

THE ERTMS MEMORANDUM OF UNDERSTANDING A CROSS-SECTOR AGREEMENT TO ENSURE ERTMS' SUCCESS

On 27th April 2012, the European Commission and the representatives of the European Railway sector signed a new Memorandum of Understanding (MoU) concerning the strengthening of cooperation for speeding up the deployment of ERTMS. This document now forms the basis of the long term commitment of all stakeholders - the rail industry, infrastructure managers, railway undertakings and EU institutions - to deploy ERTMS along the European railway network.



Why is such an agreement needed?

Three successive dedicated Memorandums of Understanding have been signed in 2005, 2008 & 2012. The primary intention behind these cross-sector agreements is the acknowledgement that the cooperation of all involved parties is secured to ensure ERTMS' success.

For instance, the development of the ERTMS specifications rests with the European Railway Agency, but the drafting is done in close cooperation with both European Railways (gathered in the ERTMS users' group) and the rail industry represented by UNIFE (under the umbrella of its associated member UNISIG). Similarly, it is essential for the stakeholders to agree on the content and timing of ERTMS development, for instance on the updating of the specifications, the addition of new functionalities or the content of policy measures to boost its deployment.

The ERTMS Memorandum of Understanding therefore serves as a reference document for all stakeholders involved on ERTMS.

Who are the signatories?

The 27th April 2012 ERTMS Memorandum of Understanding has been signed by the following stakeholders:

- The European Commission
- ERA, European Railway Agency
- UNIFE, the European Rail Industry
- CER, the Community of European Railways
- UIC, the International Union of railways ;
- EIM, the European Rail Infrastructure Managers
- ERFA, the European Rail Freight Association
- GSM-R group, representing the GSM-R industry

What does the Memorandum of Understanding contain?

This last Memorandum of Understanding contains a number of provisions, designed to deepen the cooperation between the parties in order to promote further the swift and coordinated deployment of ERTMS in Europe:

- Supporting the recommendation by ERA to include Baseline 3 SRS in the TSI, and the launch of Baseline 3 implementation projects, the agreement also recognises that version 2.3.0d shall remain in force in the future, protecting investments made and interoperability in countries that have chosen Baseline 2 as a reference.
- A major objective is to maintain ERTMS Specifications (Baseline 2 (2.3.0d), Baseline 3 and GSM-R Baseline 0), in a controlled way by applying the ERA Change Control Management (CCM).
- The principle of “backward compatibility” between Baseline 3 and Baseline 2 (Version 2.3.0d) is thus set again in stone by the text; being a priority during the finalisation of Baseline 3 specifications.
- Acknowledgement for the first time of ERTMS as having become a “de facto worldwide signalling standard”.
- A commitment is set, by 2015, that all existing ETCS equipped lines will be upgraded to an interoperable Baseline
- The agreement stresses the need to improve processes related to Baseline 3, especially certification, authorisation and testing processes.
- Important functional improvements are mentioned on the agreement. IP-based communications (such as GPRS), Automatic Train Operation (ATO) and other developments (new interfaces, satellite positioning and train integrity devices). These improvements would not imply the upgrade/replacement of existing 2.3.0d and Baseline 3 equipment.
- Lastly, ERTMS deployment should be accelerated through the implementation of July 2009 European deployment plan as well as by equipping new models of rolling stock with a standard ERTMS equipment under the conditions foreseen in the TSI CCS.



How are the commitments monitored?

The European Commission created a dedicated ERTMS Memorandum of Understanding Steering Committee, which gathers the signatories of the Memorandum. These signatories meet on a regular basis in Brussels to discuss the progress made and additional issues arising from the text's implementation.

In addition, the European Commission has appointed a European ERTMS Coordinator, Karel Vinck. The coordinator gives the necessary political impetus for the ERTMS project and the realisation of the MoU. He also presides over the ERTMS MoU Steering Committee.

SUPPLIERS

ALSTOM

 AnsaldoSTS

 PRAHA

BOMBARDIER

CAF

 mermec group

SIEMENS

THALES