

Session II: System authority for ERTMS 4RP Trackside approval

Maria BUENO

Valenciennes, 15th November 2017



ERTMS trackside approval



Applicant submits request for approval for an ERTMS trackside project

Including requested documentation

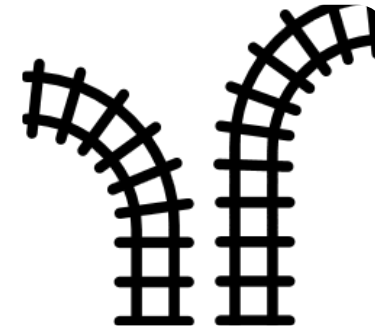
Including evidences that issues are controlled and will be resolved



Agency issues a decision on approval

Within 1 month it will inform applicant of completeness

When complete, or at the agreed deadline, the Agency will make decision



NSA authorizes the fixed installations including the ERTMS trackside subsystem

Approval is a precondition for the authorization by the National Safety Authority

Two articles define the main legal basis: Agency Regulation Article 22, and Interoperability Directive Article 19.

The Agency developed more detailed requirements and workflow for the decision making process, and consulted the Sector and the NSA:

two workshops (22nd November 2016 and 22nd February 2017)

Resulting in improved proposal:

- draft **Commission Recommendation** –cleared also with the Legal Service of Commission and DG MOVE
- and draft **Practical Arrangements**

In April we started to test the new process with the help of the partners in the Learning Cases

Objective is to have the Commission Recommendation adopted in RISC in January 2018

- The applicant shall provide the description of the technical envisaged solution and evidences of the compliance with the CCS TSI

Documentation describing the technical solution envisaged (related to ERTMS)

- Project description**, including the tangible details of the line, group of lines, or network that are covered by the project or combination of projects: geographical location, number of kilometers in single and double track, ERTMS level, baseline and version, interoperability constituents and stations;
- Evidence that the tender or contract or both **includes the relevant** CCS TSI, the baseline and the version;
- Project plan** indicating deliverables, milestones and deadlines;
- List of ERTMS functions** to implement;
- Engineering rules and operational tests scenarios**, as referred to in Article 5 and point 6.1.2.3 of the Annex to Regulation (EU) 2016/919;
- Test strategy and test plans**;
- National rules** related to ERTMS that are applicable to the project;
- Information of the **vehicles intended to operate** on the relevant network;
- In case the applicant requests not to apply one or more TSIs or parts of them, document provided by the Member State or by the Commission granting the **derogation**, according to Article 7 of Directive (EU) 2016/797;



Document d) will include the list of all the ERTMS functions chosen to be implemented in the trackside

- The applicant shall provide the description of the technical envisaged solution and evidences of the compliance with the CCS TSI

Documentation or documentary evidence of the compliance of the envisaged technical solution with the relevant control-command and signaling TSI

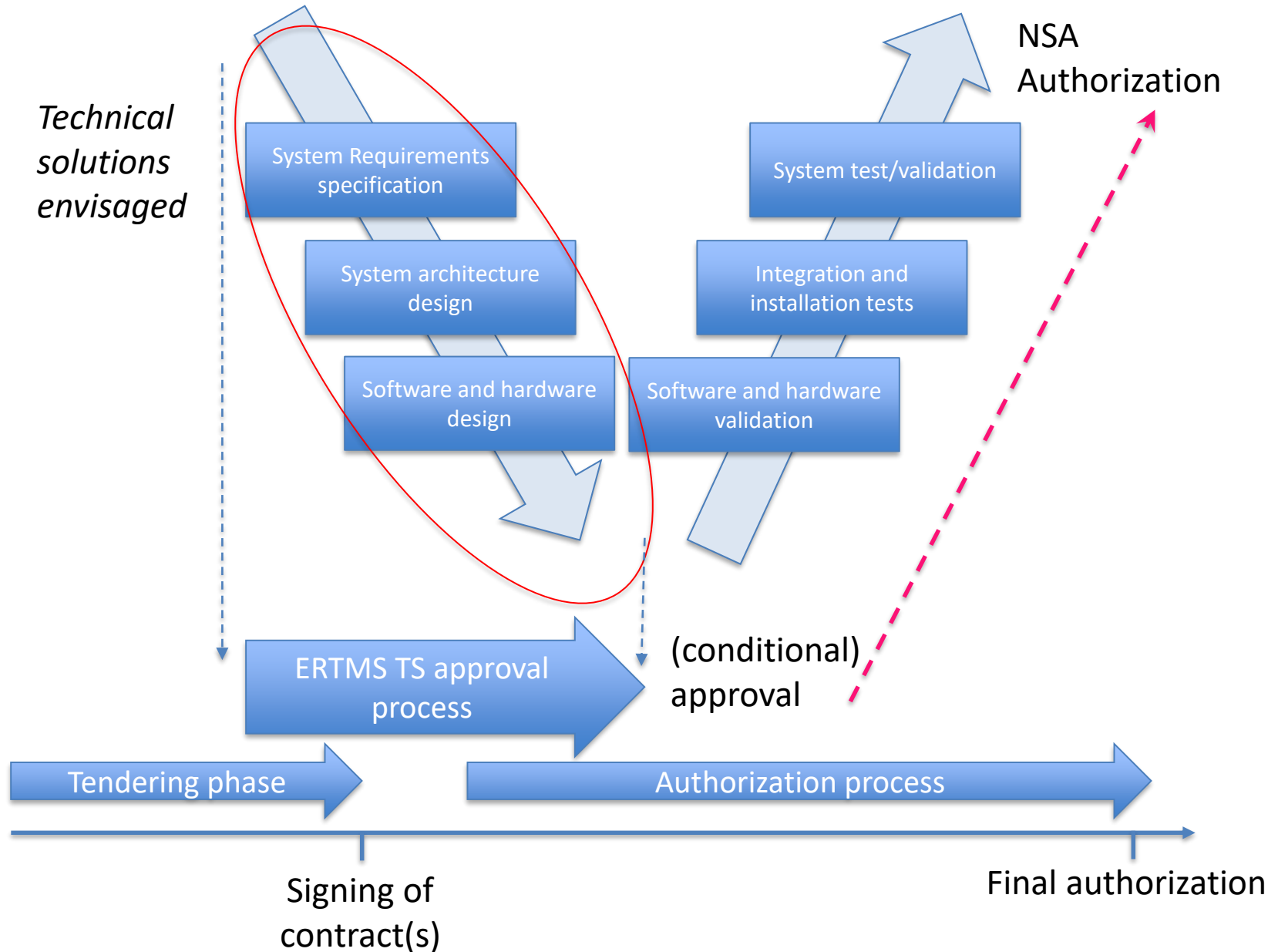
- j) If available, **EC Certificates of conformity of the interoperability constituents¹⁾** and EC declaration of conformity of the interoperability constituents, including the Agency template for certification and deviations defined in the Agency guideline;
- k) If available, **Certificates of verification of the subsystem**, and, if applicable, intermediate statements of verification of design and EC declaration of verification of the subsystem, including the template for certification and deviations defined in the relevant Agency guideline;
- l) Demonstration of addressing the risks to interoperability of each issue of the **issue log**



Issues are items with a potential to harm interoperability or to necessitate a re-engineering. The Agency will build and keep updated a standard issue log with issues coming from real experiences from previous ERTMS projects

1) The ERTMS trackside equipment also covers GSM-R. For GSM-R only projects, the Certificate of conformity of the Interoperable Constituent is not applicable for trackside.

Approval process within a project lifecycle



- The Agency have three memorandum of understanding with IMs or NSAs or both from Sweden, Norway and Spain
- Belgium is also cooperating with the Agency in providing relevant information



There will be an agreed report at the end of the year

Until now, from the Agency point of view, the learning cases demonstrate that the approval proposal fits with the main aim of checking interoperability of the trackside technical solutions

The Agency wants to develop and test a detailed process:

- to be transparent with the future applicants and give certainty about timing, requirements, criteria to be used
- to validate the process that is not something already in existence like the Vehicle Authorisation.

The Technical Pillar of the 4th Railway Package



Approval:
June 2019

What are the coming projects that will require an approval, and when?



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