



**TRANS EUROPEAN RAILWAY (TER)
PROJECT CENTRAL OFFICE**

**Conference on European Rail
Traffic Management System (ERTMS)
and its benefits for the railways
(22-24 May, 2002, Gmunden, Austria)**

PRESS RELEASE

UNECE-TER organized from 22 to 24 May 2002, in Gmunden, Austria a Conference on ERTMS and its benefits for the railways. The Conference was attended by representatives of the Ministries of Transport and Railway companies from 8 TER countries as well as representatives of UIC, as well as representatives of several specialised companies in components for ERTMS.

The Conference offered the possibility to examine the elements of ERTMS and particularly ETCS – the interoperable European Train Control System for signaling and safety, GSM-R interoperable radio communications system for railways, ETML – European Traffic Management Layer and HEROE – Harmonization of European Operational Rules. In this context were approached the key objectives of ERTMS, possible configurations for implementation, technologies available, economic and financial aspects, projects developed in the TER region etc.

The representatives of UIC, of the several specialised companies in the manufacture of such equipment and of the countries provided detailed information in electronic format on the implementation of projects on various levels of ERTMS.

A broad exchange of views on this subject took place among the participants to the meeting.

Among the key objectives of the ERTMS were mentioned: the development of a harmonized train control system as a key to the interoperability of the Trans-European Railway Network and the opening of signaling equipment markets, reducing equipment life cycle cost and enhance the railway signaling industry's competitiveness on world markets. In this respect it was recognized the importance of the EU Directives 48/1996, for High Speed Lines, and 16/2001 for conventional networks.

Train control is an important part of the railway operation management system. It connects the fixed signaling infrastructure with the on board equipment of the trains. ETCS proved to be wherever implemented a highly efficient modular train control system for the railways' future.

Taking into consideration the advantages of ETCS, it appeared that the TER countries should not postpone the approach of implementing such projects on the national railway network and moreover should seek for the financial resources for the implementation of these projects at least on the Pan-European corridors.

It was underlined the importance of ETCS projects on border crossing sections where the advantage is even higher leading to important reduction in the traveling time of international trains and costs as well as to creating conditions for facilitating the border crossing procedures. A harmonised approach to the implementation of ETCS projects in neighbouring countries was considered very useful.

The presentations and exchanges of views where considered very useful for further on developments and implementation of projects in the field of ERTMS/ETCS.