

































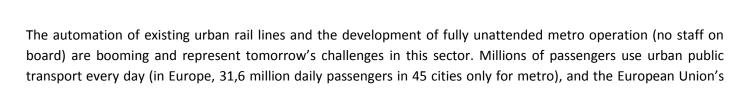




modal shift objective means more people using public transport.







As urban or suburban rail operators, manufacturers, contracting authorities and their official representatives, we express our need to deploy and operate Communications-Based Train Control systems (CBTC) with protected frequency channels. Through Automatic Train Operation and Supervision, CBTC allows achieving very high performance and safety of urban rail systems, making it ready for answering tomorrow's mobility needs.

Several European operators had already obtained reserved frequencies in the 5.9 GHz band for CBTC application from their national authority. The systems proved successful and have been operating for many years. Exclusive or prioritized protected use of this bandwidth is of paramount importance because safety and reliability of train operation is at stake. CBTC allows for metro trains to run with headways as short as 80 seconds and even below. This generates high line throughput (80,000-100,000 passengers per hour on a single line in both directions). With such demanding operating conditions, it is easy to understand that competitive access, interference and deny of service absolutely have to be avoided to guarantee safe and reliable operation.

However, the development of new technologies such as ITS (Intelligent Transport Systems) will generate new needs for broadband communication and frequency bandwidth, and they apply for the same 5.9 GHz band.

European bodies in charge of standardization and frequency regulation are doing substantial work in order to mitigate the risks of sharing a common band between CBTC and ITS. DG CONNECT (Spectrum) confirmed to UITP that "It is clear that whichever solution will be identified for urban rail applications (in particular driverless metros) it will need to guarantee a proper level of safety."

We emphasize the need to guarantee at European level the highest priority for rail safety-related applications even if the channels are shared with other modes like ITS.

The return on investment in rail infrastructure is in the medium/long term and regulatory framework stability is a pre-condition for allowing new developments as well as refurbishments. Then Europe can also become an example followed in other parts of the world.

Alstom - International Railway manufacturer

BKV - Urban railway operator in Budapest

Bombardier – International Railway manufacturer

DPP - Urban railway operator in Prague

FGC – Urban railway operator in Barcelona

Keolis – International Urban railway operator

MTR - International Urban railway operator

RATP - International Urban railway operator

RET - Urban railway operator in Rotterdam

Siemens - International Railway manufacturer

Société du Grand Paris - Contracting authority in Paris

Sporveien – Urban railway operator in Oslo

Stasy - Urban railway operator in Athens

STIB – MIVB - Urban railway operator in Brussels

TMB - Urban railway operator in Barcelona

Transdev - International Urban railway operator

UITP — International organization for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry

Underground (LUL) - Urban railway operator in London

Unife - Official representative of the European rail manufacturing industry

UTP - Official representative of French public transport operators

VDV – Official representative of German public transport