

THE MINISTER OF CIVIL WORKS AND TRANSPORT SERVICES OF SPAIN  
THE MINISTER OF TRANSPORT, INFRASTRUCTURE, TOURISM AND THE SEA OF FRANCE  
THE MINISTER OF ~~INFRASTRUCTURE~~ <sup>TRANSPORT</sup> OF ITALY  
THE MINISTER OF TRANSPORT OF SLOVENIA

LETTER OF INTENT  
ERTMS DEPLOYMENT ON CORRIDOR D  
(VALENCIA - LYON - TORINO - LJUBJANA) - <sup>HOĐOŠ</sup> )

**The Ministers of Transport and infrastructure of Spain, France, Italy and Slovenia**

Take satisfactorily note of the European project to develop, implement and give support to the ERTMS deployment.

They are pleased to take on board the work already done by the infrastructure managers and the railway undertakings under the monitoring of the European coordinator for the 6 main freight corridors, including Corridor D "Valencia-Lyon-Ljubjana", in order to promote a European migration strategy toward ERTMS  
<sup>HOĐOŠ (SI/HU)</sup>

They hereby declare making the following arrangements in view of supporting this priority action.

**Background**

This corridor stretches along 2470 km through four countries. It links Valencia, Barcelona, Lyon, Torino, Venezia, Trieste, Ljubjana with three additional branches: Barcelona-Port Bou, Avignon-Marseilles and Divaca-Koper as feeder lines for the ports concerned. More recently, studies have been launched in order to extend this corridor from Ljubjana to Budapest via Hodos.

Freight cross border traffic flows between Spain and France is expected to increase up to three times the current traffic flows to 2020 and passenger traffic is expected to grow by more than 7% a year. This forecast is consistent with development projects such as the new line Barcelona-Figueras, the concession Perpignan-Figueras, the by-pass Nîmes-Montpellier.

Freight cross border traffic between France and Italy is equally expected to increase by 6% a year. The annual growth rate of transalpine traffic does not take into consideration the project of the future Lyon-Torino tunnel whose impact will be effective beyond 2020.

A high traffic increase is expected between Italy and Slovenia based on the East European countries economic growth and ports development of Trieste and Koper.

Six different signalling systems currently equip this corridor. The swift implementation of ERTMS, as a common control-command system, will consolidate the traffic forecasts by

making international train operations more fluid. The migration plan toward ERTMS level 1 (with the optional infill allowed functionalities in Italy and with the addition of level 2 on Tarragona-Perpignan section) is to be completed by 2016 on the main corridor; and by 2018 on the feeder lines.

The migration strategy consists in double equipment on tracks. This leads to additional costs to infrastructure but meanwhile reduces as much as possible retrofitting costs for the railway undertakings.

### **Past records**

The Ministers consider in particular that:

- The European technical specifications for train control and signalling systems are being developed in the framework of Directives 96/48/EC (high speed) and 2001/16/EC (conventional rail). As far as conventional rail is concerned, the TSI was adopted by the European Commission decision of 28<sup>th</sup> March 2006 – C (2006) 964 Final. Article 3 provides that Member States shall establish a national implementation plan of the TSI in accordance with the criteria specified in Chapter 7 of the Annex.
- The European Commission and the railway industry (suppliers, infrastructure managers, railway undertakings) signed on 17 March 2005 a memorandum of understanding establishing the basic principles for the definition of an EU deployment strategy for ERTMS thus actively contributing in the preparation of the national implementation plan and the European master plan.
- In its communication of 4 July 2005 – COM (2005) 298 Final -, the European Commission proposed a coordinated migration strategy in order to achieve by 2016 a critical mass which will allow to draw most of the benefits of ERTMS. The European Commission also proposed to support about 50% of the investments, including those relating to adaptation of the rolling stock, with the aim of giving priority to the continuity of trans-European corridors.
- With the support of the Member States and the European Parliament, Mr Karel Vinck was appointed in July 2005 by the European Commission as a European coordinator. His role related to the migration strategy includes the monitoring of the corridors studies and has resulted in recommendations on the European financing scheme for the 2007-2013 time-frame.
- They take note of the declaration of principle by which the European Commission will secure that the current commitments of the concerned parties will remain compatible with any future development of this technology forecasting the possibility of a functionality upgrading on board based on easy and cheap software modifications. They appreciate that the European Rail Agency (ERA) will monitor that this principle will be respected.
- A pluridisciplinary working group of representatives of the railway industry of the countries concerned by corridor D met under the auspices of the European coordinator. Their preliminary works have underlined the advantages of implementing ERTMS on corridor D and the necessity to take every related measure aimed at improving and optimising rail traffic on this axis.

### **Commitment of the Ministers**

In view of those past records and considering that ERTMS migration is one of the main thread to improve interoperability and quality of service on this international corridor, the Ministers commit to take every necessary measure in order to quickly implement the new system.

They also commit to develop further common consideration on possible extensions of this first stage.

Therefore, they decide to set up a long-lasting coordination.

To this purpose, the Ministers consider that:

- The deployment of ERTMS between Barcelona and Nîmes should be effective in 2012 and in 2014 between Lyon and Ljubjana. The full implementation should be realised on this corridor Valencia-border between Slovenia and Hungary by 2016 at the latest, except for some feeder lines.
- Additional operational measures, related to international path construction or local investment projects aimed at improving interoperability on this corridor should be studied and implemented at the same time.
- The possibility of joint calls for tender should be considered in order to lower the cost of purchasing equipments
- European funds requests in order to sustain the ERTMS deployment on corridor D during the financing period 2007-2013 should be coordinated and presented as the respective parts of a same project. The maximum European Community cofinancing rate for ERTMS should apply on each section of this corridor which is located on the territory of European Union.
- The national safety authorities should enter into cooperation agreements in order to streamline in a practical way the certification process.

## **Decision**

As a result:

- The Ministers decide to set up a permanent **Executive Board** which consists of their representatives in view of monitoring the project implementation. The infrastructure managers will be invited onto this Board. The European Commission will also be invited. The Board should also have the possibility of consulting the European Rail Agency when needed and asking for a technical advice if necessary.

The Board will consult the national safety authorities as well as the railway undertakings.

It will meet for the first time six week after the signature of the LOI and will adopt its mission statement.

- The infrastructure managers of the corridor will set up a **Management Committee** which will carry out the project. The Board shall appoint a Project Manager who will report to the Executive Board and will submit the recommendations of the Management Committee.

It should not be left out that this Committee takes the form of an EEIG (European Economic Interest Grouping).

Building upon the preliminary works already done by the pluridisciplinary working group, the Management Committee will have first to manage the preparation of a

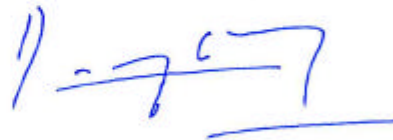
detailed ERTMS deployment plan, the improvement of the costs assessment, the completion of a cost-benefit analysis for the project, the preparation of common pre-tender and tender documents, the finalization of the documents for a common European financing requests. Those requests could concern infrastructure as well as rolling stock.

- The Executive Board and the Management Committee shall specify as a priority, each of them as far as they are concerned, the interfaces with the railway undertakings in order to optimise the investment profile.
- The Ministers will take every measures in order to ensure the necessary funding for the ERTMS implementation on the sections of corridor D situated within the boundaries of their respective countries, with regards to national budgetary constraints and European competition and State aid rules.
- The national safety authorities in charge of approving the putting into service of ERTMS trackside equipment as well as on-board one will present by in 2007 to the Ministers and the European Coordinator a cooperation agreement with practical measures for rationalising certification procedures and authorisations of putting into service, and every cross-border measure which would improve the railway performance along the corridor.

Done in Bruxelles, December 12, 2006



The Minister of Civil Works and Transport  
Services of Spain



The Minister of Transport, Infrastructure,  
Tourism and the Sea of France

Transport  
The Minister of Infrastructure of Italy



The Minister of Transport of Slovenia

