

CCRCC 2017

Rail Freight Corridor view

16 November 2017



CCRCC 2017 - Rail Freight Corridor view

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Role of the Rail Freight Corridors

Role of RFC

The RFC is a cooperation grouping of IMs/ABs around various stakeholders:

- Executive Board
- EC
- Management Board / IM
- RAG
- TAG, etc.

With the aim to develop rail freight on its lines, the main role of the RFC is to:

- be a dialog platform for all stakeholders
- Act as an alert maker & moderator for the issues raised by its stakeholders
- Act as a forum to address technical issues with impact on operations tackled by its stakeholders

In order to fulfil its role, RFC steers working groups with its stakeholders on various topics

- ERTMS
- Capacity
- Coordination of works and temporary capacity restrictions
- ...

RFC NSM & RALP - an ERTMS ambition

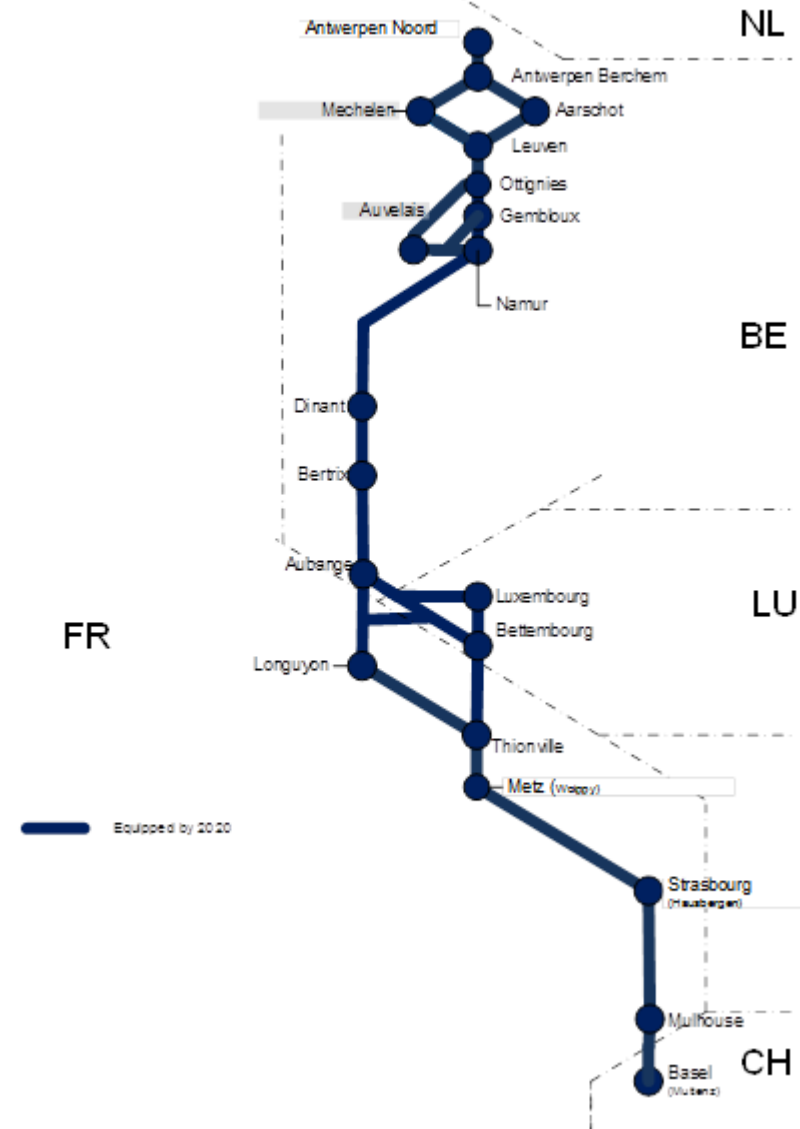
Antwerp –Basel : equipment planned end 2020

ERTMS is already implemented in BE, LU, CH and at the French Border points of the corridor.

With the commissioning of the:

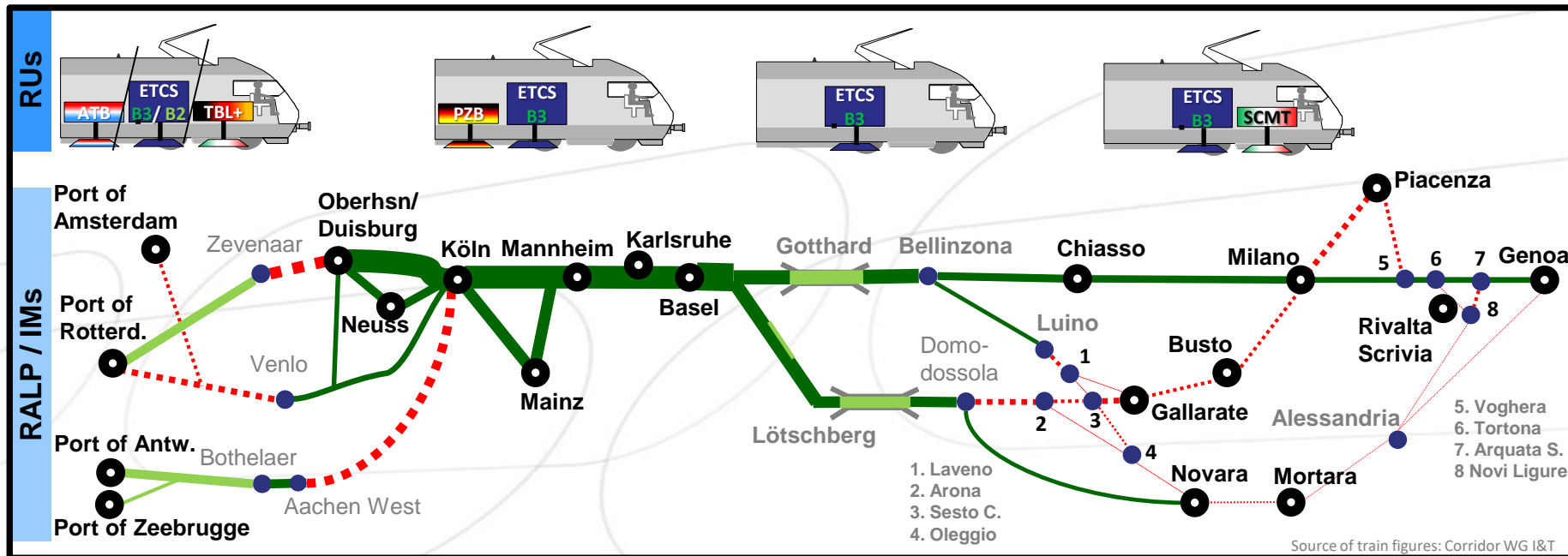
- **Bettembourg – Thionville – Uckange** border section
- and the **Mont Saint-Martin – Aubange – Rodange** triangle,

an important step in the deployment of ETCS on the **Antwerp – Basel** section of Rail Freight Corridor North Sea – Mediterranean is achieved.



RFC NSM & RALP - an ERTMS ambition

Illustration of the relevance of ETCS installations in 2022 for rail freight on the basis of train figures 2015 by RFC RALP



Map legend

- █ ETCS B2 install.
- █ ETCS B3 install.
- █ Class-B system
- Node /junction
- Freight Terminal

Train figures p/a

- █ > 50 – 60.000
- █ > 40 – 50.000
- █ > 30 – 40.000
- █ > 20 – 30.000
- █ > 15 – 20.000
- █ > 10 – 15.000
- █ > 5 – 10.000
- █ < 5.000

A Contribution of the RFC to the harmonisation of national rules

Contribution NSM to the TSI OPE Method

Starting Point

In each network (IM and RUs) there are operational rules in ETCS with:

- a common set of European rules (Operations TSI),
- complementary rules defined at national level ("ETCS non-harmonised rules" of Operations TSI),
- some specific design of ETCS which can impact ETCS rules

Method

- Start with the list of non-harmonised rules in the app A of the OPE TSI (see annex C of the app. A)
- Weigh the interest of harmonisation for each non harmonised rule and to do a selection
- Compare (gap analysis) the selected national rules
- Make a common synthesis, based on the national rules in BE, LU and FR
 - What is similar within the 3 IM's?
 - What is different ?

Deliverables

- *Operation Rules Gap Analysis and Proposal for Complementary Common Operation Principles → Sept 2016*
- *Intermediary report March 2015 : values to be used on the corridor for some train data (e.g. ETCS train categories) + analysis by the WG of the risk of data entry*
- *Common existing freight composition form (refer to « convention Fret » and the related Minutes of the WG) to be used, with an additional support document for the driver to compute the specific ETCS train data*
- *Interest for a numbering system for the fixed text messages to solve the problem of various translations. A recap of these various translations in the 3 networks has been produced by the WG.*

Compatibility OBU / Trackside

How to share the roles between ERA and IMs ?

RFC vision / understanding

- ❑ **ERA, as responsible for homologation of OBU** and approval of trackside, should be the relevant entity to determine possible incompatibilities and non-interoperability.
- ❑ **Incompatibility problems** between OBUs and trackside might come up during the testing phase (also with passenger traffic) **and need to be solved in the testing phase** between RUs, IMs, NSAs and the industry.
- ❑ If problems are reported by RUs, IMs or other stakeholders, the Management Board of **RFC's can inform the appropriate authorities.**



Safeguarding the massive investments in Baseline 2

RFC request that Baseline 2, and especially 2.3.0.d version, should be kept in the next TSI version, in order to **safeguard the investments made so far** and protect the early implementers.



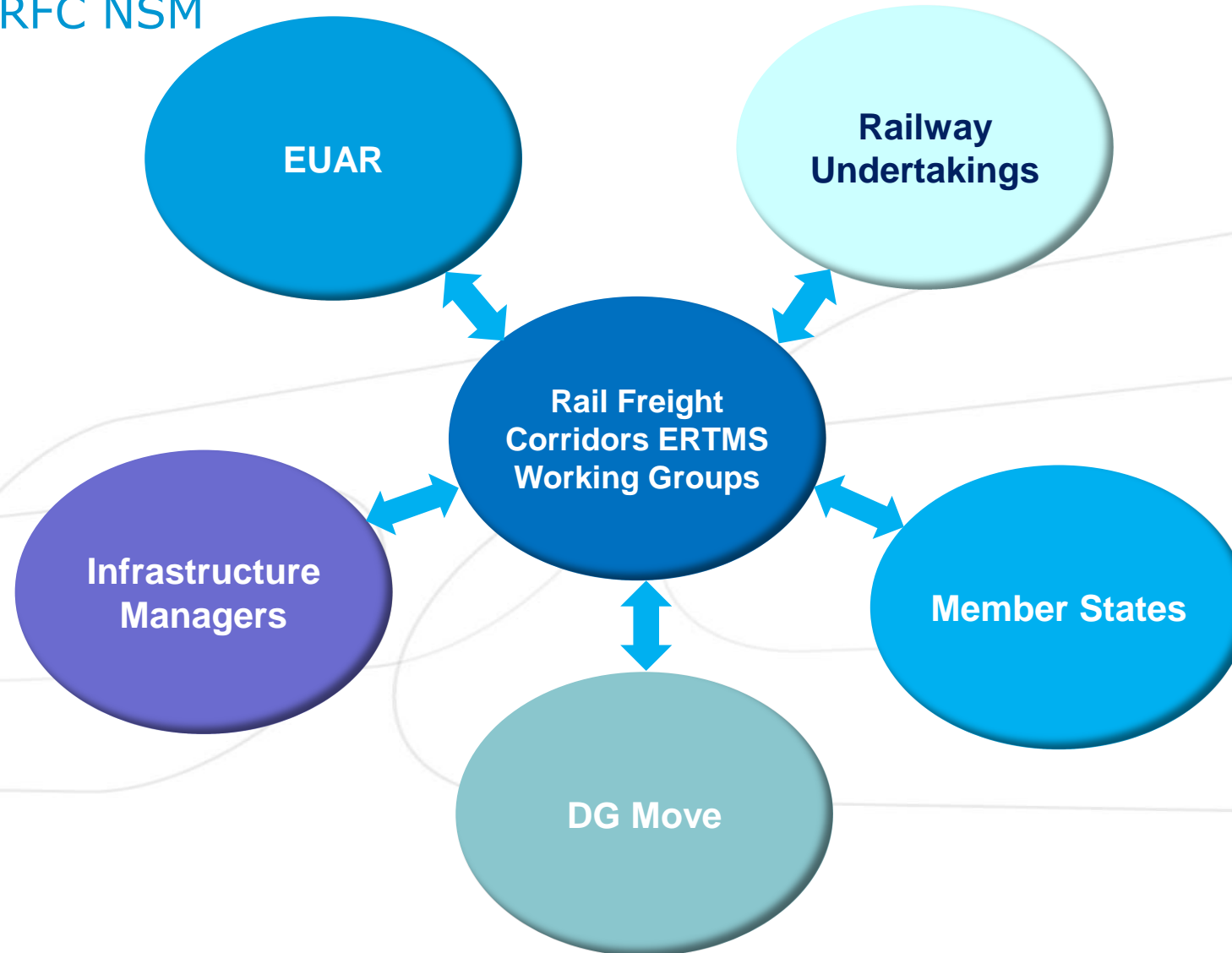
Deployment funding: which feasibility ?

Our vision / understanding

- ❑ Information on funding schemes can be given by MoTs and the EU in RAG meetings of the RFC's.
- ❑ The RFC's can promote such investments with support letters if there are requests from RUs for EU funding, as it was the case previously.
- ❑ In order to help to have a quick implementation, ERTMS subsidies should not be correlated to the decommissioning of class-B systems.



How can RFC contribute in the ERTMS future deployment? Example RFC NSM



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Thank you!

