

**Position Paper**

Brussels, 06 January 2016

# **Resolving the remaining DMI issues before the adoption of next ERTMS specification release**

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In the letter sent mid 2015 and in the RISC workshops, CER alerted the Agency and the European Commission on the need to ensure the appropriate resolution of some change requests, namely the CR1249 "bundle", which would affect railway operations.

Since then, technical solution have been investigated by ERA and technical bodies and a validation of the possible solutions has been performed with several European drivers on an ERTMS simulator. However, the solution actually part of B3R2 is not in line with the conclusion of the validation exercise. The recommended solution would lead to issues for the driver or in general train operations. Some last improvements are needed.

**We expect the Railway agency to propose a plan for the resolution of these issues before the vote on B3R2. The RISC workshop early January should give the necessary mandate to manage this last step to shape a solution acceptable for all stakeholders. The final design of the solution shall take into account following functional needs.**

The technical experts, operational experts and driver experts of CER and EUG concluded after a deep analysis of the CR 1249-bundle, that there is a need for "a form of information to inform and alert the driver to the fact that an indication is to be expected". There are also situations, where such information is useless and in fact disturbing to the driver.

The recommended specification related to this CR 1249 bundle as currently presented only solves a part of the problem.

The CER believe that such information, namely Target Speed, Target Distance and Time to Indication, including audible alert are key functionalities to be covered by B3R2. It is essential that these information are given to the driver. However in some types of operation there may be a requirement to provide the ability to the driver to toggle the information on/off, therefore negating visual and audible indications or, if required by the RU (e.g. operation on some high speed line), to switch off the Time to indication functionality.

The technical details of such functionality and the possible solutions must now be finalised with the involvement of relevant experts.

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## **About CER**

The Community of European Railway and Infrastructure Companies (CER) brings together more than 70 railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 73% of the rail network length, 80% of the rail freight business and about 96% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policy makers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit [www.cer.be](http://www.cer.be) or follow us via Twitter at @CER\_railways.

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