



INTERNATIONAL UNION  
OF RAILWAYS



The Voice of European Railways

# Long-term strategy on the future use of the UHF band (470-790 MHz) in the European Union

*Draft RSPG opinion ref RSPG14-585(rev1) dated 12 November 2014*

## UIC, EIM, CER comments on RSPG opinions

9 January 2015

## Comments on RSPG14-585(rev1) RADIO SPECTRUM POLICY GROUP Draft RSPG Opinion on a long-term strategy on the future use of the UHF band (470-790MHz) in the European Union:

For section 3 Scope of the work, and 7 Elements for the Long term strategy, the railway sector (UIC, CER & EIM) after consulting ERA would like to inform RSPG of the potential future spectrum need for radio spectrum below 1GHz for the next generation of railways radio communications beyond the current usage (ref: ECC Decision (02)05 on GSM-R). Both ERA and UIC are conducting studies that should lead to the definition of the successor for the current GSM-R networks from 2018, taking into account evolving functional needs of railways, enhanced applications for Railway Operations and business support, radio technology evolution, spectrum needs and economic factors. As the outcome of these studies is not yet clear, the railway sector believe it is necessary and prudent, at this stage, to make provision for the reservation of spectrum for railways usage in any possible identification or allocation of spectrum for land mobile usage. We believe the above needs to be considered when identifying or allocating spectrum to public mobile broadband services or applications.

As railways already today, and increasingly in future due to the EU policy of creating EU wide transport corridors, are dependent on cross-border interoperability, spectrum allocated for railways needs to be sufficiently harmonised across the EU to support the EU policy of Interoperable Train services. This could require harmonized spectrum and hence a measure at EU level which would therefore not follow the same process described in Section 7 for PPDR.

**To recognise the above points, we request that the RSPG enhances its opinion in this area by including an additional bullet point in section 9 of the report to recognise the need to define a European Interoperable radio solution to support the operation of railways over the medium to long term. In addition, these future spectrum needs and the precise need for harmonisation, also to be reflected in harmonised European standards, are proposed to be addressed and coordinated via the ETSI-CEPT process.**

## Disclaimer

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