

Trackside Approval & Správa železnic

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What did we expect

— Directive 2016/797, Article 19

Harmonised implementation of ERTMS in the Union

1. In the case of trackside control-command and signalling subsystems involving ETCS and/or GSM-R equipment, the Agency shall ensure the harmonised implementation of ERTMS in the Union.
2. In order to ensure the harmonised implementation of ERTMS and interoperability at Union level, before any call for tenders relating to ERTMS track-side equipment, the Agency shall check that the technical solutions envisaged are fully compliant with the relevant TSIs and are therefore fully interoperable.
3. The applicant shall submit a request for the Agency's approval. The application relating to individual ERTMS projects or for a combination of projects, a line, a group of lines or a network, shall be accompanied by a file which includes:
 - (a) the draft tender specifications or the description of the envisaged technical solutions;
 - (b) documentary evidence of the conditions necessary for technical and operational compatibility of the subsystem with the vehicles intended to operate on the relevant network;
 - (c) documentary evidence of the compliance of technical solutions envisaged with the relevant TSIs;
 - (d) any other relevant documents, such as national safety authority opinions, declarations of verification or conformity certificates.

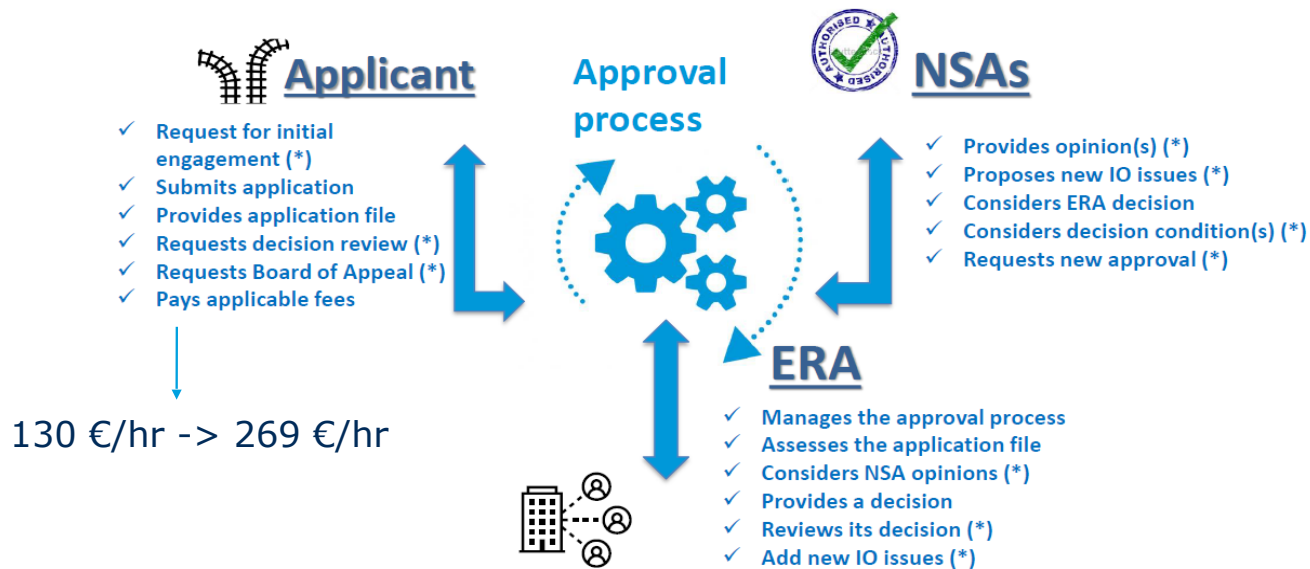
— TA work

What ERA says

— Responsibility assignment matrix by ERA



Trackside Approval - Entities



(*) conditional

What is the reality

Item 1

— Project description

Item 2

— Compliance with TSI (project/tender documentation)

Item 3

— Planning

Item 4

— **ERTMS functions**

Item 5

— Function + Issues Log

Item 6

— **Doc evidence for F+I log**

Item 7

— Test strategy & plan

Item 8

— Compatibility conditions

×

Item 9

— Previous NSA approvals

Item 10

— EC Certificates IO constituents

Item 11

— EC Certificates trackside

×

Item 12

— National rules to be considered

×

Item 13

— TSI exemptions

×

Item 14

— Previous approvals

What is the reality

- Efficiency demands intensive involvement of both ERA and IM
 - **Significant administrative force is required on IM side to deal with all issues and especially with pending issues in F+I list**
 - Some issues can be answered by 1 or 2 experts nationwide only!!!
- Closing of issues in F+I list takes months due to:
 - **Several modifications of initial answer needed to close issues**
 - **Additional questions by ERA**
 - better understanding of the issues = better evidence = less time



What is the reality

Question 3	What are the applicable CCS TSI version (including amendments) and the M_Version that will be applied in the project? <u>ERA V5</u> : What is the project strategy towards the new CCS TSI 2023 ?
Applicant answer	TSI version 2016/919, amended by EC Regulation 2019/776 and 2020/387. M_Version 1.
Where to find	Please, indicate where to find the answer provided: the document name, availability date, reference, chapter, paragraph, requirement id,...
Applicant information	See B.pdf, page 38. See 9300-KT_RBC.xlsx
Applicant action Status	In case of new document(s), please attach it/them also in the application issue answer <u>ERA V1</u> : Pending clarification/action <u>ERA V3</u> : Pending action: please link the document [6] to the item 2 in the mapping table. <u>ERA V5</u> : Pending clarification

What is the reality

— F+I list statistics

Nr	Project	Level	Items in progress	Remaining items	Nr. of iterations F+I log / Other Items	Closed Apendix A Issues / Out of
1	GSM-R Uničov - Šumperk	Radio	1,2,3,4,5,6	7, 8,10,11	6 / 4	9 / 20
2	ETCS+DOZ Votice – České Budějovice	L2	1,2,3,4,5,6,7,8	8,10,11	4 / 5	94 / 105 (+ 11)
3	Implementace ETCS Regional Studénka - Bílovec	L0/L1	1,2,3,4,5,6,7	8,10,11	5 / 8	43 / 44 (+ 6)

(new query in V6)

What do we propose

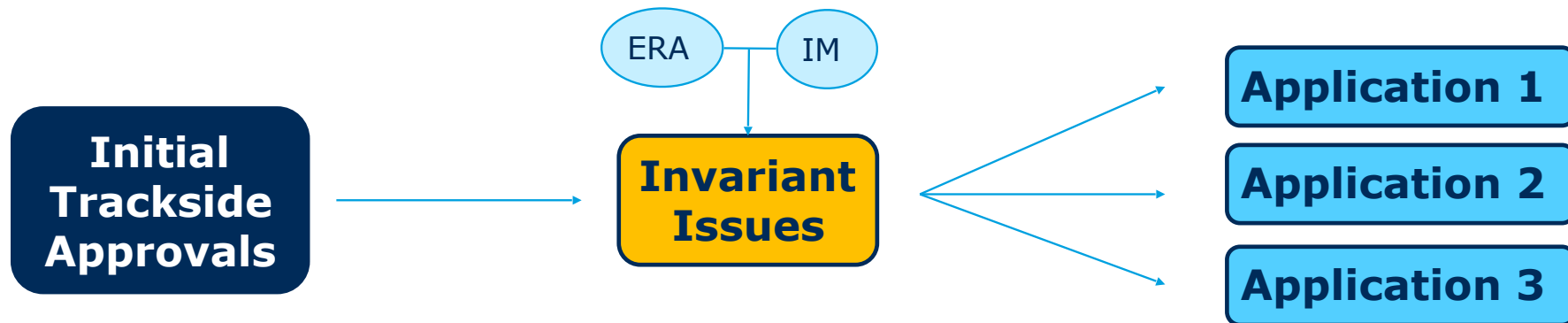
- Focus on interoperability issues
 - **Namely on F+I list – core of the whole approval proces**
 - **Reduce issues to interoperability related only**

Item 4 **Item 5** **Item 6**
- Test strategy and conditions for vehicles are generic issues
 - **Can be assessed once only per project type?**

Item 7 **Item 8**
- EC certificated usually delivered anyway = NSA, NoBo
 - **This in fact may not be part of the TA process**

Item 10 **Item 11**

Where should it lead to



- Invariant minimum shall be defined per project type (radio, ETCS)
 - **Used for future applications**
 - **ERA and IM participate in defining invariant issues**
 - **GSM-R roaming, SIM card provisioning, various issues in F+I log related to central setting of the ERTMS**

Summary

- TA is a complex, lengthy & costly process => does it enhance interoperability?
 - **Significant demands on supplier and IM**
 - **Great level of detail verified by ERA**
- Why does it take so long?
 - **Great volume of documents needed for completion (project, supplier, tender docs)**
 - **Limited resources of ERTMS experts (IM, suppliers, designers)**
 - **Questions not related to scope of the application:**
 - GSM-R status in ETCS project
 - Packet details examination on Item 1 (project description)
 - **Still no ERA guidelines**
 - **ERA experts not available for applicants**
 - **Redundant activities with NoBo & NSA (testing, certification)**
- **Lack of test lab/test track?**

Summary

- Any positives?
 - **Feedback time is getting shorter**
 - **ERA officers very cooperative, helpful**
 - **Reuse of documents (no need of reassessment)**

Summary

- Optimization of the process (new challenge for ERA and applicants)
 - **Proposals by IM working group by EUG and applicants already given to ERA**
- ERA should consider these proposals

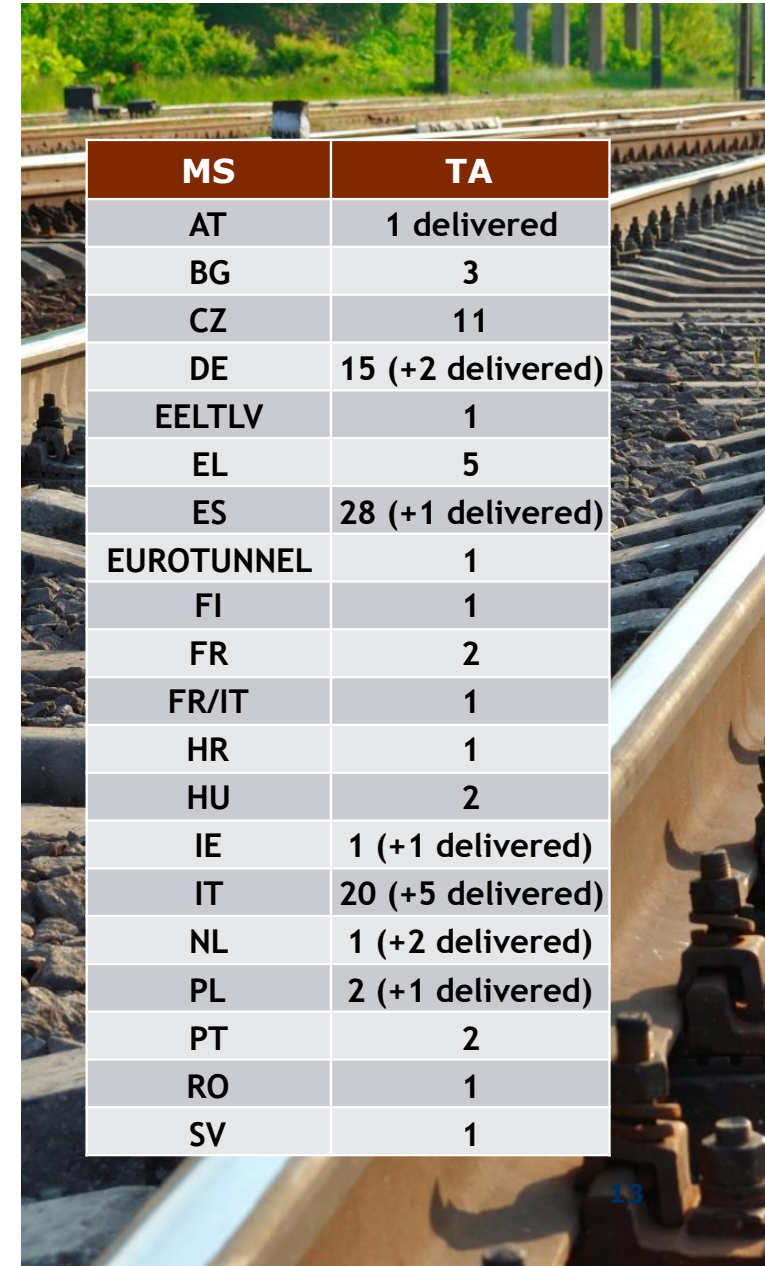
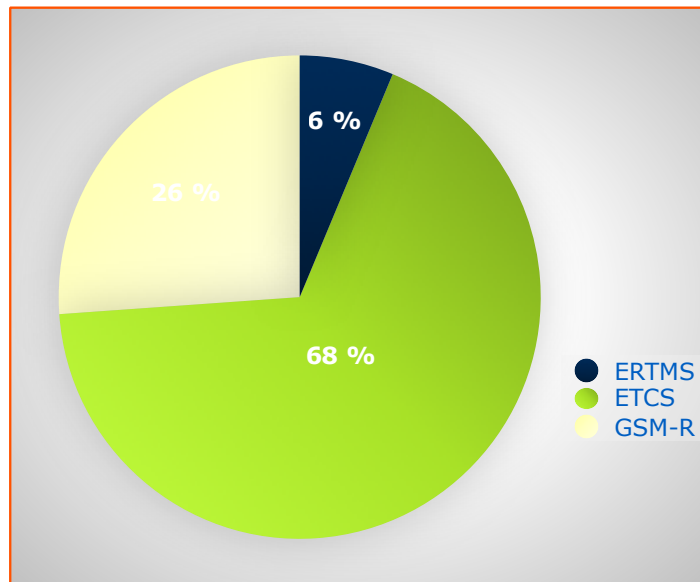
Problem
Analysis
Solution



#worktogether
#godigital

TA overview up till today

99 On going applications
+ 13 positive decisions



MS	TA
AT	1 delivered
BG	3
CZ	11
DE	15 (+2 delivered)
EELTLV	1
EL	5
ES	28 (+1 delivered)
EUROTUNNEL	1
FI	1
FR	2
FR/IT	1
HR	1
HU	2
IE	1 (+1 delivered)
IT	20 (+5 delivered)
NL	1 (+2 delivered)
PL	2 (+1 delivered)
PT	2
RO	1
SV	1



Thank you for your attention

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