

LETTER OF INTENT ERTMS deployment on Rotterdam – Genoa corridor

Mr Moritz Leuenberger

Head of the Federal Department of Environment, Transport, Energy and Communications of Switzerland

Mr Pietro Lunardi

Minister of Infrastructure and Transport of Italy

Ms Karla M.H. Peijs

Minister of Transport, Public Works and Water Management of the Netherlands

Mr Wolfgang Tiefensee

Minister of Transport, Building and Urban Affairs of Germany

In agreement with the EU Trans-European Network - Transport ERTMS coordinator Karel Vinck

Background

The Rotterdam-Genoa rail freight corridor is continuing to develop rapidly and is one of the main rail freight axes in Europe. The Ministers signed a Memorandum of Understanding on 9 January 2003 to improve framework conditions for the development of rail freight services (the 'IQ-C project'). Following that Memorandum of Understanding the Ministers agreed in July 2004 to study the deployment of ERTMS on the corridor. A deployment strategy where ERTMS is implemented with priority on the main European rail corridors will improve the cost-benefit scenario considerably and can create a breakthrough for rail interoperability in Europe, which would facilitate integrated cross-border traffic. A cost-benefit analysis has been carried out, at the request of the Ministers, which showed, on the assumption of an annual 1.5-2.0% cost decrease of ERTMS equipment in the 2005-2015 period, a positive cost-benefit ratio in the medium-long term could be realised whereas the cost-benefit ratio would improve after more widespread ERTMS implementation on European corridors. Well targeted support can be justified to accelerate the roll out of the system. The cost-benefit ratio of ERTMS deployment on the corridor can improve considerably if ERTMS deployment is combined with a targeted programme of investments in infrastructure and of innovations in traffic management.

The Ministers,

Considering that:

- In the EU the interoperability standards for European Train Control Systems are being developed in the framework of interoperability Directives 96/48/EC and 2001/16/EC. The adoption of the TSI “Control-Command and Signalling” under Directive 2001/16 (interoperability of the trans-European conventional rail system) concerning ERTMS in the Committee on the Interoperability and Safety of the European Rail System from November 2005 should be respected. Also, Switzerland is going to adopt provisions which are equivalent to Directives 96/48/EC and 2001/16/EC as a separate package of the Swiss Railways Reform.
- The European Commission postulated a deployment strategy in the Member States in its Communication to the European Parliament and the Council on the deployment of the European rail signalling system ERTMS/ETCS (document COM(2005)298) in July 2005.
- The European Commission appointed in July 2005 Mr Karel Vinck as Coordinator for the deployment of ERTMS on the Trans-European Networks with special emphasis on major freight corridors such as Rotterdam-Genoa.
- The infrastructure managers involved have, at the request of the Ministers of Transport, developed a realistic implementation strategy on each section of the corridor for the deployment of ERTMS. DB NETZ is currently finalising its cost-benefit analysis regarding the fastest way to implement ERTMS on the section Oberhausen-Mannheim. The implementation strategy is further described in the project plan.
- The Infrastructure Managers have expressed their support for the Ministers’ Letter of Intent.
- ERTMS is the backbone of an optimised corridor to realise a high increase of transport volume and quality. Implementation requires a joint effort from the Governments, infrastructure managers and railway undertakings.
- The European Commission proposed to support ERTMS deployment both for infrastructure elements and for on-board devices. For that purpose, the European Coordinator will make recommendations concerning the financing period 2007-2013.
- The draft resolution from the European Parliament supports the rapid implementation of ERTMS on the Rotterdam-Genoa corridor (2005/2168 INI, from rapporteur Cramer, 07.02.2006).
- Measures to improve quality on the corridor implemented in the framework of the IQ-C project should be continued and a work programme should be developed to facilitate the deployment of ERTMS on the corridor.

Aim:

- Implementing ERTMS on the Rotterdam-Genoa corridor as fast as possible at the least cost.

Recommend the following further steps and actions to the extent that these steps and actions will be supported by the ERTMS implementation plans of all countries involved in the Rotterdam - Genoa rail freight corridor:

1. ERTMS deployment on the corridor should be realised in 2012 except for the stretch Oberhausen–Mannheim, which will be fitted with ERTMS at the latest by 2015. In 2015 locomotives equipped solely with ERTMS should be able to run on the whole corridor. In Germany alternative technical solutions

(STM/PZB-LZB) will be put in place to ensure interoperability along the whole corridor from 2012 in a non-discriminatory way.

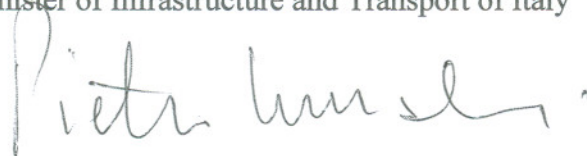
2. The scope of the ERTMS project is described in the project plan.
3. A coherent programme of related infrastructure investments should be developed on the corridor. This programme should further improve the efficiency along the corridor owing to the fact that it delivers operational benefits to the railway undertakings concerned. The programme will be described in the detailed implementation plan. The EU Member States concerned will refer to the Letter of Intent and the project plan in their request for EU TEN financing.
4. Requests, submitted jointly where possible, from the EU Member States involved (except Switzerland) for EU TEN financing in line with this Letter of Intent must be prepared by 1 October 2006 at the latest by the EU Member States of the corridor for the financing period 2007-2013.
5. The Ministers concerned will take all the necessary measures, taking into account the national rules for budget allocation and, where applicable, the European rules for state aid and competition, for the required funding for the national parts of the ERTMS corridor.
6. The Ministers involved will set up an executive committee to steer the implementation of the project. The European Commission and infrastructure managers will also be invited onto the executive committee. The executive committee will adopt its mission statement as soon as possible. It may give advice to the Ministers regarding changes to national railway regulations if these regulations would hinder implementation of the project. The executive committee will not change the responsibilities and powers of the Ministers.
7. The infrastructure managers should create a common management committee to implement the project plan for ERTMS deployment on the corridor. The management committee will report to the executive committee in line with this Letter of Intent and the project plan. The management committee – acting as a permanent task force – has the function of developing the detailed implementation plan including measures to control different risks that may occur, organise where possible common purchasing of ERTMS equipment and organise financing of the implementation plan. The management committee should act as far as possible as a common body dealing with support groups of the European Railway Agency, the railway industry (UNIFE) and the railway undertakings (CER, ERFA, UIC) for the implementation of the project. Furthermore, the management committee ensures coordination with all other activities of the infrastructure managers for quality improvement on the corridor.
8. The safety authorities responsible for authorising the putting into service of ERTMS equipment on the corridor infrastructure and rolling stock will present to the Ministers and to the European Coordinator a cooperation agreement with practical measures to streamline the certification processes.

Done at Bregenz, 3 March 2006

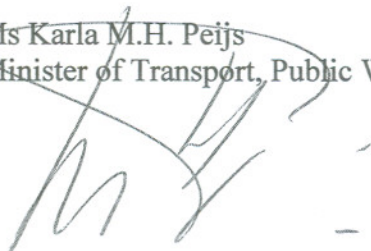
Mr Moritz Leuenberger
Head of the Federal Department of Environment, Transport, Energy and Communications of
Switzerland



Mr Pietro Lunardi
Minister of Infrastructure and Transport of Italy



Ms Karla M.H. Peijs
Minister of Transport, Public Works and Water Management of the Netherlands



Mr Wolfgang Tiefensee
Minister of Transport, Building and Urban Affairs of Germany

