



ERTMS: EU and MS funding perspectives

Progress report

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@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE

Connecting Europe Facility since 2014 has provided substantial support for ERTMS deployment



- CEF contribution (TS/OB, 5 dedicated ERTMS Calls) €1.1B
- 48 actions currently ongoing/completed (TS/OB dedicated ERTMS Calls)
- Support at end of the current MFF:
 - EUR 100 m CEF blending facility (2019)
 - EUR 50 m CEF reflow call (2019)

Connecting Europe Facility since 2014: implementation challenges

Changing National Deployment Plans

Maturity of applications

Visibility of CEF Calls planning

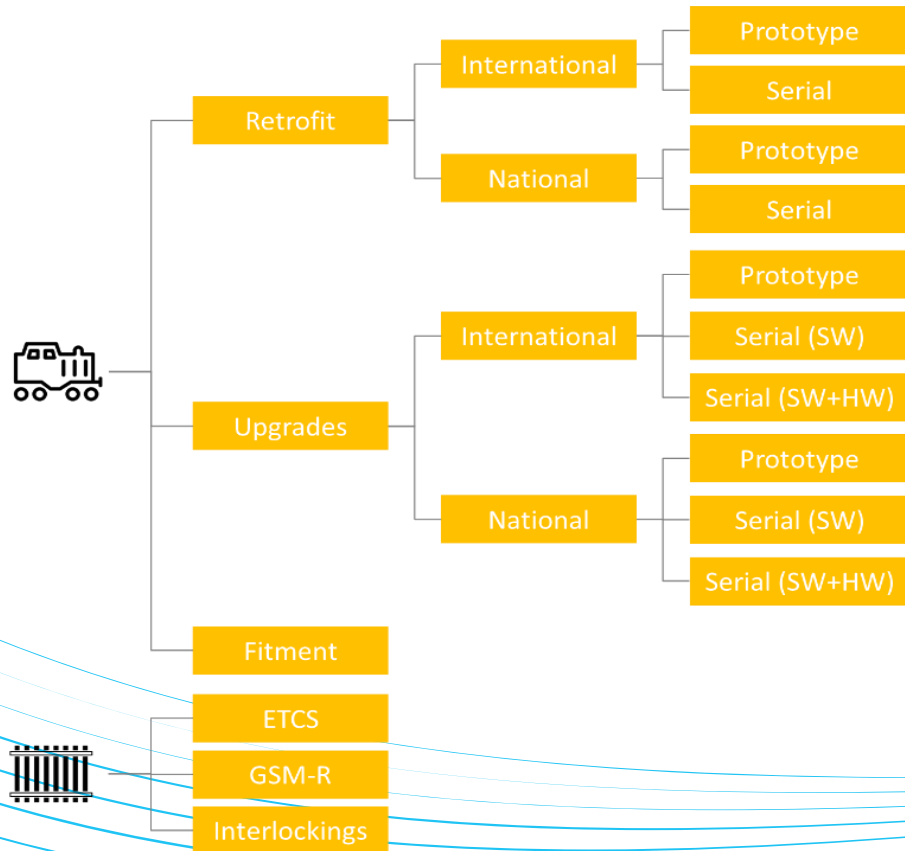
TS

- Simultaneous ongoing railway infrastructure development
- Availability of BL3 vehicles (for tests)
- Cross-border cooperation

OB

- Availability of BL3 products
- Capacity of suppliers
- High costs (prototypes)

Use of unit contribution to facilitate the process for stakeholders



- Benefits of unit contribution:
 - Less paper work; output based
 - You know in advance how much money you can get
- Unit contributions have been differentiated for:
 - On-board / track-side
 - Retrofit / upgrades / fitment (new)
 - International / national
 - Proto / serial
 - ETCS / GSM-R / interlockings

Connecting Europe Facility 2: Commission proposal

1. Development of the TEN-T network

General Envelope 60%

Cohesion Envelope 85%

- 85% - Core network
- 15% - Comprehensive network specific sections and ports

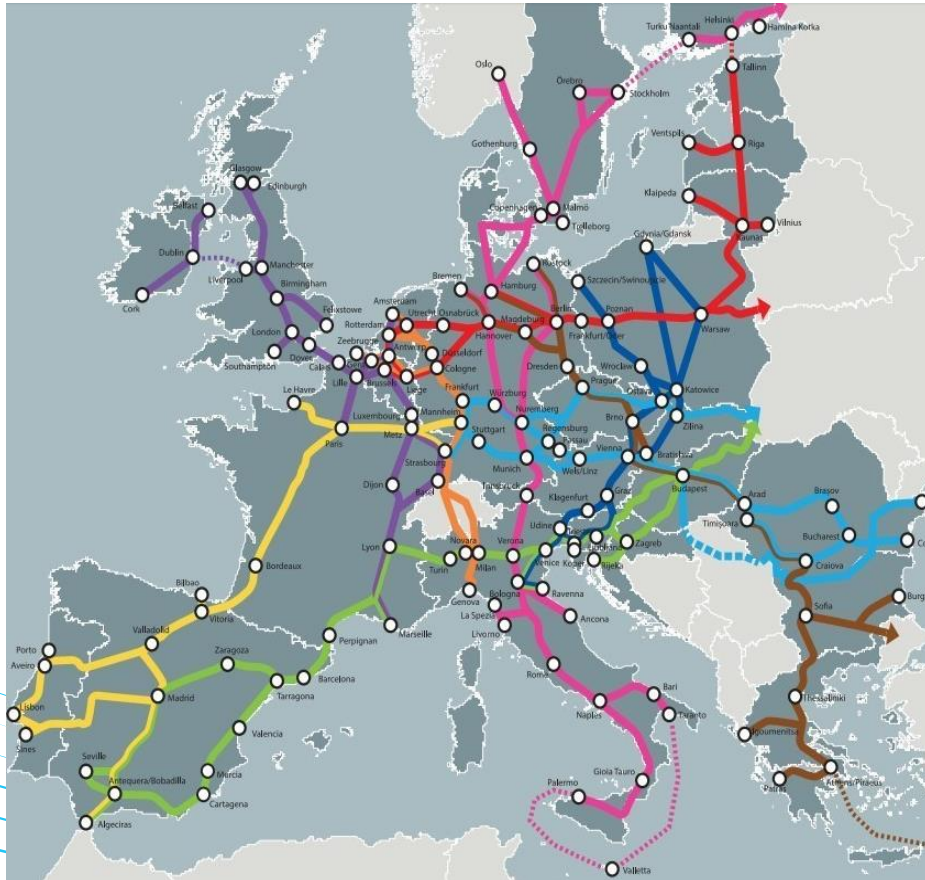
2. Modernisation of existing TEN-T network

General Envelope 40% (EUR 5.15 bn)

Cohesion Envelope 15% (EUR 1.7 bn)

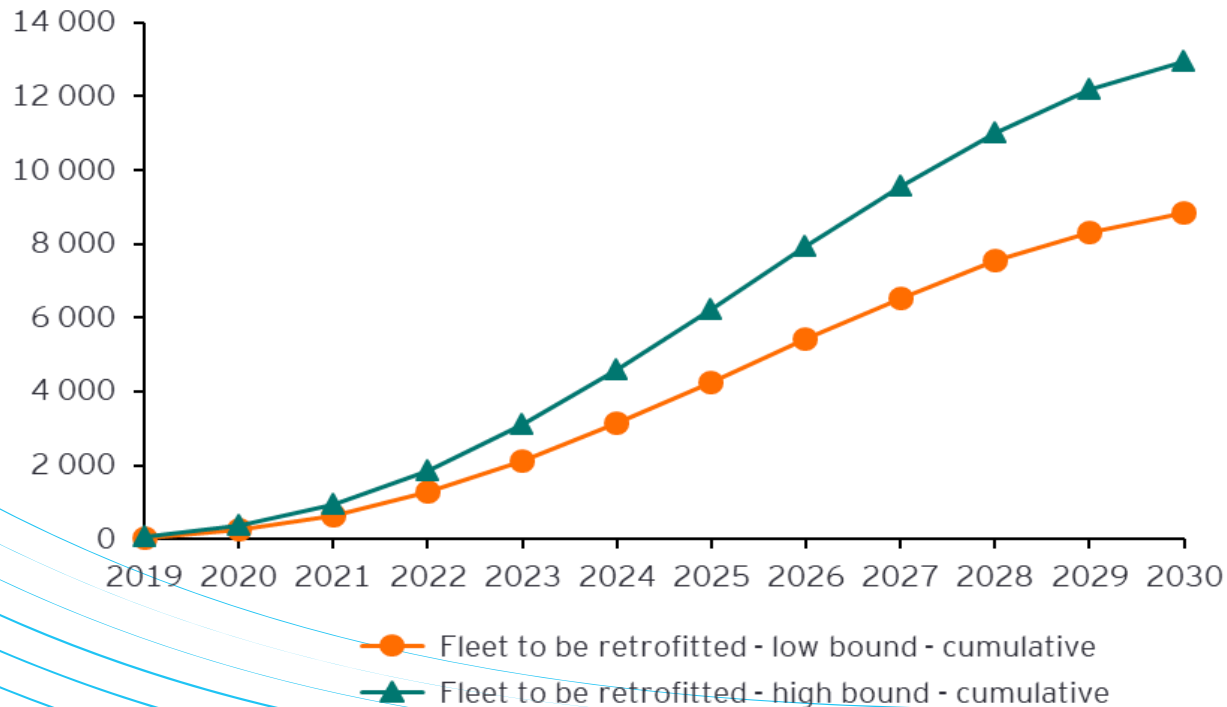
- Core and Comprehensive network: Smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure TEN-T: including ERTMS

Infrastructure funding



- Estimated requirement to 2030 for ERTMS deployment on Core Network: EUR 12-14 bn
- Future EU focus
 - Cross border
 - L2 implementation
 - Link to class b decommissioning

On-board funding



- Estimated requirement to 2030 for ERTMS retrofitting on-board: EUR 5 bn
- Need for coordinated deployment between trackside and on-board and between Member States
- Retrofitting and upgrading will continue to be a focus for EU funds
- MSs must also see retrofitting support as an important element in deployment planning

On board support: Fourth railway package

- No specific constraints for grants, loans and guarantees provided by Member States, regions, and local authorities
 - State Aid rules apply
- Infrastructure managers
 - Grants - as a pass through from Member States
 - Differentiated track access charges
 - A bonus is introduced for trains equipped with ETCS, financed by
 - A malus for trains not equipped, set at a level that does not increase the revenue of IMS
 - A grant from MSs to IMs
 - A loan taken by the IMs



Next steps

- Confirmation of CEF 2
- Guidance to be published on MS and IM support for retrofitting
 - State Aid
 - IM and MS support on basis of 4RP Market Directive