

ERTMS MoU 2016

On 20th September 2016 the European Commission, the European Union Agency for Railways and the representatives of the European Railway sector signed, at the occasion of the 2016 InnoTrans Trade Fair, a new Memorandum of Understanding (MoU) on the cooperation for the deployment of the European Rail Traffic Management System, in the presence of European Commissioner for Transport, Violeta Bulc.

This agreement represents the basis for the long-term commitment of all stakeholders – the rail supply industry, infrastructure managers, railway undertakings and EU institutions – to ensure stability of the specification and deploy ERTMS along the European railway network.

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

The new MoU framework takes into account results of the ERA's ERTMS Longer Term Perspective initiative, future game changers for the digitalisation of the rail system, and accounts for the new competences of the system authority, the European Union Agency for Railways, under the 4th Railway Package.

The focus is put on the maintenance of stability of the specifications (further to the Second Release of Baseline 3 in July 2016), compliance to the Control Command Signalling Technical Specification for Interoperability (CCS TSI), reduction of national rules and preparation, in coordination with Shift2Rail, of the evolution of the ERTMS system.



Memorandum of Understanding

between
the European Commission,
the European Union Agency for Railways
and
the European rail sector associations
(CER, EIM, EPTTOLA, ERFA, the ERTMS
Users Group, GSM-R Industry Group, UIC,
UNIFE and UNISIG)

concerning the

cooperation for the deployment of the
European Rail Traffic Management System

Stability of the ERTMS/ETCS specifications based on Baseline 3 Release 2

To boost ERTMS deployment under the optimal revenue, cost and financing conditions, a coherent policy on stable specifications, as the critical factor for the economic viability of the European Deployment Plan, shall be ensured.

Compliance with the TSI and no national "add-ons"

The signatories commit to guarantee fully compliance of ERTMS equipment with the CCS TSI which defines the legal requirements in force and currently allows the use of the Baseline 2 or Baseline 3 for ETCS.

Ensure interoperability across the network

Through the MoU the signatories recognise that the set of specifications #3 in the Annex A of the CCS TSI represent the most advanced status of the technical specifications, providing the functionalities from Baseline 3 Release 2, Baseline 3 Maintenance Release 1 and Baseline 2. IMs and RUs committed to use for future projects any set of specifications in the CCS TSI and to implement System Version 1 or 2 (X=1 or X=2) trackside projects being compatible with on-boards which are compliant with the specification #3. For the existing trackside installations not interoperable with on-boards that are compliant with the specifications a migration phase is needed.



Improved change and software management

Any future ERTMS software changes must be managed according to the compatibility objective so that additional costs on already existing equipment are minimal and should not affect the efforts to make the authorisation process more efficient and less costly.



Synchronised deployment



Synchronised ERTMS deployment between Member States, including the planning for equipping rolling stock and the migration from national systems to ERTMS are essential to ensure benefits are fully released. The signatories recognise that the current version of the specifications in the CCS TSI provides a stable basis for the foreseeable future. Additional evolutions not in the scope of the ERTMS Longer Term Perspective may require changing the present MoU, following a strategic review by the ERTMS Stakeholders Platform.

Monitoring by the ERTMS Stakeholders Platform

The follow up of MoU progress will be ensured by the ERTMS Stakeholders Platform as well as any future additional modification of the MoU.

SUPPLIERS

ALSTOM



PRAHA

SIEMENS

CAF

HITACHI
Inspire the Next



MERMEC
AN ANGEL COMPANY

THALES



Part of the Signal Division of
Progress Rail, A Caterpillar Company



MERMECste
AN ANGEL COMPANY