adriatic
IRR: 9,4%

North Sea - Baltic
IRR: 13,4%

Scandinavian - Mediterranean
IRR: 9,2%

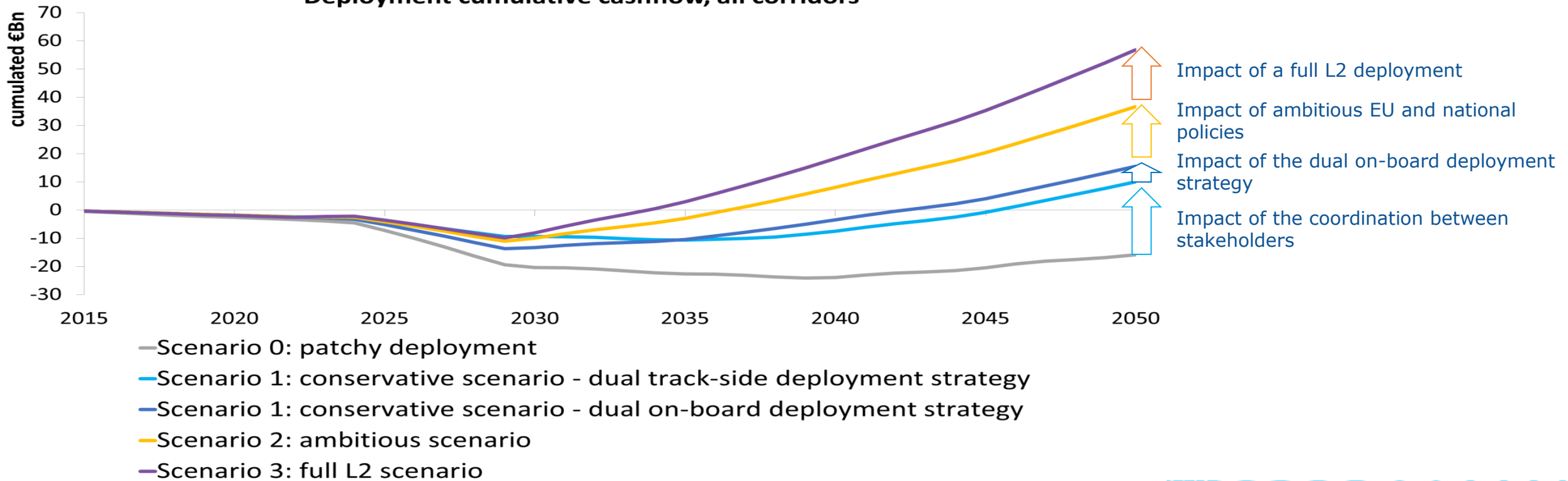
Rhine - Alpine
IRR: 9,1%

North Sea - Mediterranean
IRR: 10,5%

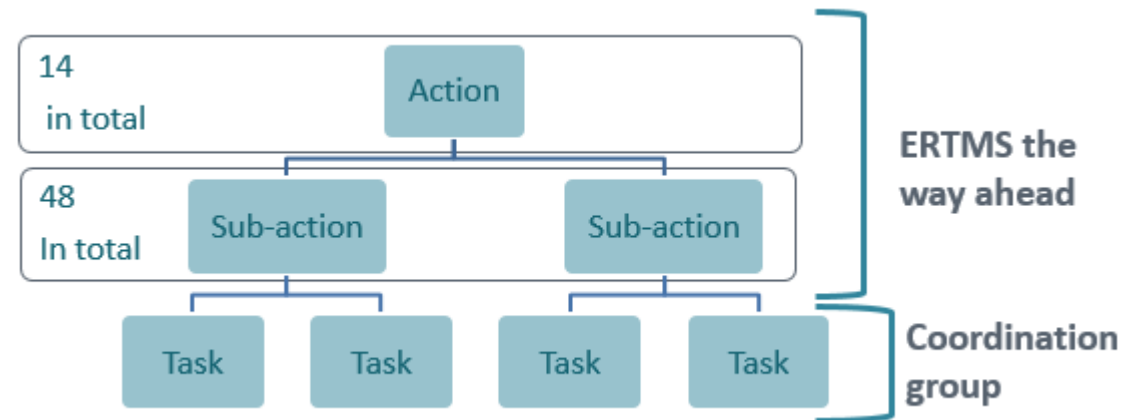
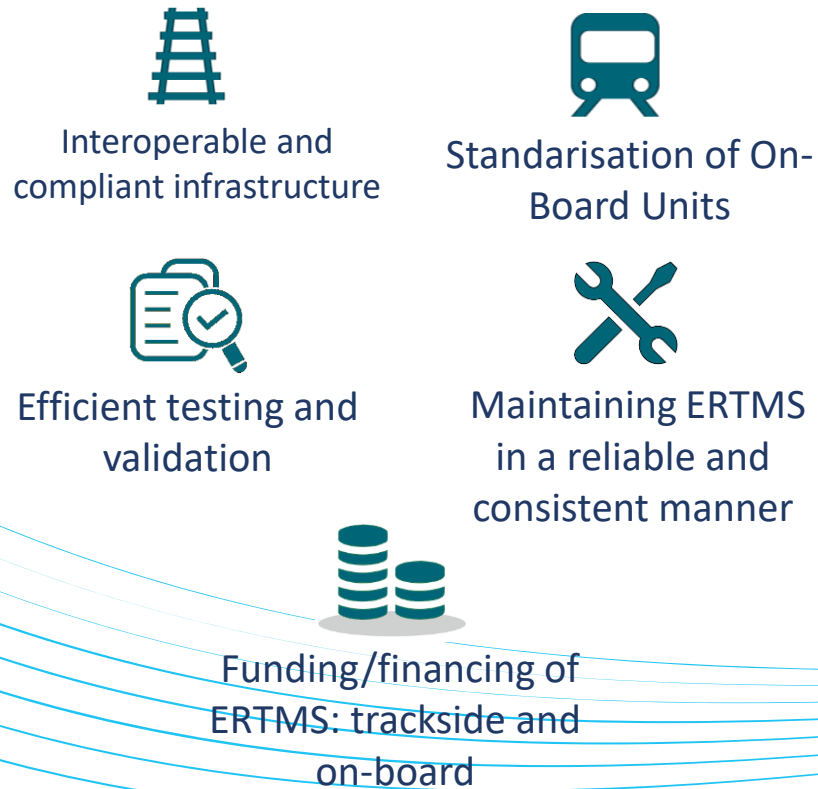
Overall IRR: 9,6%

..... But it is dependent on co-ordinated deployment

Deployment cumulative cashflow, all corridors



European Commission published ERTMS: The way ahead in 2017 to set out the steps, responsible parties and timelines to support the coordinated delivery of Baseline 3 ERTMS



ERTMS Stakeholders Platform monitors the progress of the different actions



Interoperable and compliant infrastructure

- Deployment: 5,733 km currently in operation
- Successful development of ERA role in trackside approval
 - Application guide published
 - Successful learning cases
- Good compliance of existing Baseline 2 networks with Baseline 3 OBUs





Standardisation of on-board units

- Reducing National Technical Rules
 - 14,000 national technical rules for vehicle authorisations have been reviewed. Only 1,000 are still valid under the Fourth Railway Package.
 - A list of National Technical Rules and status of categorisation is now available for most MSs
 - Ongoing engagement on existing rules
- Ongoing engagement with MSs on functional development of class b systems and provision of open market for STMs
- Greater standardisation of on-board interfaces for next CCS TSI revision



Efficient testing and validation

- Revision of CCS TSI to include ETCS system compatibility and Radio System Compatibility
 - provide harmonised processes for testing, definitions & responsibilities reduce effort and costs for the check of route compatibility
 - give opportunities for OBU suppliers to demonstrate the maturity of their products
- Successful development of ERA role in vehicle authorisation
 - Publication of complete process for authorisation, including the necessary test regime both in laboratories and with real configurations to determine on board products with equivalent behaviour
 - Monitoring and audits of Notified Bodies process definition has been completed. The adopted guidelines and work are being applied



Maintaining ERTMS in a reliable and consistent manner

- Ensuring on-board units are automatically updated for error corrections
 - Revision of CCS TSI to include basic design characteristics, and criteria for changes which do not automatically require an authorisation
 - This should allow in practice changes such as software based error corrections to be carried out without reauthorisation
 - First steps to a more adaptable on-board system
- UNIFE commitment to address project incompatibilities in transparent and responsive manner



Funding and financing of ERTMS

- Continued commitment at EU level to support ERTMS
 - Over EUR 1bn committed through current CEF programme
 - Continued support at the end of the period
 - EUR 100m CEF Blending Facility
 - EUR 50m CEF reflow call
 - CEF 2 envisages continued support
 - Clear from Corridor business case analysis and national implementations that retrofitting is a bottleneck and needs to continue be supported at EU and MS level
- But.....
 - Project implementation and CEF usage encountering delays and deployment challenges

New tasks

ERTMS Stakeholders coordination group includes in the agenda different aspects that are blocking actual ERTMS deployment which sometimes lead addition of new tasks to the ERTMS Action Plan

- Onboard retrofit and update plan
- Main guidelines of arbitration on solutions and the broader interoperability considerations

Outcomes

Not all the actions will result in specific outputs, but in the seed for future work to be undertaken

- tasks that feed works of the CCS System Framework
- On going monitoring activities
- Inclusion of compatibility assessments to the 'business as usual'