

Market consultation 'economische ERTMS-oplossing VVZE'

Questions from participating parties

publication date: 25 June 2020

Question no.	Question description	Answer ProRail
1.	What are the expected behavior from the Owners/Operators of these locos/machines and what are the requirements from IL&T for these vehicles? The background of this question is that such proposals were also made in other countries to some inframangers, but neither the Owner/Operators nor the NSA wanted to accept any deviations to the operations which could be done with a loco/machine fully equipped with ETCS.	The owners/operators are expected to deal with SRAC's 1) such as requirements to prevent wheel slip 2) related to the plug-in concept of a trolley. The concept as described in the CDS is discussed with both ERA and ILT.
2.	Will ProRail take care of the communication with the owners so the loc will be available on time available for the supplier?	To be determined. It is expected to be a contractual issue between owner and supplier.
3.	Will ProRail take care of the workshop to equip the loc?	No.
4.	Is ProRail arranging a test track including all?	Yes.
5.	Is ProRail expecting TSI CCS compliance for the ETCS part, if no which deviations will there be (functional, performance from Subset 041, THR,...)?	Yes.
6.	Which certification process will be put in place?	According to TSI-CCS, to be specified in a requirements document in the tender phase.
7.	Light vehicles tend to have poor/no detection in case of axlecounters or other trackcircuits, does ProRail already have some ideas they would like to share on this?	The vehicles to be retrofitted are nowadays equipped with ATB. If a limitation exists in the actual situation it is not expected that it will disappear in the plug-in retrofit situation.
8.	Who will finally buy the solution (ProRail, asset owners, lessor, ...)? And which volume do you expect?	To be determined.

9.	How many vehicles will be involved in the ETCS temporary project?	A potential fleet can be: historical 50 units, OTM's 30 units, shunting locomotives t.b.d. units. Of course the real demand depends on the decision of the owners. Prorail is not the fleetowner of the OTM's.
10.	What is CDS?	Concept Design Specification, a 12 page document in PDF format.
11.	Shall the solution be maintained over time to stay in compliance with TSI's update?	Yes.
12.	Is a manual switch btw. ETCS and ATB accepted by NSA/ERA?	This is discussed with NSA/ERA. Strong requirements concerning risk mitigation.
13.	Document Annex_A_CDS (page 12) describes a solution with ETCS and separate national train control (manual switching) without STMs. At the video conference on 22 June STMs were mentioned. Are running transitions to STMs required?	Both options are to be supported. Control by the ETCS trolley of the existing ATBL-NL equipment by a 4 wire contact interface can also be considered. For the case a compact tablet solution is offered this is not a requirement.
14.	Document <i>Annex_A_CDS</i> describes GSM-R antennas on the trolley, but document <i>Marktconsultatie</i> (page 5/6) mentions these antennas mounted on the vehicles. Does a fixed requirement exist for mounting the GSM-R antennas?	Consistency error. From reliability point of view a double vehicle born antenna is preferred.
15.	Is the list of vehicles that was provided after the video conference complete?	The list is updated and published on www.TenderNed.nl .
16.	Which vehicle is planned to be equipped with ETCS. You talked about it being a steam locomotive. Can it be the SSN's 23 023?	BR23 of VSM and/or SSN is taken into consideration.
17.	What is the cost target?	Affordable cost for vehicle owners.
18.	What is the target vehicle for the tests?	Steam: BR23, OTM: to be defined.
19.	Do you have any ideas how the specific vehicle (driving) parameters will be handled with a mobile application?	A vehicle associated plug, being a part of the fixed installation of the vehicle involved. Other techniques are welcomed, safety analyses and risk mitigation is a must.