

EPTTOLA: ETCS Perspective

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ERTMS Steering Committee Meeting

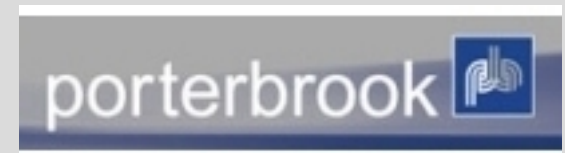
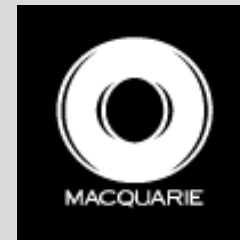
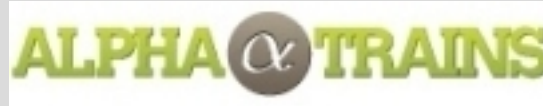
Brussels, 05 May 2014

EPTTOLA

- **European Passenger Train & Traction Operating Lessors' Association**
- **Represents the interests of (private) train leasing companies that invest in and lease locomotives and passenger trains across Europe**
- **Operating leasing enables market flexibility and growth**
- **Asset life is typically 30 – 35 years**
- **Lessors are investors and need stability and predictability**

EPTTOLA Members

- Alpha Trains
- Angel Trains
- Ascendos Rail Leasing
- Beacon Rail Leasing
- Macquarie European Rail
- Eversholt Rail Group
- Porterbrook Leasing Company



Operational Coverage



EPTTOLA Members' Assets

- **Approximately 17,600 vehicles in total**
- **Circa 12,350 Passenger vehicles**
- **Circa 4,050 Freight wagons**
- **Circa 1,200 Locomotives**
- **Wide range of locomotive products**
- **All types of heavy rail passenger stock**
- **Customers range from small private operators to national railways**

EPTTOLA ETCS Experience

- **Procured or procuring ETCS retrofits for A, B, NL, CH, S and the UK**
- **Cross border and corridor diesel and electric locomotives**
- **Operating fleet running successfully at SRS2.3.0d but high degree of obsolescence when looking to BL3**
- **Procurement difficult for BL3 – not yet specified or available**
- **Some subsidy received but insufficient and difficult to get**
- **Generally ETCS has been fitted where essential to retain existing country capability, and in ‘national’ form.**

ETCS Vision and Reality

- **The vision of a single interoperable signalling system to go anywhere in Europe is fully supported by EPTTOLA**
- **Clearly a long transition is necessary whilst ETCS replaces legacy systems**
- **The reality is that variants of ETCS have been created in addition to legacy systems and the real transition has not yet begun.**
- **Forcing deployment before a stable specification and product is available is highly damaging to vehicle owners**

ETCS loco indicative example

- **Multi system loco with all the necessary equipment to run in 4 countries (plus BL2 'national' ETCS), new cost in the region of €4m**
- **Cost to add BL3 ETCS in the order of €350k (at 7 years old)**
- **What is the life of this investment?**
- **Is the utility of the loco better than before?**
- **Operator faces significant cost increase without any advantage**
- **Not a commercial investment**

ETCS Issues

- **Specification not yet available**
- **On board products not always available nor interoperable**
- **No reliable deployment plan**
- **Existing fitments becoming obsolete**
- **No coordinated international management of the transition**
- **Corridors behind schedule and unclear benefits – gaps and other requirements**
- **Large one off costs due to multiple approvals and complex on board interfaces**
- **Future configuration and obsolescence management uncertain**

Possible actions

- **Ensure on board is also supplied / offered by infrastructure suppliers.**
- **Complete the specification and authorisation requirements before any further deployment or mandatory fitment on new vehicles**
- **Active and effective coordination and management of the requirements and deployment**
- **EPTTOLA can contribute to the coordination for vehicles**
- **Subsidy or funding of the transition in relation to vehicles**

Conclusion

- **ETCS vision is right for improved efficiency and competitiveness of the industry**
- **The current position is a long way from this and there is no clear path to get there**
- **Currently no commercial case for investment in on board ETCS for trains which is a problem for the health of the industry**
- **Mandatory fitment in the current situation is cost without benefit**
- **A review of the strategy and its delivery is appropriate**

Thank you for your attention!

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