

#CCRCC2019 – The ERTMS conference

Session III: ERTMS regulatory and funding framework

Trackside approval and Vehicle Authorisation

Maria BUENO (TA)

Thierry BREYNE (VA)

Valenciennes, 16th October 2019

The Technical Pillar of the 4th Railway Package



Applications from 16th June 2019

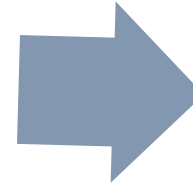
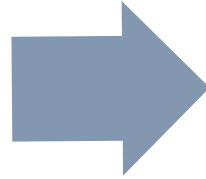
European authority

ERTMS



- ✓ Single Safety Certificates
- ✓ Vehicles Authorisations
- ✓ ERTMS trackside decisions for approval

ERA issues ERTMS trackside decisions for approval



Applicant submits request for approval for an ETCS, GSM-R or ERTMS trackside solution
Including requested documentation detailed in the guideline
Including evidences that issues are controlled and will be resolved

Agency issues a decision for approval

Within 1 month, the Agency informs about completeness

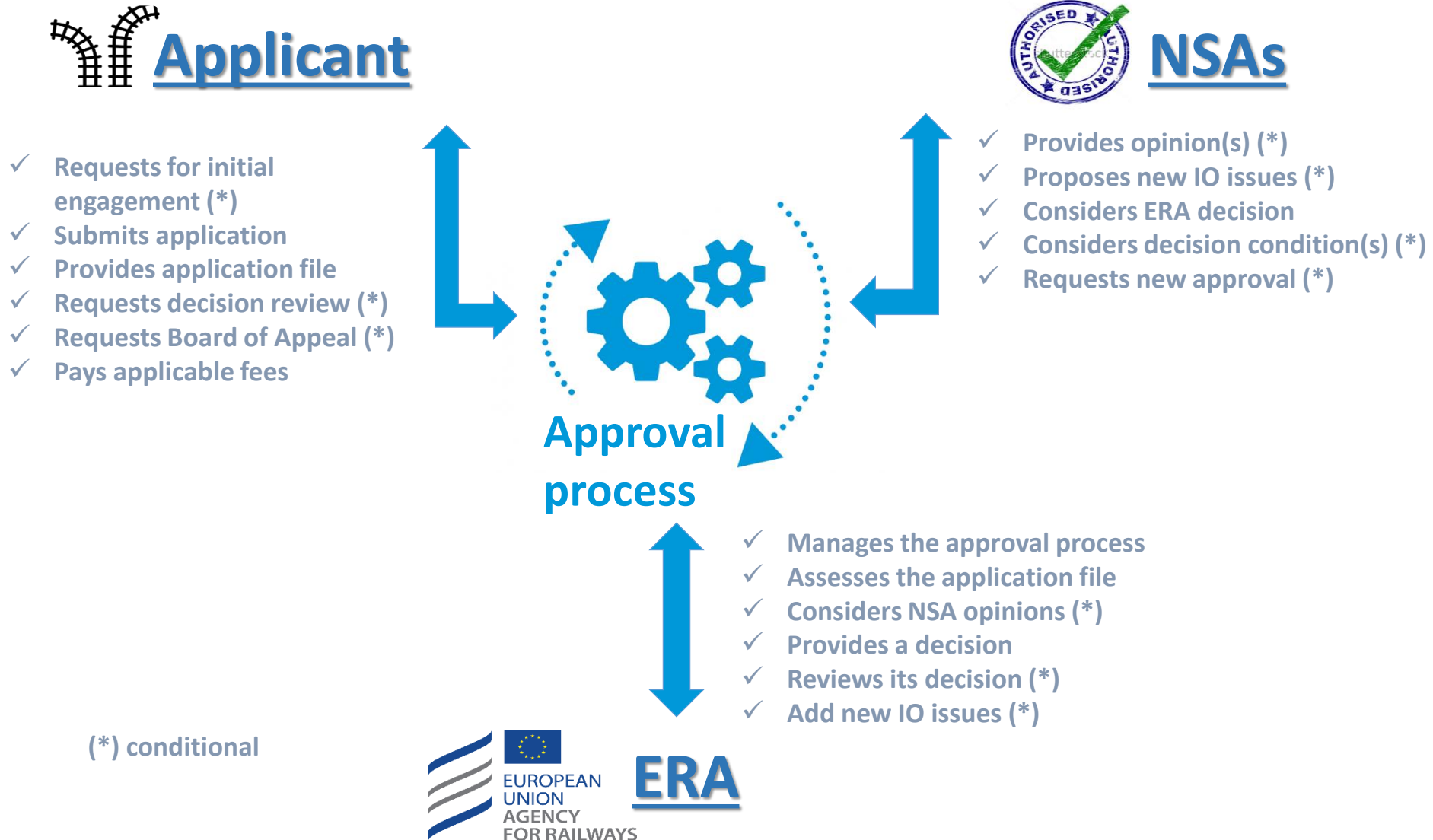
When complete, or after the agreed deadline, the Agency will start the decision stage. The deadline is based on availability of the technical solution

NSA authorises the fixed installations including the ERTMS trackside subsystem

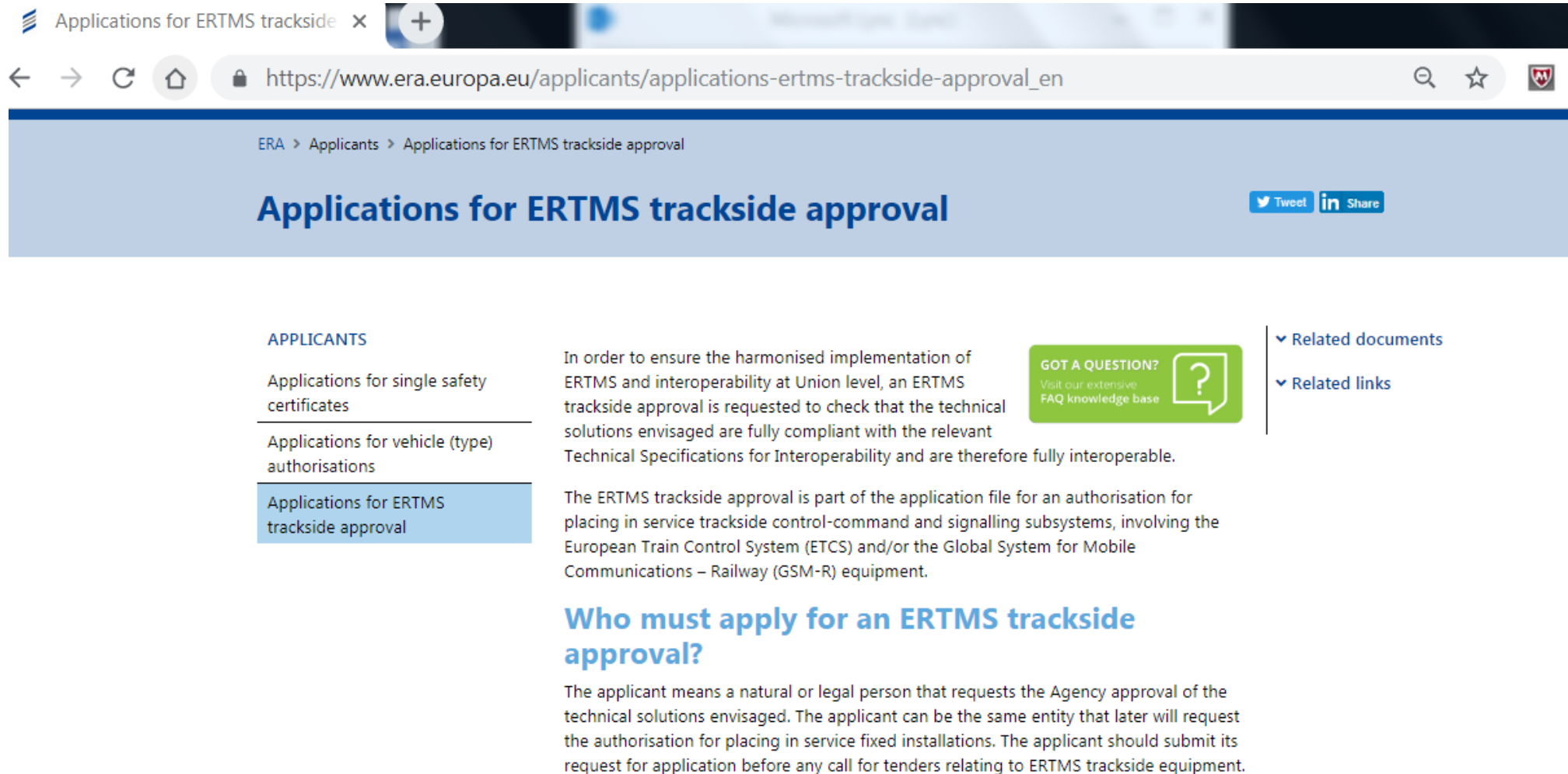
A positive decision for approval from the Agency is part of the application file for the authorisation of the National Safety Authority

Decision for ERTMS trackside approval
(Article 19, IOD (Directive (EU) 2016/797))

Entities for the approval process and main responsibilities



All relevant information is available in the Agency website



The screenshot shows a web browser window with the URL https://www.era.europa.eu/applicants/applications-ertms-trackside-approval_en. The page title is "Applications for ERTMS trackside approval". The breadcrumb trail is "ERA > Applicants > Applications for ERTMS trackside approval". The page content includes a sidebar with "APPLICANTS" and three links: "Applications for single safety certificates", "Applications for vehicle (type) authorisations", and "Applications for ERTMS trackside approval" (which is highlighted). The main content area has a heading "Applications for ERTMS trackside approval" with social media share buttons for Twitter and LinkedIn. Below this, there is a section "APPLICANTS" with a paragraph: "In order to ensure the harmonised implementation of ERTMS and interoperability at Union level, an ERTMS trackside approval is requested to check that the technical solutions envisaged are fully compliant with the relevant Technical Specifications for Interoperability and are therefore fully interoperable." To the right of this paragraph is a green box with the text "GOT A QUESTION? Visit our extensive FAQ knowledge base" and a question mark icon. Below the paragraph is another paragraph: "The ERTMS trackside approval is part of the application file for an authorisation for placing in service trackside control-command and signalling subsystems, involving the European Train Control System (ETCS) and/or the Global System for Mobile Communications – Railway (GSM-R) equipment." Below this is a section "Who must apply for an ERTMS trackside approval?" with a paragraph: "The applicant means a natural or legal person that requests the Agency approval of the technical solutions envisaged. The applicant can be the same entity that later will request the authorisation for placing in service fixed installations. The applicant should submit its request for application before any call for tenders relating to ERTMS trackside equipment." To the right of the main content area are two links: "Related documents" and "Related links".

ERA > Applicants > Applications for ERTMS trackside approval

Applications for ERTMS trackside approval

[Tweet](#) [Share](#)

APPLICANTS

- Applications for single safety certificates
- Applications for vehicle (type) authorisations
- Applications for ERTMS trackside approval**

In order to ensure the harmonised implementation of ERTMS and interoperability at Union level, an ERTMS trackside approval is requested to check that the technical solutions envisaged are fully compliant with the relevant Technical Specifications for Interoperability and are therefore fully interoperable.

GOT A QUESTION?
Visit our extensive FAQ knowledge base

The ERTMS trackside approval is part of the application file for an authorisation for placing in service trackside control-command and signalling subsystems, involving the European Train Control System (ETCS) and/or the Global System for Mobile Communications – Railway (GSM-R) equipment.

Who must apply for an ERTMS trackside approval?

The applicant means a natural or legal person that requests the Agency approval of the technical solutions envisaged. The applicant can be the same entity that later will request the authorisation for placing in service fixed installations. The applicant should submit its request for application before any call for tenders relating to ERTMS trackside equipment.

[Related documents](#)

[Related links](#)

If any additional question, please use the “contact us” in the Agency website, specifying that it is related to the trackside approval

Increase clarity on the envisaged technical solutions:

Functions declaration, *functions list*

Design description, engineering rules & operational scenarios

Interoperability:

Demonstration of control of identified interoperability risks, *Issues list*

Avoid repetition of errors, problems and interoperable deviations

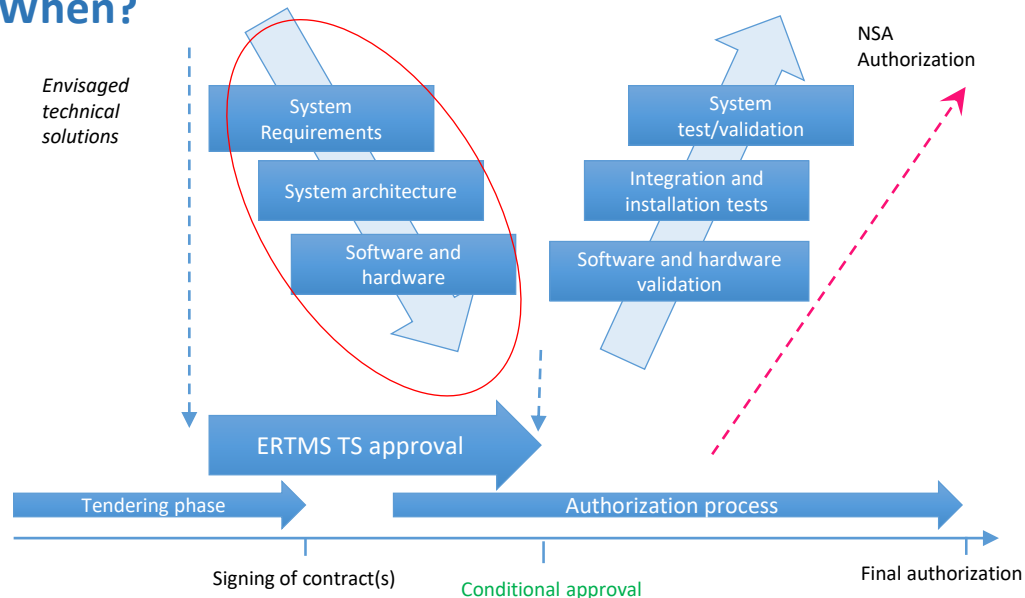
Avoid duplicity with the NoBo, focus on issues

Harmonisation:

Re-using of successful design does not require new assessments, *Re-approvals*



When?



ERA checks envisaged technical solutions!!

Reasonable deadline

Conclusions of cases for the approval, issues list



The issues list is introduced in the EC recommendation, and was very well received by the sector and NSAs

As result of the learning cases, the issues list is an excellent tool for the approval process



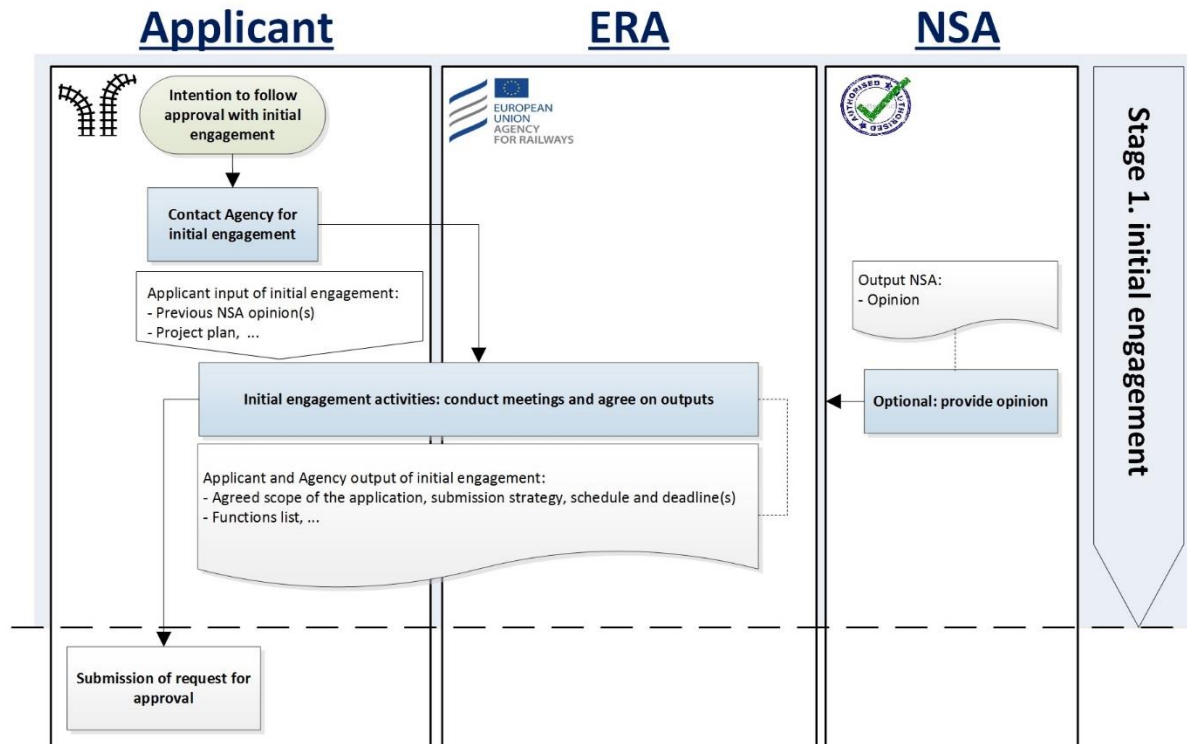
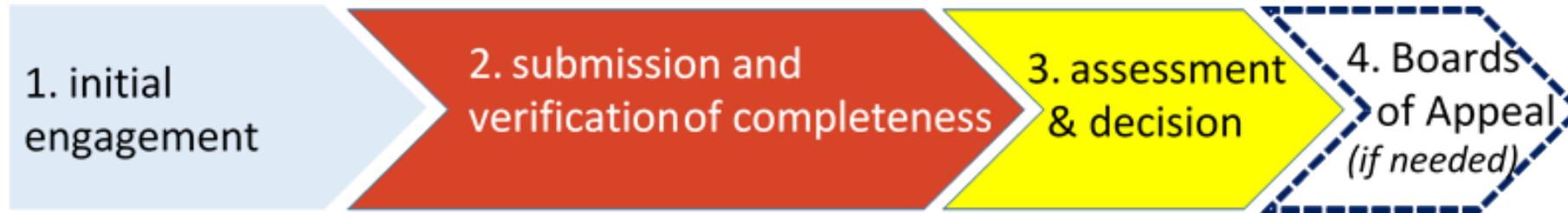
Learning cases 2017: NO, BE, ES , SE

Learning cases 2018: FR, IT

Learning cases 2019 until June: NL, FR

Learning cases 2019: DE, CZ ... (ongoing)

Approval stages, Initial engagement



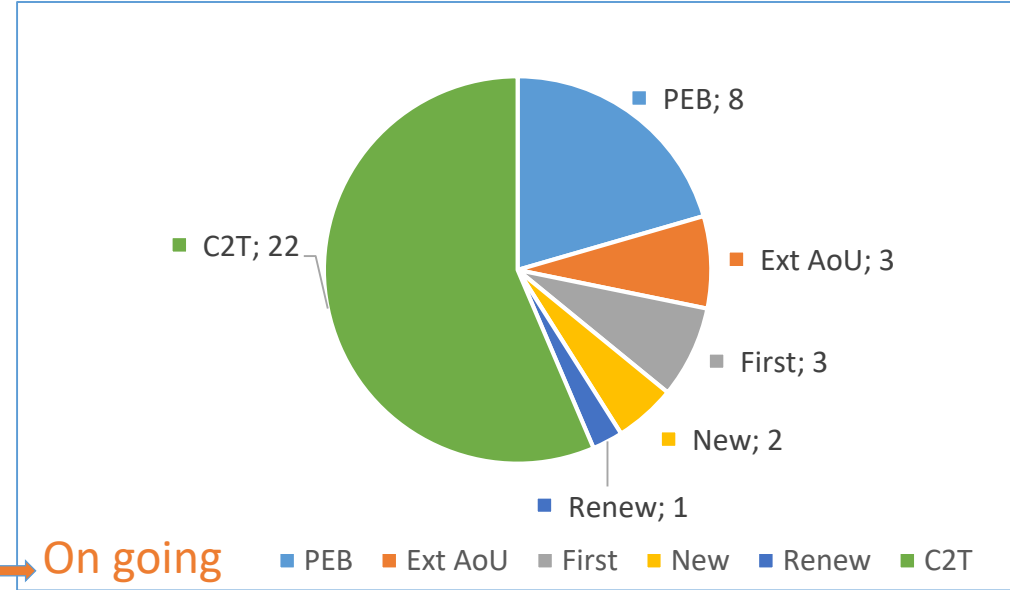
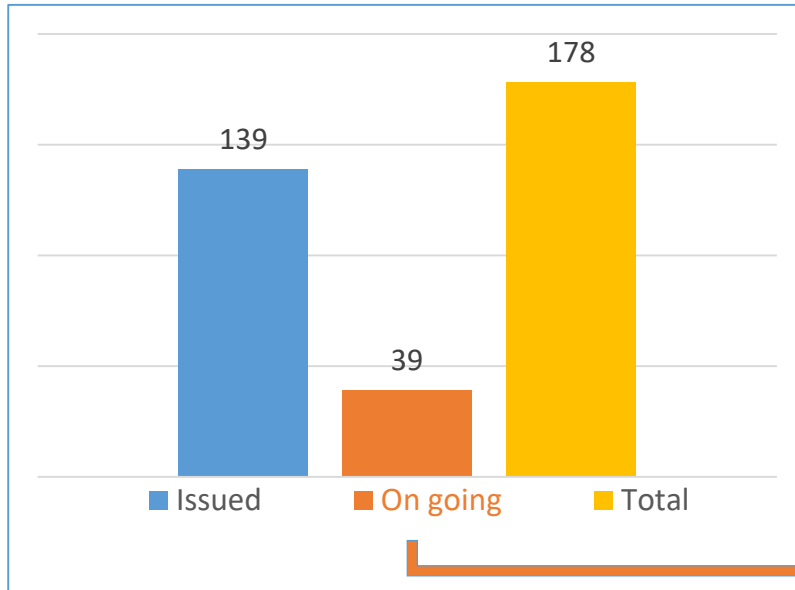
Submission strategy

Approval planning

Reasonable deadline



Updated 26/09/2019



ERA team working:	26 (PM, assessors, QA, PgMs and DMs)
AVERAGE (calendar days)	14,59
AVERAGE (hours)	13,28

- CCS TSI 2019
 - If not “advanced stage of development” → Derogation
 - Derogation to baseline 3 versus derogation to the TSI
- Notification of ESC/RSC by the end of the year



Making the railway system work better for society.

Follow us on  ERA_railways

Discover our job opportunities on era.europa.eu

