DECISION OF THE HIGH-LEVEL DEPLOYMENT GROUP

adopting the Deployment FRMCS subgroup remits

N° 05/2025

THE HIGH-LEVEL DEPLOYMENT GROUP OF THE EUROPE'S RAIL JOINT UNDERTAKING, NOTES

- Europe's Rail Deployment FRMCS subgroup remits

THE HIGH-LEVEL DEPLOYMENT GROUP OF THE EUROPE'S RAIL JOINT UNDERTAKING, AGREES

- The approval and release of the following documents:
    o Deployment FRMCS subgroup remits

DATE: 13/02/2025

Annex I: Deployment FRMCS subgroup remits

ANNEX I

REMITS
DEPLOYMENT FRMCS SUBGROUP

The High-Level Deployment Group of EURAIL proposed the creation of the Deployment FRMCS subgroup for considering the broader questions of deployment and implementation of FRMCS.

The subgroup will focus on the following activities:

1. Provide an overview of the current status of railway telecommunications in Europe, including fleet, infrastructure, IT, and telecom assets, based on a step-by-step approach. Goal is to create a mutual understanding about magnitude of FRMCS migration effort. This should encompass current retrofit and investment plans for infrastructure (IM plans) and onboard assets (RU and vehicle owner plans). The National Implementation Plans (NIPs) expected to be delivered by the Member States mid-2024 are considered key input for this action.

2. Based on point 1, which will be basis information for this point, estimate necessary capacities in industry, operators, NSA's/ERA, lessors, contractors, and network operators (both private and public). Create a 'placing into service' plan for operational implementation, also considering FRMCS suppliers and application suppliers. A roadmap should be delivered before full roll-out. Objective is to provide an estimate of the required European capacity on a yearly basis coming from information provided by infrastructure managers and, ideally, also from railway undertakings.

3. Perform high level and on a European level financial analyses on OPEX and CAPEX costs based on national inputs, funding, and financing (CBA) analyses based on the migration scenarios as defined in point 7. Both Fleet and Infrastructure should be considered.

4. Examine whether an EU wide coordination would bring any tangible advantages. This could include the analysis of the scope of such a possible coordination in terms of deliverables (targets, budget, governance, planning, risks, quality, information), stakeholders to be involved, standardization of operational procedures, and implementing technical harmonization (towards TSI and standardization bodies), if necessary and not already elsewhere covered.

5. Address authorization and the regulatory framework, including the assessment on the how vehicles and tracks equipped with FRMCS (in coexistence with GSM-R) will be authorised quickly and if the current regulatory framework needs to be modified. For this, simplification of process and related technical solutions must be considered.

6. Investigate potential cross-border issues and private-public interfaces (e.g. international MNO's and IM cooperation except from the technical part).

7. Define possible migration scenarios, in order to define the conditions to deploy FRMCS as soon as possible, as part of the ERTMS system (i.e. ETCS, RMR (GSM-R + FRMCS) including voice communication and ATO). The migration scenarios should consider the number of vehicles on the different counties to be equipped and will consider also other technical topics such as DAC or ATO. Objective is to understand challenges and identify potential synergies. Also, identifying the funding and financing possible schemes for the deployment in the different migration scenarios. A minimum of a two-layer basis/approach (workstreams) should be considered: a. the technical layer and b. the legal, economical and political layer. The number of migration scenarios need to cover the relevant part of the potential solution. Different starting positions in different countries and with different technologies (e.g. interface to ETCS versions) has to be taken into account.

8. Conduct a risk assessment focusing on pace, availability capacity of consultants, designers and contractors, technology, and national plans, for example, for coordination on cross border topics. It also will include the risk assessment of deployment delays.

9. Identify potential synergies and possible alignment with other major rail transformation programs (architecture, investments, (locomotive) retrofit activities) such as ETCS, DAC, and ATO by identifying, creating and maintaining the interfaces between the FRCMS subgroup and the relevant stakeholders involved the transformation programs.

10. Taking into account above migration scenarios and risk assessment, the subgroup will make recommendations, taking into account the Public procurement rules /buy European Act, in order to ensure both smooth migration and operational disturbance reduction.