

1 November 2013

## POSITION PAPER

### Today's ERTMS development & problematic

- **The context**
  - The EU transport policy foresees liberalized and competitive railways service
  - First the freight market was opened and the market opportunities appear everywhere (in maritime and inland ports, between cities, industrial zones and sites, through intermodal hubs)
  - This “everywhere” market requests “going everywhere” traction – engines > fully interoperables.
  - The EU interoperability target is based on the ERTMS at the White Paper horizons of 2030 and 2050 which means ERTMS additional on-board component in addition to national STMs during still several years (> an additional extra-cost).
  - ERFA has always been supportive of ERTMS deployment considering it as a key success factor for achieving a single unified railway area.
  - But today's ERTMS deployment is eclectic and made of segments not connected to each other and leading to an un-harmonized/ incoherent interoperability.
  - The manufacturing's industry is facing difficulty to answer quickly and coherently and to offer competitive, tested, certified and operational turn-key on-board systems because of lack of European coordination.
  
- **The problems**
  - Is the on-board baseline 3 component stabilized, is it the last one? When will it be “standardized” available?
  - Is the backwards compatibility really assured?
  - What level of cost, have we to face by retrofitting existing equipped locomotives?
  - Who will pay for? ...
  - How to manage in a non-discriminatory way the subsidies which will be available for on-board equipment via the “Connecting Europe Facility (CEF)” (by national syndication of all traction-engines, case by case (on RU level), through multi-annual envelop, ...)

- How and when will we get additional support of European Investment Bank (EIB) in addition of CEF?
- The on-board part representing only max. 15% of the total ERTMS cost for a network and their equipped and certified RUs, why not foresee the funding or financing by the IM (supplying the mobile module to run on its network)?
- .....

- **ERFA's actions and requests**

- ERFA has been always supportive of ERTMS and was signing the baseline 3 MOU in Copenhagen in April 2012.
- But ERFA was amongst the very first to warn the European railway community that the deployment was at risk by lack of coordination: our first and complaining letter to VP Kallas (in January 2012)
- It is why ERFA fully supported ERA as **THE** ERTMS System Authority but with sufficient dedicated, skilled staff leading and controlling the supply manufacturing industry
- ERFA launched the concept of an easy and substantial on-board financing (through CEF and EIB) for RUs as the introduction and support of the toll bridge model financing as test case for a country-level syndication (with the Swedish case as start-up)
- ERFA urges the Commission to develop a synthetic 3D European ERTMS diagnosis matrix being updated in real time
  - To localize ERTMS equipped lines within the core and comprehensive networks
  - To identify technical characteristic and versions in order to tackle eventual incompatibility problems
  - Cross checking the planning of investment and the funding availability.

This will guarantee a pan European ERTMS coherent system.

- ERFA requests coordinated planning between IMs and RUs of withdrawal national safety/signaling ground system and replacing it by ERTMS to allow RUs manage on time their on-board equipping