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THE ERTMS TRACKSIDE DEPLOYMENT REPORT HAS BEEN PUBLISHED

Analysis of cost drivers
August 2026

Understanding the key cost drivers and the challenges for large-scale deployment



ERTMS Trackside deployment:

EU deployment ambition

28.000+ km
to be equipped in
the next six years



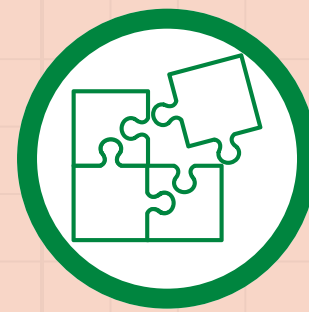
Current deployment capacity

~1.000 km/year
deployed in the most
productive period 2022–2024



The challenge

~4.700 km/year
required



But what is
driving the cost?



ERTMS trackside deployment report - What the report says about cost drivers



UNISIG agrees

Project-specific & country-specific requirements

“one of the main cost drivers of trackside projects” — particularly “country-specific signalling rules”.

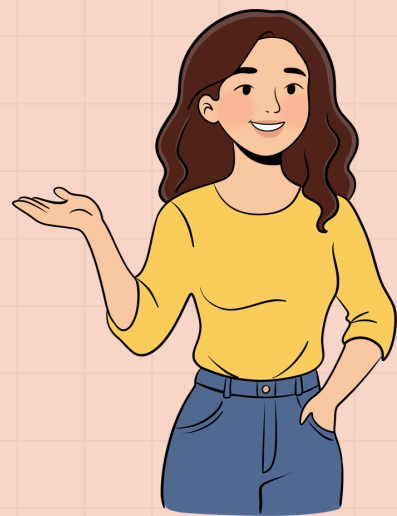


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Changes in requirements / rework

“any change in the requirements at development face will have a huge impact on the costs”, potentially requiring work to be restarted.



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ERTMS trackside deployment report - What the report says about cost drivers



Evolution of EU specifications / TSIs

Changes to European specifications “introduces additional costs”, particularly for long-term programmes where changes must be incorporated into ongoing projects.

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Multiple ERTMS versions & maintenance

Maintaining different national/project versions requires dedicated teams. The report gives an example of “9 different versions of the system”, generating “major costs”.

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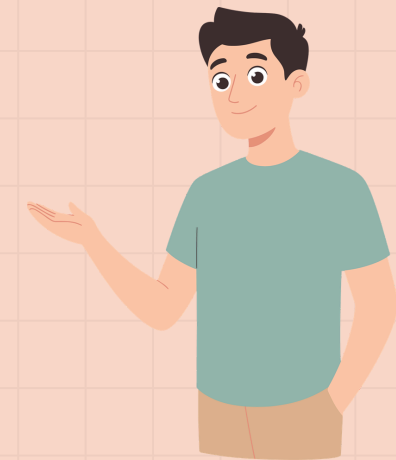
Interfaces with existing systems / vendor lock-in

Difficulty connecting RBCs to existing interlockings can create “vendor lock-in” and costly interfaces.

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The System Pillar is working on it.



Capacity constraints

The industry faces a “risk of serious capacity issues”, potentially resulting in higher prices and delays if demand rises faster than industrial capacity.



The industry is ready to ramp-up resources for ETCS trackside projects to meet increasing market demand. For this, a stable mid- to long-term planning and secured project financing is pre-requisite to built-up the required resources.

Solutions presented in the report



Time for implementation

Large impact

Now

Prioritisation of the deployment of ERTMS without the class B system.

Short term

Stepwise adaptation, harmonisation and simplification of engineering rules.
The preparation of standardised processes for industrialisation trackside deployment.
Review of the EU financial support for ERTMS deployment.

Medium term

Development of a harmonised system architecture.
Development of innovative solutions.

-  Harmonisation of operational rules
-  Reduction and better maturity of requirements
-  Longer stability of the specification
-  Reduction of trackside diversity
-  Elimination of legacy systems (Class B)
-  Simplification of certification and authorisation