

# **Annex to Rotterdam declaration of Ministers on rail freight corridors, 14<sup>th</sup> June 2010**

## **Authorisation of ERTMS on corridor A Rotterdam – Genoa**

### **1. Introduction**

The timely implementation of ERTMS/ETCS on Corridor A requires joint forces of all parties involved. The national safety authorities have identified some important issues to be addressed.

Today, the authorisation processes for rolling stock and infrastructure in each country are different.

The European approach for authorization is based on the interoperability directive EC/2008/57. It is set up to facilitate cross acceptance and to apply one approach for Europe.

Besides all other aspects for authorization, the NSA's of corridor A were requested to put additional and particular effort on the authorization issues for ERTMS. There are several reasons for this request:

- The authorization of ETCS has to be seen in combination with the authorization of the national command control and signalling systems;
- The implementation of ETCS both trackside and on-board allows several options;
- ETCS functions can be applied different in the various projects;
- Common testing procedures and scenario's for ETCS (harmonised part) have only been recently defined in Commission Decision 2010/79
- National Technical Rules for ETCS and its Integration are not yet completely known, transparent and made available;
- The roles and responsibilities between NSA's, NoBo's, DesBo's, ISA's, ECM's, applicants and manufacturers need further clarification.

As the authorisation processes are commonly based on European legislation and standards only minor differences are expected for the authorisation processes. Furthermore during intense discussions it became clear that even one single authorisation process would not solve the major problem – the open issue of necessary requirements. This necessity comes from the TSI CCS approach to harmonise a part of the CCS only – the part intended to be necessary for interoperability.

For the part of the European specification under the lead of ERA good progress is made to provide additional necessary specifications, correct errors, reduce possibly different interpretations and improving the specification quality in general.

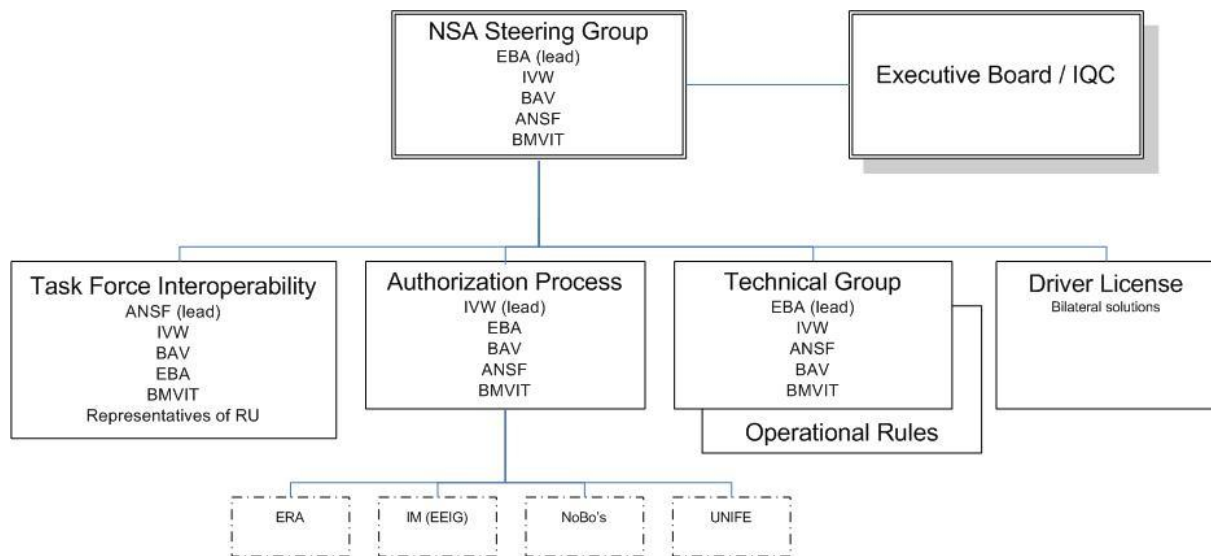
For the part of the national specification the NSA so far did focus on the safety requirements. In addition a process to collect those requirements by ERA which is strongly supported by the Corridor A NSA's has been started – the results are dependent on the existence of realisations, consequently the information collected so far is preliminary, not complete and partly not approved/authorised.

For the part of the requirements necessary for integration experiences with new tasks, roles, responsibilities and the resulting additional technical, organisational and procedural interfaces shall be shared – again this part is strongly dependent on the experiences made and the corridor projects will create a stronger necessity to collaborate across the national borders.

To cope with these issues, it was decided by the Ministries to ask the National Safety Authorities (NL, D, CH, I, and A) to develop together with EC/ERA, notified bodies, IM's and manufacturers by the end of 2010 a first common process for authorising the putting into service of ERTMS equipment on the corridor infrastructure and on rolling stock with the aim of making this efficient and transparent to all parties involved.

The following organisation was set up by the NSA's to achieve this task:

## 2. Organisation



## 3. Planned tasks by the NSA's of corridor A

Priority is to set up the authorisation process for rolling stock and trackside ETCS equipment.

This process shall respect the European approach to the implementation of the Directive 2008/57 in particular its provisions on cross-acceptance. The essential requirements (safety, technical compatibility, reliability and availability, environmental protection and health) must be fulfilled.

To achieve this goal, the NSA's will issue, in cooperation with ERA, a guideline for a common approach to optimise the authorisation for vehicles and trackside installations equipped with ETCS. For this guideline it is first necessary to know and to understand the following main issues:

- The processes mentioned by the directive, roles and responsibilities included
- The today applied approval processes in each country;
- Any national requirements for ERTMS.

Furthermore it is necessary, where not covered by TSIs, to understand, to clarify, to elaborate and to define common:

- safety requirements;
- requirements for reliability and availability;
- requirements regarding safety cases and assessments;
- understanding how the verification of the technical compatibility has to be executed (what has to be done to get the certainty that track and train work together in a safe and interoperable way according to the directive).

Timeframe to set up this guideline is as follows:

- First draft will be issued by the end of 2010;
- During 2011 and 2012 this guideline will be improved and finalized taking into account further practical experience and feedback from the already existing projects.