

PRIME Meeting no 7
19th of November 2015, Brussels
Annex 8b
Update from ERA
- For Discussion and Decision -

1. ERA as System Authority for ERTMS

Introduction

ERTMS as a single European Control/Command and Signalling system that is fully interoperable across borders, that can be sourced from a broad supply base, and whose evolution is based on compatibility requires the cooperation between Member States, Infrastructure Managers, operators, and suppliers. A collective problem cannot be resolved bilaterally in individual projects – a strong coordination is necessary in order to ensure consensus and mutual benefit.

The European Railway Agency (ERA) has already been given the mandate to act as ERTMS System Authority, for the specifications, to ensure the maintenance of the two ETCS Baselines legally in force to day, and to pilot their evolution based on the principles of compatibility and protection of investments. The Agency maintains the harmonized specifications for the single European Control Command and Communication System in cooperation with the stakeholders, with a transparent, accountable process, with fact-based decision-making.

The Agency has maintained the stable functionality of ETCS Baseline 2, the 2.3.0d version, since 2008. Trains equipped with the Baseline 3 legally in force today (MR1) are able to operate on Baseline 2 lines.

With the 4th Railway Package, the ERA mandate will be extended to include ERTMS on-board subsystems in the authorisation process for vehicles, and the review of tender specifications for ERTMS infrastructure projects.

A reinforced cooperation with ERTMS Stakeholders

The Commission and the Agency have now proposed to establish a dedicated ERTMS Development Board to unify all aspects related to specification, development, testing and authorisation of ERTMS products.

This forum is intended to become the strong coordination body needed in order to allow for efficient and commercially viable deployment of ERTMS towards the objective of creating a Single European Railway Area.

The purpose of the ERTMS Development Board is to facilitate, with the involvement of decision makers from the whole European railway sector, a fully synchronized approach to the development of ERTMS, in order to ensure an economically beneficial ERTMS setting across Europe.

They will cover all aspects of ERTMS products, which are necessary to ensure full compatibility and interoperability in Europe: the ERTMS specifications (including the alignment of the response to specification errors, product errors and a harmonized approach on engineering rules), test and verification of ERTMS products, and authorization.

Key role of PRIME members

Key success factors are the commitment to protect investments in existing Baseline 2 trackside implementations, the timely availability of Baseline 3 on-board systems able to operate on the growing number of ETCS lines without restrictions, and a pragmatic approach to handle the interaction with legacy “Class B” systems.

The objective is to combine the different legitimate interests at national and individual stakeholder level into a comprehensive EU-wide approach, and to ensure its implementation.

The success of this initiative relies on the commitment and competence of individuals nominated to represent the stakeholders’ interests at the two-tier level:

- **The “Board”:** *CEO/High level members of the Stakeholders, with direct responsibility for ERTMS, meeting twice a year to decide the annual work program of the Platform and review progress, and publish annually the “State of ERTMS”.*
- **The working group level:** *whenever the Board identifies the need, it can allocate tasks to specific working groups: they can be created “ad-hoc” or they can be already established.*

The overall principle is to streamline the overall organization, with no duplication of working groups or activities. Whenever possible the Platform will allocate tasks to existing working groups instead of creating new ones.

2. National Rules Strategy

Introduction

2015 is a very significant year for the Single European Railway Area. With the entering into force in January of the Scope Extended TSIS we have for the first time a single full set of rules, TSIs, to be applied for the authorisation of new vehicles and fixed equipment and their maintenance and operation.

This means that the Member States must remove the majority of national technical and safety rules applying to new vehicles and network projects. Remaining national rules should relate only to open points in EU regulation and legacy systems.

Although TSI scope extension has been long in planning and rules “cleaning up” is therefore no surprise, there is a lot of work to be done and no Member State has met the deadline of 30th June 2015 for “cleaning up” their rules to reflect TSI scope extension. Most have, however, started and many are making good progress.

Target for full completion is end-2016. A clean set of rules is an essential prerequisite for proper implementation of the 4th RP (especially for vehicle and ERTMS authorisation).

What is the Agency doing?

We have produced a rules strategy (in draft for discussion with the EC) containing a set of concrete actions to assist the MS.

- *Working with each Member State to publish a structured plan to clean up their rules in 4 stages*
 - *Make the rules transparent*
 - *Remove the redundant rules*
 - *Clean up the remaining rules*
 - *Formally notify the remaining rules for acceptance by the Commission*
- *We will support the MS with bilateral meetings, guidelines on which parameters where there is room for national rules , bulk upload of notifications*
- *We will monitor and publish, by means of maps and tables, progress at each RISC meeting*
- *The Sector has been asked for their “Top 10” barriers and their cost to business. We, together with the Commission, will place particular emphasis on following up the removal of these barriers*
- *We have introduced on the ERA website a reporting and tracking system for “questionable” rules. Each of which will be followed up with the NSA, MS and where necessary with the Commission for formal action*

Key role of PRIME members

- *In some Member States IMs still create and enforce their own set of technical rules within “access conditions”. These must be removed or, where relating to open points or legacy systems, be handed over to Member States to validate, publish, clean up, notify and enforce as national rules.*
- *Today - 15 years after the first conventional interoperability directive - NSAs report that many IMs projects often fail to comply with TSIs and national rules. Some are even unaware of the existence and content of TSIs. IMs must make sure their staff managing network projects are fully aware of TSIs and national rules and cease the practice creating their own set of rules exported to vehicles (e.g. platform heights, ERTMS on board-add-ons) for each new project/route and or the practice of expecting and demanding last minute derogations.*
- *Some IMS still operate a form of authorisation/approval process parallel to that carried out by the NSA and in contradiction with the EU framework. This must cease.*
- *The most expensive barriers relate to diversity between networks. Many national rules exist because legacy systems exist. IMs need to work with Member States to remove legacy systems.*

Proposals for decision

The Agency proposes, from the start of the project, in light of the short deadline end-2016 and the importance of the project, to **provide a regular progress monitoring (as in RISC) to PRIME members in the upcoming PRIME meetings to identify potentially required IM action** and to support the achievement of the project objective.