

ERTMS: IMs' contributions and proposals

CCRCC conference Session III: ERTMS, time to deploy

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I. The role of the IM in the 4th RP

The 4th Railway Package has foreseen the following contribution of IMs:





II. The contribution of IMs re ERTMS

The ERTMS Deployment Action Plan and (Technical) Opinion raises questions in 3 main areas for IMs:



III. The way forward – proposal of IMs

- CCS TSI Error Corrections (manufacturers should characterise their product and system implementations re the situation identified in each CR description)
- Baseline 3 compatible infrastructure (i.e. baseline 3 onboard units (OBUs*) can operate on infrastructure with ERTMS Action Plan and MoU calling for IMs to identify non-B3 compliant trackside installations and to develop corrective measures with the support of the EC and the Agency)
- Testing & Validation (i.e. these additional tests can mostly be done in the laboratories of the trackside supplier or of the infrastructure manager).

• IMs are willing to take on a leading role (although there is no legal basis for this)

Principles:

- If track side is not compliant with TSI CCS
 => correct the track side
- If onboard is not compliant with TSI CCS
 => correct the onboard
- IMs are willing to discuss intermediate solutions in case of non-compatibilities. This is not a commitment to implement mitigation measures in the track side.
- IMs are willing to make available laboratories for compatibility testing between onboard and specific track sides

- RUs shall allow the IM to talk directly to their OBU supplier.
- OBU suppliers to make available the onboard information to the IMs.
- Vehicle owners (RUs, others) to correct the OBUs if they are not compliant with the CCS TSI (an approach to adapt the infrastructure to adapt it to non CCS TSI compliant CCS TSI OBU will be too costly and set the wrong signal to the market)

Thank you very much for your attention