



ERTMS on its way towards the standard implementation along European corridors

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ERTMS is not just another CCS but a European railway program which must succeed

Key results in the last 2 years. However none of the risk are yet fully mitigated.

The convergence still require too much time and expertise. Risk and cost are high.

While breakthrough action need to be completed new action are emerging

The vote of last specification is promising but are compatibility risk under control ?

25 years elapsed and we have not achieved the principle target yet: interoperability!



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1989 1993 1999 2008 2012 2014

Project launched

First constituents

First demonstrators

First complete specification

Binding European ERTMS deployment plan

Today

- Mutually incompatible solution deployed along corridors.
- Certification processes, operational rules, testing (fields and lab) and cross acceptance still to be harmonized.
- With number of change requests neither scheduled nor solved, ERTMS stability and compatibility is still at risk.



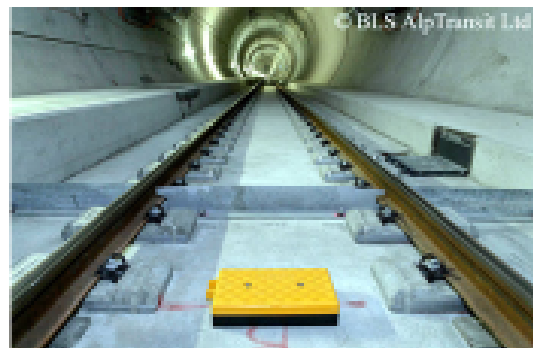
- Is this where we wished to be?
- Is there still a chance to achieve the original goals?

The priority does not change: track side compliance with standard onboard

Top urgency: THE SAME AS PRESENTED in 2012 !!!
 trackside installation using stable specification



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- Only correctly installed continuous trackside ERTMS coverage along the principal European lines will create necessary incentives for train operating companies to invest in onboard ERTMS equipment (what would be a waste of money otherwise)
- All trackside installation must be either baseline 2.3.0d or baseline 3 compliant
- The baseline 3 certified onboard must be made compatible with certified trackside without any further necessary enhancements/tests/authorisation

Task for the European Commission,
 for ERA and the supply industry



The MoU agreed in 2012 and breakthrough program launched in 2014 need to be fulfilled

Is there a future for ERTMS?
(The same question as in 2012)


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If:

- ✓ Necessary measures are taken to **avoid any national incompatibilities:**
 - No specific national solutions
 - Streamlining of authorisation procedures (ERA taking over the responsibility for trackside installations)
- ✓ A programme & CCM management is in place to give a long term view on the successive version of the specification and ensure the backward compatibility between the baselines and forward compatibility within the baselines.
- ✓ Final ERTMS **product costs become competitive** through the entire life cycle (equipment costs, reliability, maintenance...)

Let's always have in mind the principle railway challenge:
competitiveness in terms of quality, service and price vis-à-vis the other modes!

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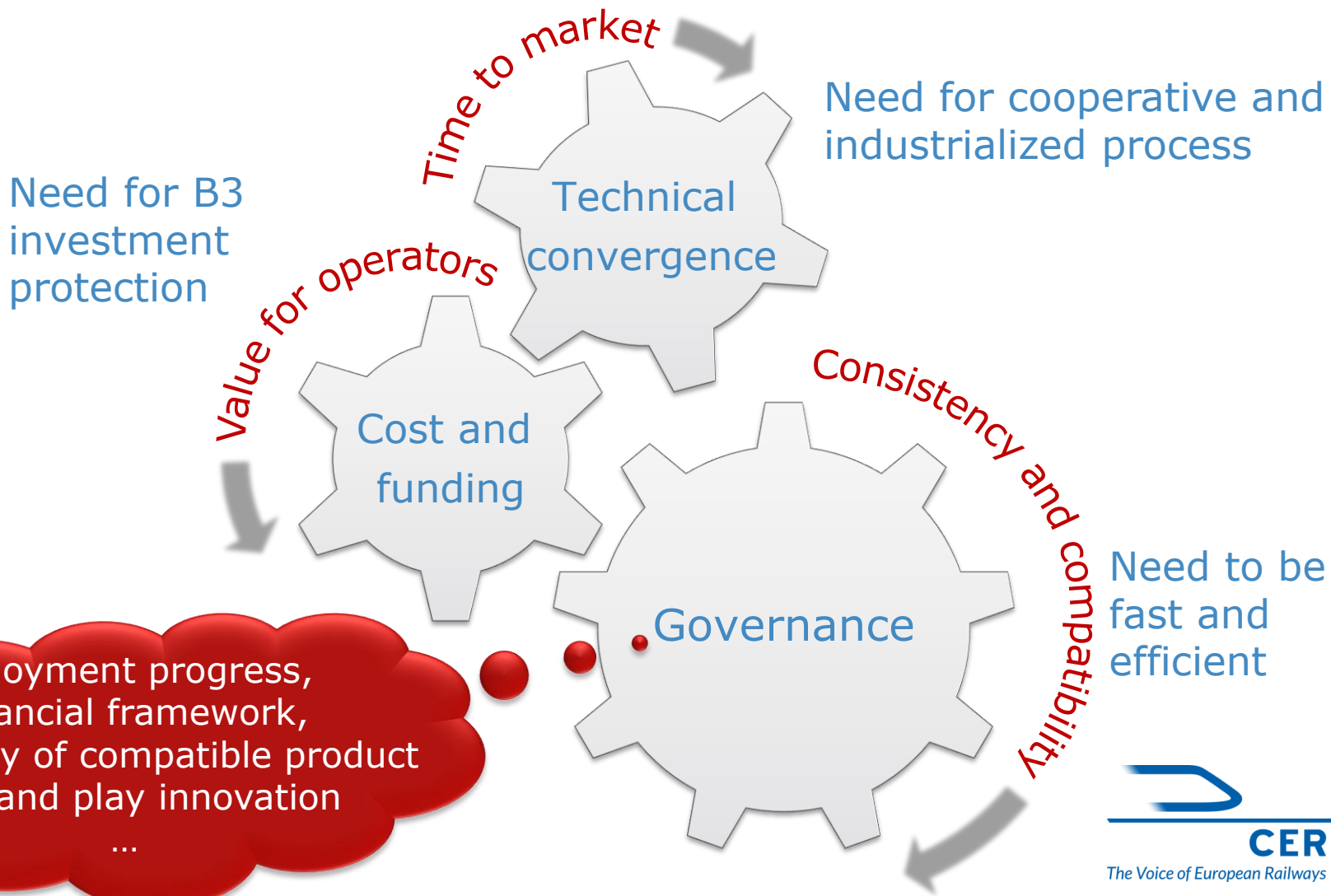
Key results have been achieved for the users

- A **compatible B3 release 2** is voted by MS
- Principles for **stability and evolution** of the system are agreed
- ERA stakeholder platform** is settled to steer ERTMS development
- A way forward and principles are set to **mitigate GSMR interference**
- Shift²rail** starts and should boost research
- 4th railway package** could support fast authorization.
- Updated deployment plan
- Funding strategy to support migration
- Sufficient industrial, testing and expert capacity
- Common approach to safe integration board/track
- Bearer independence radio
- Extended use of formal method
- ...



Road is now also progressing.
Is rail fast enough with ERTMS ?

ERTMS is not just another CCS but an EU program that needs coordination, commitment and clear funding program



For further information:

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