



Council of the  
European Union

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#### INFORMATION NOTE

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From: General Secretariat of the Council

To: Council

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Subject: **Any other business**

Rail Safety: European Rail Traffic Management System (ERTMS) and  
European Train Control System (ETCS)

– Information from the Luxembourg delegation

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Delegations will find attached an information note prepared by the Luxembourg delegation on the above-mentioned subject for consideration under "Any other business" at the meeting of the Council (Transport, Telecommunications and Energy) on 8 June 2017.

**AOB on EU rail safety**  
**Presentation by the Luxembourg delegation**

Luxembourg would like to ask Member States and the Commission to speed up the deployment and use of the European Rail Traffic Management System (“ERTMS”), and especially the European Train Control System (“ETCS”) trackside and on-board control-command and signaling on Europe’s railway network. Furthermore, the harmonised implementation of ERTMS in the Union, with a priority on cross border sections should be entrusted to the EU Railway Agency.

The reasons in favour of a harmonized European safety systems and especially ETCS remain valid today. Such a harmonised European rail safety system would significantly improve the safety level in railway operations and would support the interoperability of the European railway system.

After the EU launched this project, Luxembourg ensured its swift deployment, which it deemed especially critical in order to enhance safety for cross border services, which represent roughly 70% of all transport operations for Luxembourg. For this reason, Luxembourg, as an early implementer, has consequently installed ETCS on its entire network and rolling stock. As of today, 100% of Luxembourg’s national rail network is equipped with ETCS and so will be all passenger service related trains by the end of 2017.

At the European level, however, the deployment objectives have not been met and deadlines often postponed. Such circumstances have proven to be detrimental as stability in the system is an essential condition for the industry to develop the technical solutions and trust in the common system.

The "Corridor North Sea – Mediterranean” is a typical example of the delay in the deployment of ERTMS. In this case the 2009 deployment plan for ETCS, which foresaw that the rail freight corridor crossing Luxembourg, which was called corridor C, should be completed by 2015, was not adhered to. The current deployment plan for exactly the same corridor C, which has meanwhile been rebranded "Corridor North Sea – Mediterranean” foresees for the deployment to be finalised "after 2023" for precisely the same segments.

Although train control and signaling systems play a critical role in ensuring railway safety, the European deployment plan for ERTMS foresaw that only 5.800 km of tracks should be equipped with ERTMS by 2014, going up to no more than 56.000 km in 2030 without specifying when 100% of the network would be equipped.

Luxembourg continues to believe in the benefits of ERTMS and strongly supports all actions and measures, which could help get ERTMS deployed throughout the EU as soon as possible.

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