

**Report on Market Consultation ERTMS –
July 9th 2015**

July 2015

ERTMS Programme

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1 Introduction

1.1 Objective and contents of this report

On July 9th 2015, the Dutch ERTMS Programme has organized a market consultation meeting at the premises of the Jaarbeurs in Utrecht, concerning the implementation of ERTMS in the Netherlands. During this meeting, a market consultation document in Dutch has been made available to the participants. The English version is published on www.ertms-nl.nl and www.rijksoverheid.nl.

Market participants had the opportunity to sign in for the market consultation meeting via TenderNed. The market consultation document contains the current questions the Programme wants to discuss with the participants. These questions are categorized into different subjects which were elaborated upon during the market consultation meeting of July 9th. During these sessions additional information was given to the participants. During the meeting, market participants had the opportunity to ask for clarification.

The Programme wants a 'level playing field' for all market parties. This is a main priority for the Programme. Therefore the additional information that was given to the participants at the market consultation on July 9th, and which is not specifically mentioned in the market consultation document, is presented in this report. This is in line with the rules the Programme has drawn up for the market consultation. These rules can be found in annex 1 of this report. Annex 2 presents a list of all organizations present at the market consultation.

The market consultation document is (just as this report) published on www.rijksoverheid.nl and www.ertms-nl.nl. For additional information please visit these websites or contact marktconsultaties@ertms-nl.nl.

1.2 Reading guide

Chapters 2-7 provide a summary of the questions and answers (i.e. additional information) which was given during the market consultation meeting on July 9th. These chapters will respectively discuss general remarks, the procurement strategy, system integration, the transport system, rolling stock and infrastructure. Annex 1 contains the rules for the market consultation. In annex 2 a list of participating organizations can be found.

2 Additional information – plenary session

- Currently a European investigation is taking place which evaluates whether the goals set to be realized in 2020 are attainable and realistic.
- The brownfield-aspect is one of the main challenges of the Programme. That specifically goes for the turnkey-moment when the ERTMS systems have to be fully operational aside the current ATB-technology.
- The strategy for the STM-ATB within the rolling stock is currently being finalised. Different options are being considered.
- The objective and focus of the Programme is ERTMS level 2. The Programme does keep its eyes open for technological developments, however the preference decision clearly sets the scope of the ERTMS Programme at level 2.
- The secretary of state has decided to wait for the results of the parliamentary enquiry Fyra. This could imply that the procurement strategy is delayed for a few months, e.g. until the beginning of 2016. Aim is to have a new planning in September (3rd Progress Report to Parliament).
- Different deadlines apply for the different chapters of the market consultation document. No additional time can be allowed for answering the questions. The Programme emphasises that based on the written answers from market parties there is a possibility for individual meetings.

3 Additional information concerning the procurement strategy

- The project decision for rolling stock is planned in February/March 2016, this may now be delayed a few months because of the parliamentary enquiry Fyra (e.g. summer of 2016). This is depending on the planning of the parliament regarding the project decision.
- Depending on the chosen form for the contracting procedure, the time between the project decision(s) and the start of the procurement procedure may vary between 3 months and approx. 1 year.
- The operational train control system is out of scope for the Programme. The Programme is effectually buying ETCS. The railway sector is currently updating the control system and make this ETCS ready. The Programme realizes that this is an important interface.
- Shortening blocks on PHS (to increase capacity on high frequency lines) is part of scope. This is part of the cost-benefit-analysis.
- The number of contracts and detailing of the contracting is one of the subjects of the consultation. The Programme emphasises that a mixture of solutions as discussed in the market consultation document is possible. The Programme is asking the various parties for their input. No decision has been made yet. The selection criteria will be discussed in a later phase.
- The Programme is aware of current running contracts (for example Performance Based Maintenance contracts or PGO-contracts) and will communicate more on this topic in a later stage. This will be part of the contracting strategy and project decision for infrastructure.
- In the chapter on possible scenarios for the procurement and contracting strategy (chapter 5) one of the options mentioned is a cooperation agreement. The idea is that such an agreement is between suppliers, engineering firms and contractors, including the contracting authority
- The exact role of Nedtrain or any maintenance companies for trains has not yet been decided and will be part of the strategy and project decision.
- It is yet to be decided who will tender ERTMS (for rolling stock).

4 Additional information concerning system integration

- The Programme has an open dialogue with (freight)operators in the process as well as with the other stakeholders. The Programme will organize a platform for the (freight)operators at a later point in time.
- The Ministry of Infrastructure will review whether and to what extent, for the dual period of the (existing) rolling stock, the Ministry will be able to provide a contribution to the refurbishment of rolling stock and the installment of OBU's. The discussion how exactly this will take place will be sorted out at before the project decision

5 Additional information concerning the transport system

- The Programme is focused on the features that must be integrated in the scope of the Programme in order to implement ERTMS successfully as decided in the Preference Decision. Features that provide opportunities for further development are welcome as a suggestion.
- The traffic management and supervision systems are not included in the scope of the ERTMS Programme. This is included in the '*Beter en Meer*' programme which has a connection with the ERTMS Programme.
- Concerning question 3.2.1, the Programme emphasises that it is currently focused at ERTMS level 2 only, however there is a need for a back-up plan in case of failures. The Programme is therefore interested in the ideas of the market on this subject.
- Concerning question 3.2.7, the Programme emphasises that the traffic controllers are human operators, however the train information can also be inserted into the systems of the infra provider or the transporter.
- Concerning the questions in section 3.3, the Programme emphasises that there is difference in the D/B/M phases between rolling stock, infrastructure and IT-systems.
- Concerning question 3.3.2, the Programme emphasises that unit size comprehends the number of systems and that the new standard will probably be ERTMS baseline 3, maintenance release 2.

6 Additional information concerning rolling stock

- The Programme is in contact with the owners of rolling stock and will help these owners with the specification regarding ETCS
- The programme distinguishes rolling stock between two types of rail operators: NS and the remaining operators. NS has the opportunity to make a 'make or buy' decision, as NS has an own workshop (Nedtrain). Maintenance facilities are limited for other operators.
- Currently a study is taking place which is investigating what types and quantities of rolling stock exactly is present within the Netherlands. For the new trains, there is already a lot of information. However for older models this is rather scarce. For freight trains there is no complete database.
- Concerning question 4.1.1 the Programme emphasises that both technical information and input concerning the process of system integration is desirable.
- Concerning question 4.1.3 the Programme emphasises that all capacity issues concerning engineering are interesting (workers, workspace, etc.). For example: would you as a supplier want to do this for yourself in your own workshop, how would you manage to arrange staffing?
- There is no concrete plan for rolling out a 3kV infrastructure, so this is not related to the ERTMS rolling stock decisions.
- The Programme is not communicating determined quantities of trains that will be taken out of service at this point in time. As an indication you can assume that NS could take about 10 trains out of service at once.
- About 1000 trains in the Netherlands need the ERTMS systems.

7 Additional information concerning infrastructure

7.1 RBC-RBC Handovers

- The RBC-RBC HO questions are specifically meant for the specialists among the participating organisations. The presentation attached to the market consultation document is containing details of the various aspects and issues related to RBC-RBC HO.
- The issues in this presentation are based on the RBC-RBC handover experience known to the Programme. This experience includes handovers between RBC's of a single supplier (on the Betuweroute) and handovers of RBC's between different suppliers (at the Belgian border).
- The focus of this Programme is ERTMS Baseline 3. This is to be considered in answering the questions related to this subject.
- The Programme emphasises that even if, in the future, ERTMS level 3 would be implemented in the Netherlands, RBC-RBC handovers will still exist.
- The slides concerning the RBC-RBC handovers specify the issues currently present. Within these slides the following abbreviations are used:
 - i. CES = Conditional Emergency Stop
 - ii. MA = Movement Authority
 - iii. OS = On-Sight
- If there are specific questions after examining the slides in the presentation concerning the RBC-RBC HO issues please contact marktconsultaties@ertms-nl.nl.

7.2 Use of commercial off-the-shelf PLC's

- The Programme is looking for ways to improve flexibility in terms of market parties who are able to install, service and maintain object controllers along the tracks. Usage of off-the-shelf (PLC-based) object controllers could be part of the solution to achieve this. The Programme emphasises that a decision for the appliance of a specific solution has not been made. Currently the Programme is asking the market for input in this matter.
- The monitoring of the controlled object could be separated from the controller and is not necessarily integrated in the device.

7.3 Exchange of information using a ERTMS data model

- The quality of data in IM Spoor will be supporting the certification through a SIL4 process.
- ERTMS is one of the subjects within IM Spoor. However in the future we want to translate all signalling through IM Spoor.

- The Programme attempts to create IM Spoor as much in line with Trans-European formats, such as RailML, as possible. There is a chance that this format will become the European standard as there is no standard selected yet.
- IM Spoor is part of Spoordata, which is also in compliance with RailML.
- If the participants want to see more examples of the IM Spoor framework please contact marktconsultaties@ertms-nl.nl.

7.4 Centralisation of RBC and IXL systems and network architecture

- The Programme would like to emphasise that question 5.4.4 also comprehends safety aspects of network architecture. Can the participants advise the Programme on efficient processes to get the new systems and architecture within the SIL4 certification requirements?

1 Annex 1: Rules of the Market Consultation

The ERTMS Programme has set out the following conditions for the market consultation:

- This market consultation is **not** part of the procurement procedure that may follow.
- No rights can be derived from the information that is provided for the purposes of the market consultation.
- As a result of participating in this market consultation, participants will not be given any preferential status with respect to the procurement procedure, nor will participation lead to exclusion from such a procedure.
- The market consultation is voluntary process and no rights can be derived from the (insights resulting from) the market consultation.
- The target group for this market consultation is limited to market parties that can or will be involved as registered parties and/or their subcontractors in the bidding for, or execution of, the ERTMS Programme. The following parties are among those excluded from participation in this market consultation: public entities, interest groups, private individuals, the press and knowledge institutions.
- All of the information issued by the Programme during the market consultation, and the list of participants, will be made **public**.
- The Programme will draw up a report of every plenary meeting; these reports will be made **public**.
- The Programme will draw up an interview record of each of the one-to-one meetings. Such reports will include all of the important points and solutions, and the information provided to the market. This record will be confidential, and will **not be published**.
- The Programme will develop a **single report of the main points** from all of the one-to-one market consultation meetings. This report will be made **public** (anonymous and stripped of any commercially sensitive details).
- The primary language of the market consultation is English; if necessary, the language may be changed to Dutch.
- All communication regarding the market consultation, and submission of the reply forms, must take place via the following email address: marktconsultaties@ERTMS-nl.nl.
- Market parties are required to participate in the market consultation on a voluntary basis; they will not receive any payment for participation nor any reimbursement of expenses incurred as a result thereof.

2 Annex 2: Participating organisations

ADSE
Alstom
Ansaldo STS
Arcadis
Attica Advies
BAM Infra Rail
Bombardier
CAF signalling
CGI
Dekra Rail BV
Dura Vermeer
Grontmij
Heijmans
HIMA
Intech
Joulz
Lloyd's Register Rail / Ricardo
Movares
Nokia
Pilz
Railcert
Railinfra Solutions
Siemens
Stadler Netherlands BV/Rail AG
Strukton Rail
Thales
Transurb
Twynstra Gudde
Van Gelder Rail
Verebus Engineering BV
VolkerRail