

Contents

	Preface by the Chairman of the UIC ERTMS Platform	9
	Preface by the main author	11
1	Introduction	13
1.1	Traditional methods and means for rail traffic management	13
1.1.1	Train dispatching and traffic planning	13
1.1.2	Railway signalling	14
1.1.3	Train control-command	15
1.1.4	Railway communication	22
1.2	Driving factors for change	23
1.2.1	Open procurement under competition	23
1.2.2	Interoperability	23
1.2.3	Safety and quality of conventional and high-speed train service	26
1.2.4	Increase of transport capacity	27
1.2.5	Reduction of life-cycle costs	27
1.3	Precursor of ERTMS, similar developments outside Europe	27
1.3.1	French ASTREE project	27
1.3.2	German FFB project	28
1.3.3	Swedish Radio-Block system.....	28
1.3.4	Communication Based Train Control (CBTC) systems in North America.....	29
1.3.5	Advanced Train Administration and Communications system (ATACS) in Japan	29
2	Background for ERTMS	31
2.1	Importance of a future oriented rail traffic management	31
2.1.1	The emergence of a European railway policy	31
2.1.2	European projects in the field of rail traffic management	32
2.2	Legal and normative base	33
2.2.1	EU Directive for the interoperability of Trans-European rail systems	34
2.2.2	Technical Specification for Interoperability related to Control-Command and Signalling	38
2.2.3	Mandatory CENELEC and ETSI norms	45

2.3	Involved parties at European level	46
2.3.1	European Commission, ERTMS Coordinator, European Rail Agency ERA.....	46
2.3.2	Railway organisations.....	48
2.3.3	Signalling industry.....	49
2.3.4	GSM-R industry.....	50
2.3.5	Notified bodies.....	50
3	Traffic management layer: the Europtirails project	51
3.1	Europtirails project history	51
3.2	Europtirails functions	52
3.2.1	Graphical real time information about international trains.....	52
3.2.2	Reporting about international train run.....	57
3.2.3	Data exchange on international train run.....	57
3.3	Europtirails system architecture and data exchange	57
3.4	Plans for the roll-out of Europtirails	58
4	Signalling installations: the “Integrated European Signalling System“ INESS	59
4.1	The precursor ERRI project “Harmonisation of Functional Conditions of Signalling Systems”	59
4.2	The precursor UIC project “Eurointerlocking”	59
4.3	The European project INESS	64
4.3.1	Call for a 7 th FP project “Delivering ERTMS-compliant interlocking systems”.....	64
4.3.2	The new project INESS (Integrated European Signalling System).....	65
4.3.3	Considerations on the future signalling system architecture.....	67
5	Train control-command: the ETCS developments	69
5.1	ETCS project history	69
5.1.1	Introduction.....	69
5.1.2	Initial studies, technological choices and preliminary specifications 1989 - 1995.....	70

5.1.3	Mandatory specifications, tests and pilot applications, early commercial applications 1996 - 2002	73
5.1.4	Commercial roll-out since 2003	80
5.2	ETCS functionality	81
5.2.1	Characterisation of ETCS	81
5.2.2	Functional Requirements Specification FRS	83
5.2.3	Operational modes and related procedures.....	87
5.3	ETCS system description	90
5.3.1	ETCS Multi-level system architecture	90
5.3.2	ETCS system principles	96
5.3.3	ETCS language.....	103
5.4	ETCS subsystems.....	107
5.4.1	Eurobalise transmission system	108
5.4.2	Euroloop transmission system	111
5.4.3	Lineside Electronic Unit.....	111
5.4.4	Radio Block Centre.....	112
5.4.5	ETCS on-board system	113
5.4.6	ETCS Driver Machine Interface DMI	113
5.5	ETCS application, simulation, validation and certification	115
5.5.1	Strategies for migration from legacy systems towards ETCS.....	115
5.5.2	ETCS simulation tools.....	122
5.5.3	Validation and certification.....	126
5.6	Ongoing further development of ETCS	134
5.6.1	Pilot application of ETCS level 3 with ERTMS Regional in Sweden	134
5.6.2	The new Baseline 3 for the System Requirements Specifications	138
6	Railway communication: the GSM-R developments.....	145
6.1	GSM-R project history	145
6.1.1	The way to GSM-R	145
6.1.2	The EIRENE and MORANE projects.....	145
6.1.3	The GSM-R project of UIC	146
6.2	GSM-R legal base and specifications	147
6.2.1	Legal base for GSM-R	147

6.2.2	GSM-R general characteristics and specifications	148
6.2.3	GSM-R frequency band	149
6.3	GSM-R functionality and system architecture	150
6.3.1	GSM-R functionality	150
6.3.2	GSM-R system architecture	153
6.4	GSM-R components	154
6.4.1	GSM-R mobiles and handhelds	154
6.4.2	Dispatcher terminals	157
6.4.3	Radio part of GSM-R networks	157
6.4.4	Network Switching System NSS	157
6.5	GSM-R applications and engineering	160
6.5.1	A single platform for all railway service communication needs	160
6.5.2	Specific requirements for the ETCS data transmission	163
6.5.3	GSM-R test and validation	164
6.6	Further development of GSM-R	165
6.6.1	Lessons learnt from implementation and operation of GSM-R	165
6.6.2	Ongoing further developments	167
7	ERTMS implementations	169
7.1	European ERTMS applications in commercial operation	169
7.1.1	Overview	169
7.1.2	Austria	171
7.1.3	Belgium	173
7.1.4	France	174
7.1.5	Germany	176
7.1.6	Great Britain	177
7.1.7	Hungary	178
7.1.8	Italy	179
7.1.9	Luxembourg	181
7.1.10	Netherlands	182
7.1.11	Norway	183
7.1.12	Spain	184
7.1.13	Sweden	185
7.1.14	Switzerland	186

7.2	Programme for European ERTMS corridors	189
7.2.1	ERTMS priority corridors.....	189
7.2.2	ERTMS projects in middle and south east Europe.....	191
7.3	ERTMS implementations outside Europe	193
7.3.1	Overview.....	193
7.3.2	Sydney region in Australia.....	193
7.3.3	China.....	195
7.3.4	India.....	196
7.3.5	Saudi Arabia.....	197
7.3.6	South Korea.....	197
8	Potential for benefits with ERTMS	199
8.1	General	199
8.1.1	Opportunities from standardisation.....	199
8.1.2	Open market for procurement.....	200
8.1.3	Conflicting aspects and interests during the migration phase.....	201
8.2	Interoperability	202
8.2.1	Universality for all kind of train services.....	202
8.2.2	Technical interoperability.....	202
8.2.3	Operational interoperability.....	202
8.3	Safety aspects	203
8.3.1	Safety requirements for ETCS in Full Supervision mode.....	203
8.3.2	Additional national safety requirements.....	206
8.3.3	Compliance with ERA requirements.....	207
8.3.4	Safety requirements for ETCS in Limited Supervision mode.....	208
8.3.5	Lessons learned in the field, conclusions.....	210
8.4	Influence on ETCS on the capacity of lines	211
8.4.1	Introduction.....	211
8.4.2	Calculation of the influence of ETCS on the capacity consumption.....	212
8.4.3	Line capacity for typical cases of lines.....	219
8.4.4	Comments to the results, conclusions.....	223
8.5	Costs and economic evaluation	224
8.5.1	Qualitative considerations.....	224
8.5.2	Benchmark based on life cycle costs.....	225

8.5.3 Key Performance Indicators229

8.5.4 Benchmark of life cycle costs and key performance indicators.....232

9 Conclusions and outlook.....235

9.1 Current ERTMS status.....235

9.1.1 Consolidation reached end 2008235

9.1.2 Formally decided further developments until 2012236

9.2 Longer term perspectives237

9.2.1 On-board ETCS and GSM-R237

9.2.2 Track-side ETCS and INESS239

9.2.3 Radio communication240

**9.3 On the way to a global de facto standard for train control
and communication.....241**

Appendices

The Authors243

Glossary247

Keywords257