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ERTMS Readiness (formerly RT/E/C/11711)

This temporary front sheet facilitates change to the new Network Rail Standards referencing nomenclature.

The Ref above will be formally allocated to this standard when it is next changed in the meantime the contents, date and issue number of this Network Rail Standard are **UNCHANGED and with immediate effect it should be referred to as “(new ref) formerly (old ref)”.**

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Network Rail Company Code of Practice

ERTMS Readiness

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ISSUE RECORD

ISSUE	DATE	COMMENTS
1	June 2003	New standard

IMPLEMENTATION

The requirements of this Code of Practice should be implemented from the date of publication to any signalling renewal scheme in proposal or development stage, where it is reasonable to do so.

COMPLIANCE

As this is a Code of Practice no compliance date is required.

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Contents

1.0	Purpose	4
2.0	Scope	4
3.0	Background	4
4.0	Responsibilities	5
5.0	Reference Documentation	5
6.0	Definitions	5
7.0	Introduction	7
8.0	ERTMS Readiness Requirements	7
8.1	System Architecture	7
8.2	Lineside Issues	9
8.3	Lineside Equipment	9
	Appendix A - Overview of ERTMS	10
	Appendix B - Interface Equipment Space and Power Requirements	15
	Appendix C - RBC Equipment Space and Power Requirements	16

1.0 Purpose

This Code of Practice details the requirements for the configuration of signalling systems that should be implemented prior to the future introduction of the ERTMS/ETCS across the Network Rail network. The use of this document will ensure that disruption to the network, costs, risks and rework is minimised when ERTMS/ETCS is implemented.

2.0 Scope

This Code of Practice should be applied to any resignalling works that are anticipated to have an operational life that extends beyond the potential ETCS implementation date at that location.

The Project Sponsor, in agreement with the Project Client and Professional Head, should determine the extent to which any of the requirements of this document should be applied.

3.0 Background

At the time of writing the scope and programme of ETCS implementation has yet to be determined. The Signal Engineering Policy [1], however, states that all signalling renewals shall be planned in accordance with the national introduction of ERTMS.

There are two fundamental parts of the ETCS System, the trackside elements and the train borne elements. This document is concerned with the trackside elements and deals with signalling renewals and remodelling works made to the rail network prior to the introduction of ETCS.

This document does not define the signalling application standards to be used when ETCS is implemented coincident with resignalling and especially those applicable where it can be assumed that all trains are equipped with ETCS. In these cases significant changes to signalling principles can be expected but are not covered by this document. Thus this document is intended to simplify the transition to ETCS, not to define the final configuration when ETCS is universally available.

Generally, this Code of Practice should be applied except where signalling alterations are known to have a remaining life of less than 20 years on any routes or less than 10 years on high speed routes (ECML, WCML, GWML MML and Cross Country Routes i.e. routes where the line speed may exceed 100 mph).

This document is expected to go through a number of iterations as detailed development emerges. It is important that each project records the version of this document with which it is compliant.

4.0 Responsibilities

Project Sponsor	The Project Sponsor is responsible for reaching agreement with the ORR, SRA or other funding party regarding the extent to which a signalling renewals project is to be made ERTMS Ready and which of the requirements contained in this Code of Practice should be adopted.
Project Manager	The Signal Renewals Project Manager shall ensure that the requirements agreed by the Project Sponsor are incorporated into the execution of the design and implementation of the project.
Professional Head	The Professional Head shall ensure that the Signalling Renewals Strategy takes account of the requirements for ERTMS readiness.

5.0 Reference Documentation

[1]	RT/ENGP/03	Signal Engineering Policy
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6.0 Definitions

A glossary of terms and acronyms used in this document are defined below:

List of Abbreviations	
ATP	Automatic Train Protection
BSC	Base Station Controller