



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

On 4th July 2008, the European Commission and the representatives of the European Railway sector signed a 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?

Two successive dedicated Memorandums of Understanding have been signed in 2005 & 2008. 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 the drafting is done in close cooperation with both European Railways (gathered in the ERTMS users' group) and the rail industry (under the umbrella of 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 4th July 2008 ERTMS Memorandum of Understanding has been signed by the following stakeholders:

- The European Commission
- 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?

The Memorandum of Understanding contains a large number of provisions, designed to strengthen ERTMS deployment along the European railway network:

- The acknowledgment of a single technical basis – version 2.3.0d of the system specifications – for all railway lines equipped with ERTMS in the EU until 2012;
- An agreement on the timeline for the development of the next ERTMS version (baseline 3), which is foreseen to be legalised in 2012, and on the necessary milestones to reach this objective;
- The principle of “backward compatibility” between this baseline 3 and the current ERTMS version is set in stone by the text;
- Additional measures are foreseen on testing procedures;
- Lastly, ERTMS deployment should be accelerated through the adoption of a binding European deployment plan, and the design of all new models of freight rolling stock should include ERTMS as standard equipment.



How are the commitments monitored?

The European Commission has 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

