

## **English webpage for ERTMS draft subsidy scheme freight locomotives**

### **Introduction**

The current analogue train protection Automatic Train Control (ATB) will be replaced with the digital European Rail Traffic Management System (ERTMS). European Train Control System (ETCS) is part of this European security system and must be built into freight locomotives. The Ministry of Infrastructure and Water Management is therefore preparing a subsidy scheme to equip freight locomotives with ETCS system version 2.0 or higher to make them suitable for ERTMS. This way, these locomotives can continue to run on track sections with ATB and track sections with ERTMS. This is a follow-up to the previous ERTMS Subsidy Scheme, in which several freight locomotives are being converted. This previous scheme also includes several prototypes. Based on these prototypes, it is possible to convert freight locomotives in an efficient way with this new scheme.

### **Goal**

- To encourage the conversion of freight locomotives to ETCS system version 2.0 or higher suitable for ETCS level 2;
- Contributes to the timely availability of sufficient freight locomotives for ERTMS;
- Limit the negative effects of the transition to ERTMS on the competitive position of the rail freight sector.

Eligible are locomotives that are used on Dutch rail, that meet specific preconditions and are not yet included in a previous national subsidy scheme. The ministry currently has approximately 180 to 190 freight locomotives in the picture that qualify for this.

### **Consultation**

We ask your special attention to the questions below. Can you address these questions in your response?

1. Are any freight locomotive types missing from the appendix of the draft subsidy scheme text? This must concern types that meet the conditions in Article 5 of the draft subsidy scheme text and for which conversion is desirable for rail freight transport in the Netherlands
2. To what extent does the maximum subsidy per locomotive type cover 50% of the costs of the eligible activities?
3. An obligation has been included in the draft scheme text in order to ensure that locomotives are registered in the Netherlands on at least ten days per year in the first three calendar years after conversion (Article 10). How do you view the amount of "ten" in this obligation?
4. Does the draft subsidy scheme include provisions with negative consequences for your business operations? Can you explain how these provisions negatively affect you?
5. Are there any contradictions, inaccuracies or impossibilities in the draft scheme?
6. Are there any other points about the draft regulation text that you would like to include in this consultation response?

### **Target groups**

Equipment owners of locomotives that are used for rail freight transport on the Dutch centrally served area of rail.

**Effects**

Through this subsidy scheme, owners of freight locomotives can receive a contribution for the conversion to ETCS system version 2.0 or higher. The contribution of 50% of the conversion costs halves the required investment from owners. Up to 180 to 190 freight locomotives can be converted and admitted with this scheme. This is before the commissioning of the first track section with system version 2.0 for commercial purposes. This is currently the Kijfhoek - Belgian border section, which is planned for 2028 (bandwidth 2028 - 2030).