



Annual *Report*

2025



EULYNX

Contents table

01

Introduction

Setting the stage: mission, vision, and context for the year's activities.

P.6

02

Deployment Activities

Key projects and rollouts that are shaping the EULYNX landscape.

P.8

03

Collaboration with the ERTMS Users Group

How we work together with the community to drive innovation and interoperability.

P.12

04

EULYNX Academy

Trainings, workshops, and knowledge-sharing initiatives empowering members.

P.14

05

Communication Highlights

Events, publications, and activities that keep our community connected.

P.18

06

Statement from new Members

P.21

Showcasing the initiatives, projects, and impact of recently joined members.

07

Outlook: Member Initiatives and Projects

P.22

Key upcoming projects, tender highlights, and plans from EULYNX members shaping the next year.

Financial Overview

P.26

Contact details

P.28

Foreword

2025 has been a year of meaningful consolidation and steady growth for EULYNX. I am pleased to present this Annual Report, reflecting a period in which our community expanded, our specifications matured, and the practical impact of our work became increasingly visible across the sector.

We were proud to welcome ADIF, Indian Railways and PKP PLK as new members, reinforcing the global relevance of open, interoperable signalling interfaces. Their engagement confirms a clear message from the sector: standardisation is essential for scalable, futureproof deployments.

A major milestone was the publication of Baseline Set 4 Release 4, providing a stable and harmonised foundation for implementation. At the same time, we initiated the first steps towards Baseline Set 5, with a focus on deeper harmonisation fully aligned with EU-Rail System Pillar activities.

Deployment support intensified throughout the year, with lessons from real projects and sector events feeding directly into improved guidance and procurement practices. The EULYNX Academy also continued to grow, delivering a rich programme of modules across Europe and beyond. We also advanced our testing and validation capabilities. Finally, the launch of our digital catalogue, VendorExpo, demonstrated that interoperable, market-ready products are becoming a practical reality.

I would like to thank all members, experts and partners for their continued dedication and collaboration. The strength of EULYNX lies in its community – built on shared expertise, trust, and a commitment to open standards.

With this momentum, I am confident that 2026 will bring us closer to a unified and efficient signalling landscape across Europe and beyond.

Thank you for your continued support.

Hans Menschaert

Chair of the EULYNX
Steering Committee



”

***The strength of EULYNX
lies in its community
– built on shared
expertise, trust,
and a commitment
to open standards.***

Hans Menschaert
Chair of the EULYNX
Steering Committee

”

01. Introduction

In 2025, EULYNX continued its transition from specification development towards implementation, deployment support and market readiness. The work of the consortium focused on consolidating Baseline Set 4, preparing the path towards Baseline Set 5, supporting infrastructure managers in deployment activities, and strengthening testing, training and sector cooperation.

Publication of Baseline Set 4 Release 4

The major highlight of the past year was the publication of Baseline Set 4 Release 4 (BL4R4), jointly released with the EU-Rail System Pillar, continuing the established cooperation from previous releases. The joint work reflects the strong collaboration between EULYNX and EU-Rail, with specifications now under the technical authority of the EU-Rail System Pillar.

The latest release includes a consolidated set of 25 specifications jointly published by EU-Rail System Pillar and EULYNX, covering all trackside assets and transversal functions applicable both to the current EULYNX architecture and the future SERA target architecture. Additionally, EULYNX has delivered 24 additional specifications and supporting documents that complement the architecture and support national implementation. The update to Release 4 focuses mainly on SDI and SMI improvements and on error corrections.

This release is fully aligned with the Cybersecurity Specifications published by the EU-Rail System Pillar and does not include separate security specifications. In the additional EULYNX specifications, only the EULYNX Security Concept is retained, now reduced to references and necessary context clarifications. A new supporting document, the EULYNX Security Guideline, provides further guidance on applying the Cybersecurity Specifications within the EULYNX architecture.

With this release, the current Baseline Set 4 becomes closed for changes in functionality or new functions. Nevertheless, individual specifications may receive further updates due to error corrections.

The Baseline Set 4 specification documents are structured so that SCI, SDI, SMI and SSI specifications can be updated independently where needed. In this way, compatibility between different versions of the four EULYNX interface types can be managed independently. To manage these dependencies, EULYNX maintains a compatibility matrix for every subsystem/interface, listed in the document EULYNX BL4 R4 Compatibility matrices.

As in previous releases, the publication includes both formal specifications and supporting artefacts. These include model exports for better visualisation and reuse in model-based engineering, and executable simulators for subsystem validation and simulation.

The current baseline set provides a stable and future-proof foundation for ongoing investments by infrastructure managers and corresponding developments by the industry. Future developments in EULYNX and EU-Rail System Pillar will be introduced as part of Baseline Set 5. The currently planned timeline foresees publication of Baseline Set 5 in June 2027.

Developments on Reference Architecture

The EULYNX Reference Architecture working group is responsible for the overarching system structure, including core concepts and generic functions across all field element subsystems. It is active in the Trackside Assets domain of the EU-Rail System Pillar, where it addresses architectural and generic issues related to these subsystems.

In the past year, the group assessed the potential for further standardisation of interfaces to field devices, power supply and power management. While some opportunities for harmonisation were identified, existing national standards, limited stakeholder interest and unclear economic benefits did not justify further standardisation activities on the mentioned topics. As a result, no additional development work has been recommended in these areas.

Conformance testing

As EULYNX specifications continue to mature and more products are being developed and deployed on the market, conformance testing is becoming increasingly important. The modular EULYNX architecture relies on standardised interfaces, making correct and consistent implementation essential.

To avoid integration failures caused by different interpretations of specifications, EULYNX applies a conformance testing approach. The conformance test plan defines how suppliers test their products, while EULYNX provides standardised test cases to ensure comparable and transparent results. This approach supports the cross-acceptance principle, whereby the consortium members accept test results without additional testing, reducing duplication of efforts across projects.

To further support the market, EULYNX provides open access to test cases and documentation through its collaboration platform and API services. In addition, EULYNX offers non-profit conformance testing as a service in cooperation with our external partner Relesoft, helping to lower entry barriers for EULYNX developments.

Formal cooperation with industry

EULYNX collaborates formally with the signalling industry under the umbrella of EU-Rail System Pillar as part of the Trackside Assets domain. This partnership remains positive and effective, with multiple activities in dedicated joint working groups, contributing to aligned sector-wide specifications.



02. Deployment Activities

The EULYNX Deployment Cluster supports infrastructure managers (IMs) in translating the common EULYNX specification framework into national architectures, migration plans and tender documentation. Its work combines a common methodology with project-specific adaptation, reflecting different operational conditions, legacy landscapes and organisational readiness.

Working Approach

Activities begin with a structured onboarding and scoping phase in which priorities, scope, relevant tenders, milestones and the working mode are agreed with the IM. Cooperation is organised through regular meetings and dedicated workshops. The resulting work is continuously documented in the Deployment Analysis Report. This creates a transparent and traceable process from initial alignment to supplier-facing deployment guidance.

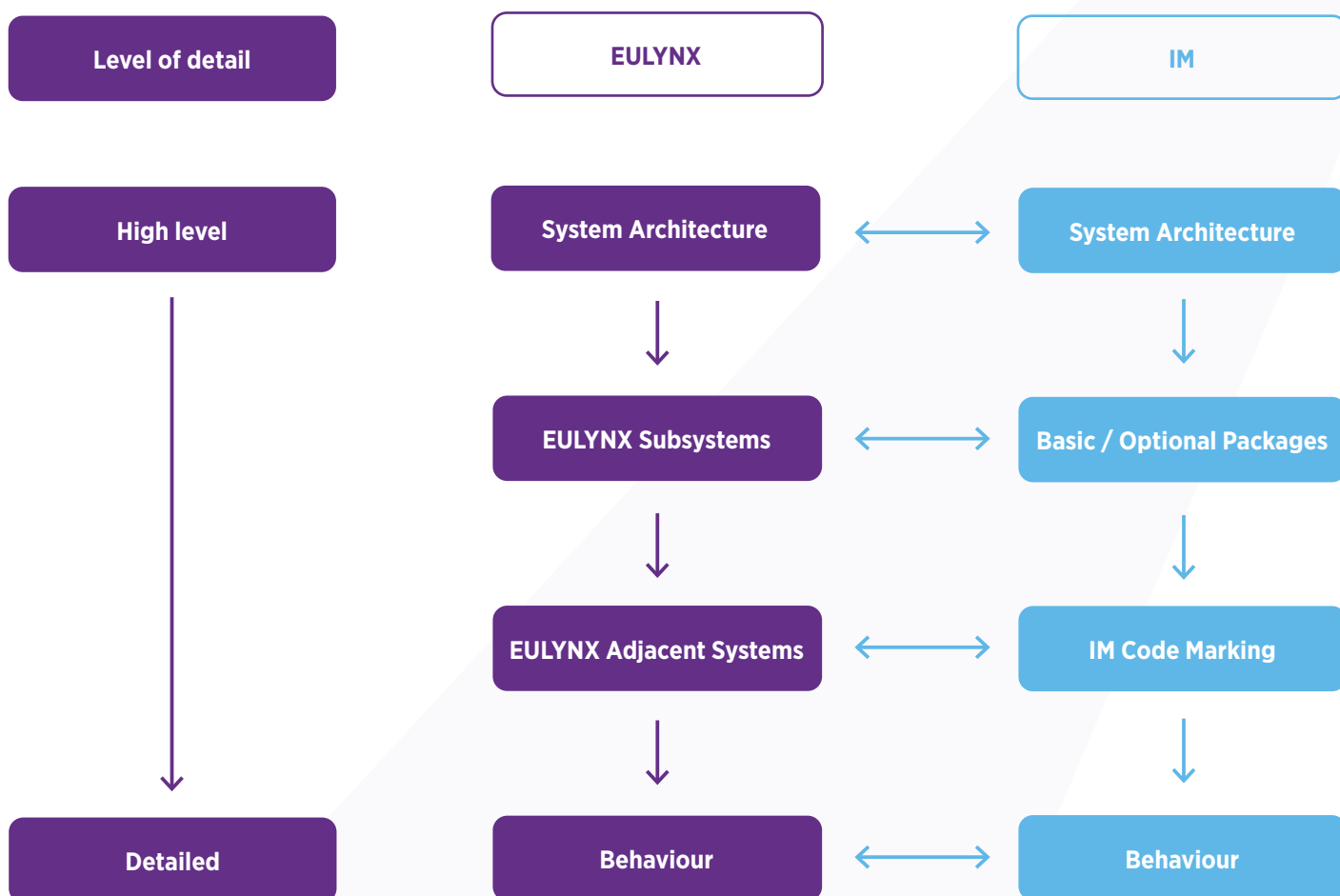


Figure: Working approach of the Deployment Cluster.

Development of EULYNX-compliant System Architecture

The initial task is the development of a target architecture aligned with the EULYNX system architecture. Relevant interfaces are identified and mapped against national or project-specific architectures, and migration aspects are discussed from an early stage. For interfaces such as SCI-ILS, this work typically requires a more detailed analysis of the existing interlocking landscape, communication principles and possible adapter needs. The resulting target architecture forms the basis for subsequent interface analysis, functional scoping and tender preparation.

Additional Support to IMs

The Deployment Cluster also supports IMs in preparing tender documentation. On the one hand by creating a new guideline for procurement but also during the work in the Deployment Cluster. The recommended structure distinguishes clearly between EULYNX-based requirements on the one hand and national parameters, configuration data or additional project-specific conditions on the other. For subsystems, the relevant basic and optional functional packages can be referenced directly; for adjacent systems, the applicable IM code markings and byte values can be documented in appendices. This allows tenders to remain aligned with the common EULYNX framework while still reflecting the operational reality of each IM.

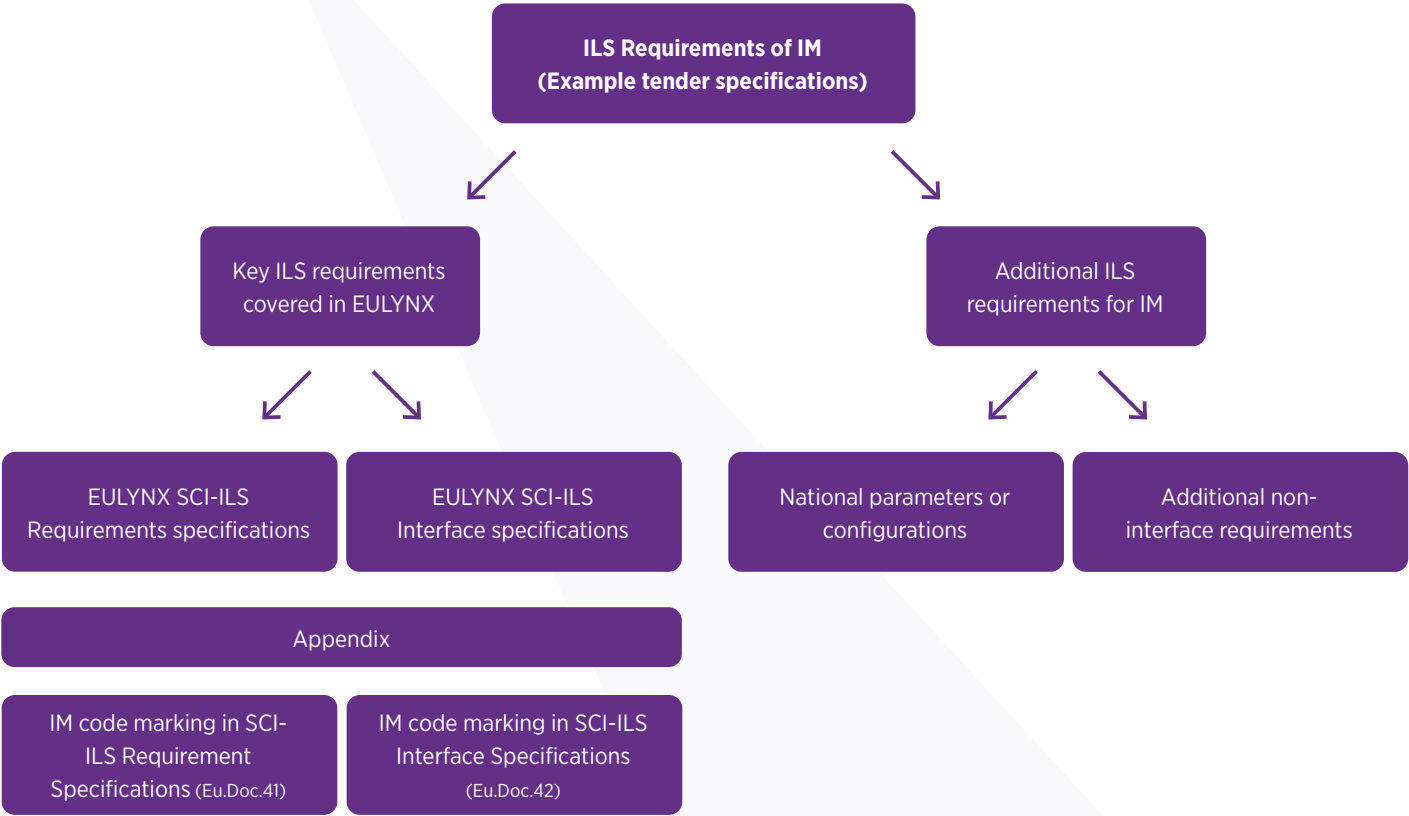


Figure: Example of tender specifications used by IMs

Since the launch of the EULYNX Deployment Cluster, significant progress has been made in supporting IMs in aligning their national railway systems with the EULYNX specifications.

Rete Ferroviaria Italiana (RFI)

Activities with RFI began in 2023. Following several introductory sessions on the EULYNX specifications, RFI's computer-based interlocking architecture was compared with the EULYNX reference architecture. Most nationally specified interfaces were mapped to EULYNX interfaces, after which the work moved into subsystem applicability and interface-level gap analysis. For adjacent-system interfaces, a preliminary IM code mapping approach was selected to support the investigation of SCI-ILS, SCI-LX and SCI-CC. The results were consolidated in a report documenting identified gaps together with proposed solutions, while further work has continued on SCI-RBC.

Saudi Arabia Railways (SAR)

Deployment activities with Saudi Arabia Railways commenced in June 2024. The principal task was to analyse the existing signalling system and the operational requirements to derive a SAR-EULYNX target system architecture together with possible migration considerations. Building on this foundation, the Deployment Cluster has supported the preparation of EULYNX-based tender specifications, including the correct use of subsystem functional packages, telegram references and IM code markings, as well as supplementary system requirements outside the standardisation scope.

Trafikverket (TRV)

Cooperation with Trafikverket started in January 2024. The initial emphasis was placed on subsystems, with several workshops held to examine the existing signalling landscape and to assess how EULYNX subsystems could be implemented. The first adjacent-system interface analysed in detail was SCI-CC. During the IM code marking process, several gaps were identified, and the resulting consultations led to change requests for additions to the EULYNX SCI-CC specification. This case demonstrates how deployment work can also generate direct feedback for the further refinement of EULYNX specifications.

Centralny Port Komunikacyjny (CPK)

Work with CPK started in December 2024. As a project organisation for a new high-speed rail network, CPK entered the cooperation without an existing operational infrastructure, but with already developed system specifications and field-element controller requirements that were largely aligned with EULYNX. The Deployment Cluster reviewed these materials, suggested refinements where appropriate and identified the relevant EULYNX functional packages for the field elements concerned. Current work has focused on adjacent systems and the corresponding IM code marking activities.

Administrador de Infraestructuras Ferrovias (ADIF)

Following ADIF's membership in April 2025, deployment activities started immediately. As with earlier cases, the work began with the development of a target architecture and the definition of priorities. SCI-ILS was selected as the first interface for analysis. Since ADIF had already prepared a set of sequence diagrams derived from its interlocking-to-interlocking specifications, the comparison with EULYNX sequence diagrams made it possible to identify several gaps efficiently. The associated IM code mapping was carried out and entered review, while follow-up work has been prepared for SCI-RBC.

Conclusion

The Deployment Cluster has shown that successful EULYNX introduction depends on both a common methodological framework and a detailed understanding of each IM's national context. The combination of architecture alignment, functional scoping, IM code marking and tender support has proven to be an effective mechanism for translating specification work into practical deployment.

The experience gained with RFI, TRV, SAR, CPK and ADIF also provides a solid basis for future collaboration with additional organisations. In 2026, additional infrastructure managers, namely PKP Polskie Linie Kolejowe, Správa Železnic and Indian Railways, will join the Deployment Cluster and start activities.

03. Collaboration with the ERTMS Users Group

The EULYNX Consortium and the ERTMS Users Group collaborate closely to strengthen a single, coherent sector voice on Control, Command and Signalling (CCS) and to accelerate interoperable deployment across Europe.

Both organisations represent different but complementary parts of the CCS system landscape: EULYNX focuses on standardised interfaces and system architecture for railway signalling subsystems, while the ERTMS Users Group provides the operator and infrastructure manager perspective to guide ERTMS evolution, deployment priorities, and operational requirements. This collaboration helps ensure that CCS solutions are not only technically robust and standardised, but also deployable at scale, operationally fit-for-purpose, and aligned with European objectives.

The collaboration is organised through a joint working approach that connects strategy, specification development, and deployment feedback. Strategic direction and sector positioning are shaped through the CCS Strategy Group, bringing together the perspectives of the ERTMS Users Group and EULYNX, complemented by OCORA for the onboard perspective.

The strategic direction is translated into work on specifications and guidelines, supported by coordinated expert work across both organisations, as a joint CCS workbench. The workbench also captures the deployment experience, where lessons from national and cross-border projects, covering ETCS, digital interlockings and related interfaces are fed back into requirements, implementation guidance, and future work planning. This setup reduces duplication and clarifies responsibilities, and brings the resources of the workbench to the EU-Rail System Pillar, which acts as the overarching generic system integrator supporting the future Single European Railway Area.

A key focus of the collaboration is improved scalability of ETCS deployments with digital interlockings, enabled by standardised interface, operational, engineering and security specifications, and consistent guidance for procurement and implementation.

Looking ahead, both organisations share a vision to deliver clearer guidance, improved stakeholder alignment, and tangible benefits for infrastructure managers, railway undertakings, suppliers, and ultimately, railway users across Europe.



”

A key focus of the collaboration is improved scalability of ETCS deployments with digital interlockings.

”

04.

EULYNX Academy

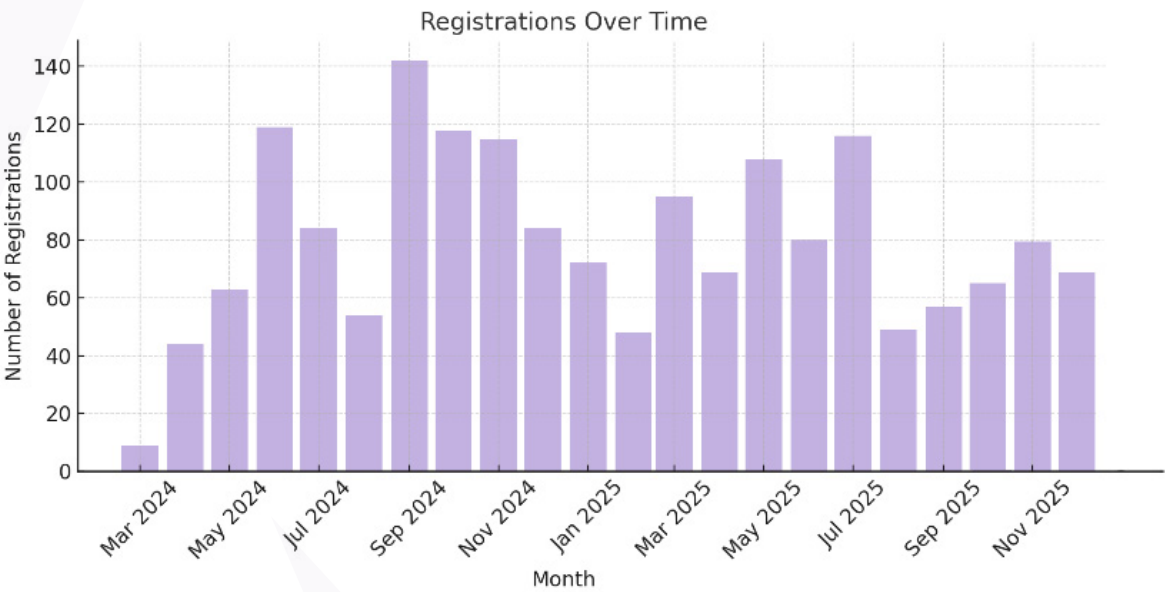
In 2025, the EULYNX Academy further strengthened its role as the central learning platform for building competence in railway signalling standardisation and digital interoperability.



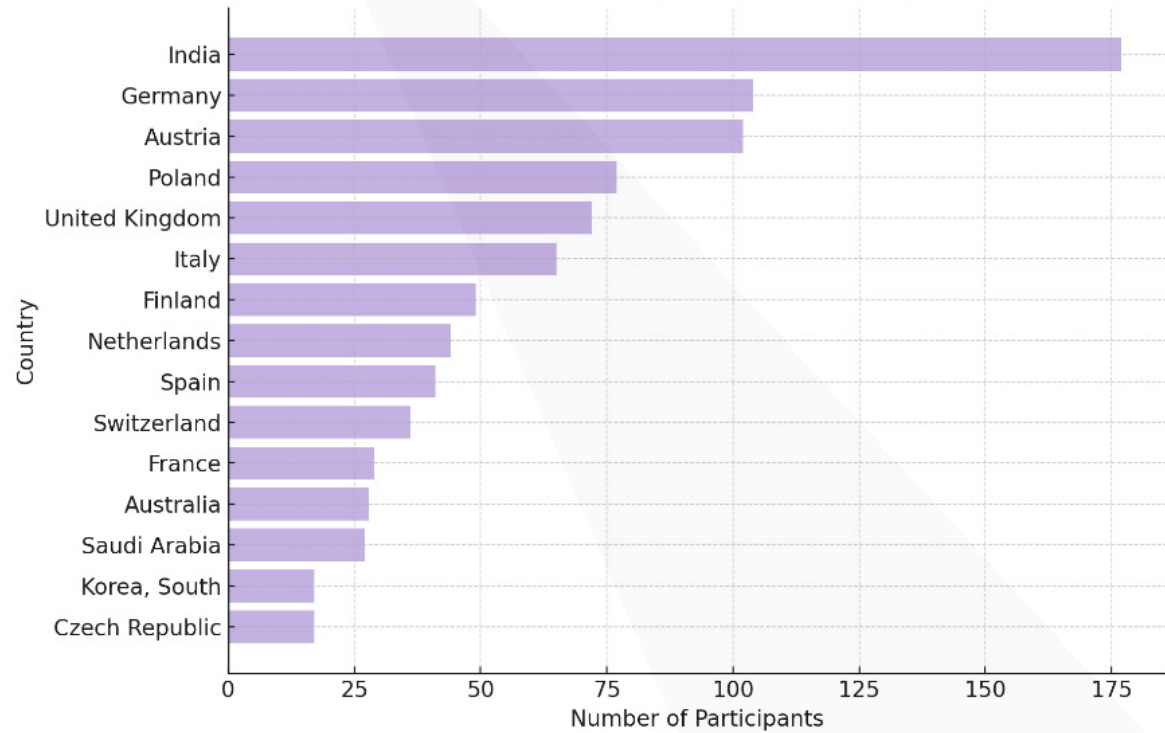
Following its successful launch in 2024, the Academy continued to provide structured training pathways that support infrastructure managers, suppliers, and sector experts in understanding and implementing EULYNX specifications. Various course delivery formats remain available, combining online learning with in-person sessions to increase accessibility and flexibility. In 2025, the EULYNX Academy team delivered training activities not only across Europe, but also in Saudi Arabia, reflecting the growing global interest in EULYNX standards and expertise.

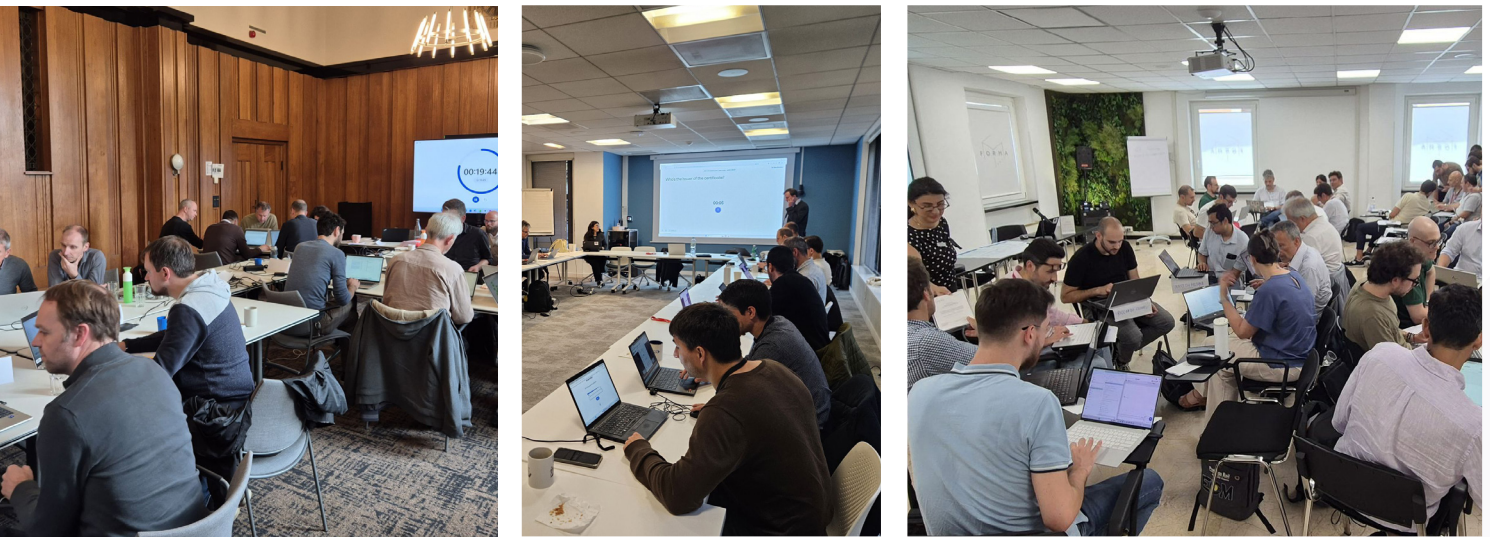
By the end of the year, the platform had reached approximately 1,700 registered users. India recorded the highest number of participants, followed by Germany and Austria, while broad representation across Europe highlighted the expanding reach of the initiative. Overall, these results demonstrate sustained interest in EULYNX and reinforce its role as a key platform for collaboration, standardisation, and innovation in the railway sector.

Academy Registrations



Top 15 Countries by Number of Participants





The EULYNX Academy provides structured training modules tailored to different levels of understanding, supporting both introductory learning and advanced expertise in the EULYNX specifications across the railway sector.

• Introduction Module

Available online as a self-paced learning resource, this module presents the history, mission, and role of EULYNX within the railway industry. It also introduces the fundamental concepts of system architecture and structure.

• Basic Module

This module delivers structured training on the EULYNX specification landscape, including document structures, subsystem functions, and interface specifications such as diagnostics, maintenance, and security.

In 2026, the Basic Module will be introduced in a new online format, improving accessibility for participants outside Europe. Planned in-person sessions in 2026 include academy visits in London, Warsaw, Stockholm, Budapest and Vienna.

• Deep Dive Module

These advanced workshops focus on selected technical topics and provide in-depth exploration tailored to specific interests or organisational requirements.

Deep dive sessions cover topics including Security, Connecting National Requirements, Communication Stack & RaSTA, and MDM/SMI/SDI.

For further information and registration, please visit the EULYNX Academy website:

<https://eulynx.eu/eulynx-academy/>

”

*A key platform
for collaboration,
standardisation,
and innovation in
the railway sector.*

”

05. Communication Highlights

Participation in the Wayside Digitalisation Forum (WDF 2025), Vienna

The EULYNX team had the pleasure of attending the three-day Wayside Digitalisation Forum (WDF 2025) in Vienna, where industry experts, infrastructure managers, and technology leaders gathered to discuss the future of digital rail infrastructure.

EULYNX standards and concepts were recognised as key enablers in the ongoing digital transformation of railway systems across Europe and beyond, underlining their growing relevance in supporting interoperable and standardised signalling solutions.

The event also provided a valuable opportunity for exchange and collaboration with industry partners. EULYNX extends its appreciation to the organiser, Frauscher Sensortechnik, as well as all participants for the insightful discussions and contributions.



SIGNAL+DRAHT Congress

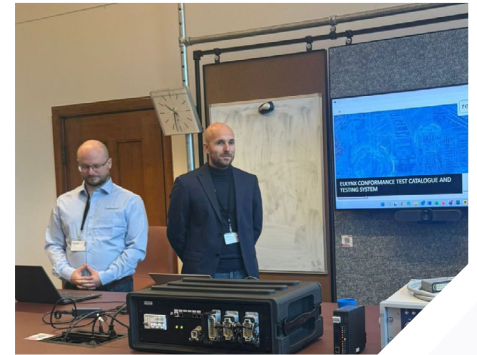
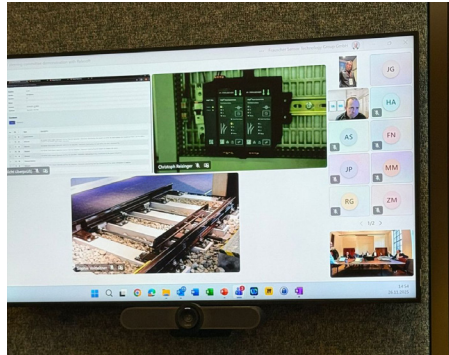
EULYNX was present at the 25th SIGNAL+DRAHT Congress, a professional event dedicated to railway signalling technologies and digital innovation in the rail sector. Mirko Blazic presented the approach to accelerated deployment with standardisation and EULYNX as an enabler.



Gjøvik Line ERTMS Level 2 Visit

One of the highlights of 2025 was the valuable opportunity for the EULYNX Steering Committee to travel along the scenic Gjøvik Line in Norway and experience the EULYNX-based ERTMS Level 2 installation, representing an important step forward in the EULYNX mission to harmonise and modernise European railway signalling. The visit, hosted by Bane NOR, enabled valuable discussions, fostered inspiring collaboration, and showcased tangible progress in implementation.





Testing activities

EULYNX continues to strengthen its ecosystem through collaboration with Relesoft on a vendor-neutral conformance testing service for object controllers, supporting the development and consistent implementation of EULYNX specifications.

The platform's capabilities were demonstrated to the EULYNX Steering Committee, including:

- the Test Case Management Database, serving as the official EULYNX test catalogue
- the Test Center, enabling automated and emulation-based testing with full remote testing functionality

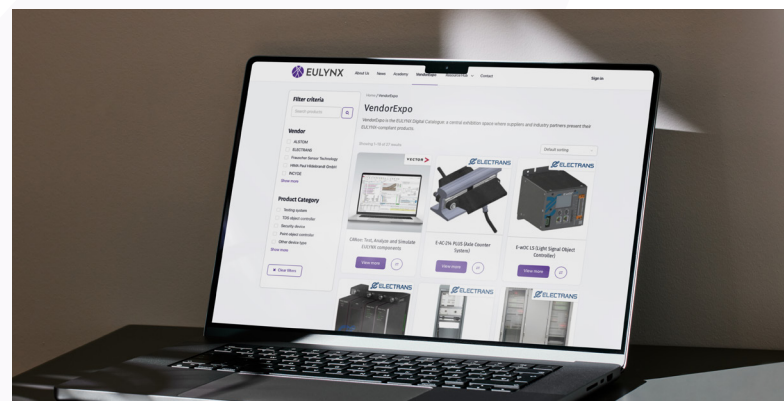
A practical test was conducted using the Frauscher FAdP Point Object Controller. The cloud-based setup highlighted the flexibility, convenience, and scalability of remote EULYNX testing.

As a non-profit service, the testing facility is available to vendors seeking to verify the conformance of their solutions with the EULYNX specifications.

EULYNX VendorExpo

In 2025, EULYNX launched the online digital catalogue titled VendorExpo, a dedicated platform showcasing EULYNX-compliant signalling solutions. The initiative demonstrates the growing availability of market-ready products based on EULYNX specifications. The VendorExpo provides suppliers and partners with the opportunity to present their EULYNX-compliant components, tools, and systems.

This platform enhances the visibility of the growing EULYNX ecosystem and encourages broader industry participation in advancing interoperable, standardised railway solutions.



Further information and access to the VendorExpo are available via the EULYNX website:

<https://eulynx.eu/vendorexpo/>

06. Statement from new members

ADIF

2025 marks ADIF's incorporation into the EULYNX Consortium. With this, ADIF aims to benefit from EULYNX primarily through the use of standardised digital interfaces in signalling projects. ADIF uses signalling solutions from a wide range of suppliers, often involving interfaces between different technologies; it also operates a large number of lines equipped with ETCS, which gives it a strong interest in the future interconnection of different signalling equipment through EULYNX.

Throughout this year, intensive gap analysis work has been carried out for the SCI-ILS and SCI-RBC interfaces. The gap analysis for the SCI-ILS interface is practically complete, and work is ongoing on the SCI-RBC interface. The work has been carried out jointly by EULYNX experts and ADIF experts, also taking into account information provided by the relevant suppliers. In addition, ADIF is assessing updates to the procurement documentation for upcoming signalling projects.

Indian Railways

EULYNX further strengthened its global reach and strategic relevance through the addition of Indian Railways as an Associate Member. As one of the world's largest railway networks, Indian Railways brings significant expertise, scale, and ambition to the consortium.

This collaboration, formalised with the Ministry of Railways through the Research Designs and Standards Organisation (RDSO), represents an important milestone in expanding international cooperation on the harmonisation of signalling systems. Through participation in selected EULYNX working groups and technical discussions, Indian Railways will contribute to the ongoing development of standardised signalling interface specifications.

The partnership also reflects the growing global demand for modular, open, and interoperable signalling architectures. By engaging with EULYNX specifications, Indian Railways supports its modernisation objectives while benefiting from proven, flexible, and cost-efficient solutions for future infrastructure renewal.

PKP Polskie Linie Kolejowe

In 2025, EULYNX continued to expand its European footprint by formally welcoming PKP Polskie Linie Kolejowe (PKP PLK) as a consortium member at the 16th International Railway Fair TRAKO in Gdańsk. As one of Europe's largest infrastructure managers, PKP PLK's membership represents an important development for the consortium and further strengthens the momentum behind signalling standardisation across the continent.

By joining EULYNX, PKP PLK reaffirmed its commitment to modernising Poland's railway infrastructure by adopting open, modular, and interoperable standards aligned with European objectives. EULYNX specifications support lower lifecycle costs, reduce vendor dependency, and enable flexible migration paths while maintaining the highest levels of safety and operational performance.

The addition of PKP PLK enhances the consortium's collective expertise and market relevance, reinforcing EULYNX as a key European platform for signalling standardisation and digitalisation.

07.

Outlook: Member Initiatives and Projects

The EULYNX Members

Administrador de Infraestructuras Ferroviarias (Adif), *Spain*

Bane NOR, *Norway*

Centralny Port Komunikacyjny (CPK), *Poland*

DB InfraGO (DB), *Germany*

HŽ Infrastruktura (HŽ), *Croatia*

Indian Railways (RDSO), *India*

Infrabel, *Belgium*

Network Rail, *United Kingdom*

ÖBB Infrastruktur, *Austria*

PKP Polskie Linie Kolejowe S.A. (PLK), *Poland*

ProRail, *Netherlands*

Rete Ferroviaria Italiana (RFI), *Italy*

Saudi Arabia Railways (SAR), *Saudi Arabia*

Schweizerische Bundesbahnen (SBB), *Switzerland*

Société Nationale des Chemins de Fer Français (SNCF), *France*

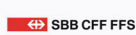
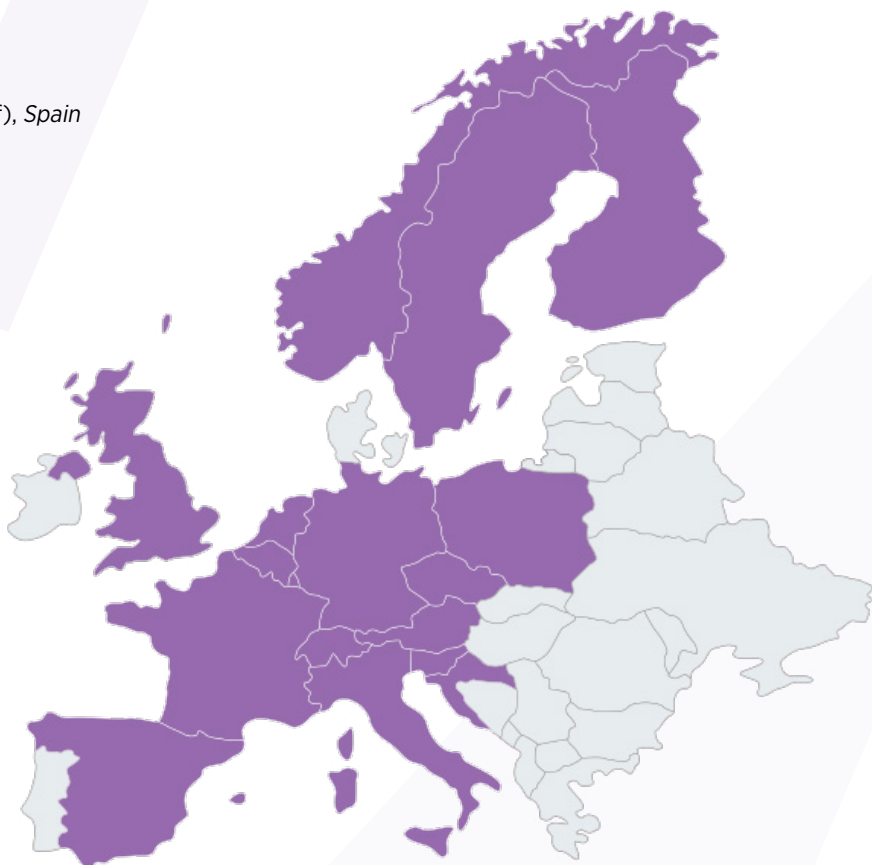
Société Nationale des Chemins de Fer Luxembourgeois (CFL), *Luxembourg*

Správa železnic, *Czech Republic*

SŽ-Infrastruktura (SŽ), *Slovenia*

Trafikverket, *Sweden*

Väylävirasto (FTIA), *Finland*



RFI

RFI continues to be active in the EULYNX Deployment Cluster. As part of its own development activities, RFI implemented EULYNX interfaces on its Computer-Based Interlocking platform. The development includes the interfaces SCI-ILS, SCI-LS, SCI-CC and SCI-RBC.

Supporting the knowledge transfer around EULYNX topics, RFI hosted the EULYNX Academy in Rome, attended by over 30 participants, in an engaging and detailed Basic Module session. Follow-up deep dive trainings, in particular on Security, are also planned.



© Správa železnic

Správa železnic

Správa železnic, the Czech railway infrastructure manager, has been a member of EULYNX since 2023. The main purpose and motivation for this collaboration is the need to prepare the market in Czechia for the expansion of signalling technology portfolios of suppliers operating on the European market, and to enable their equipment to be interconnected.

Správa železnic has launched a pilot project on EULYNX implementation, which will take place at the stations Batelov and Spělov. The stations will be equipped with remotely controlled electronic interlocking and ETCS L2. The interlocking shall use the EULYNX SCI-ILS, RBC and CC interfaces. The project is expected to be finished by the end of 2027. National specifications of the EULYNX interfaces will be supplied as a part of the project. The contractor is the company AŽD Praha.

Further work has been concentrating on the traffic management system for high-speed line projects, which is also expected to be EULYNX compatible, but the philosophy of the system will be different from the conventional network. The specifications of the system should be published soon.

Správa železnic is also exploring the EULYNX deployment possibilities on field element interfaces, namely at level crossings. A change request regarding the positive safe state indicator (white lamp for the road traffic) has been set up and the use cases for other EULYNX members are currently examined.

Správa železnic is preparing for the future situation when the application of the interface standards will be mandatory and required as an integral part of investment activities.

Trafikverket

Trafikverket considers EULYNX to be an important and necessary step towards more flexible and cost-effective solutions, both from an implementation and lifecycle cost perspective.

In the ongoing signalling system procurement, LASER, Trafikverket requires EULYNX BL4R4 as part of an ERTMS L2 system. The LASER-procurement began in 2025 and is planned to be awarded during the latter part of 2026.

The following EULYNX-interfaces are required:

- SCI/SDI-P, SCI/SDI-IO, SCI/SDI-TDS, SCI/SDI-LS, SCI/SDI-LC
- SMI and SSI
- SCI-CC

FTIA

During 2025, FTIA continued the implementation of the EKA (Digirail) project. The Relesoft Compliance and Testing system was applied to validate interface implementations. The experience provides important insights.

An independent third-party testing system is essential when signalling projects validate interfaces based on open EULYNX specifications. Such a system is beneficial from two important perspectives:

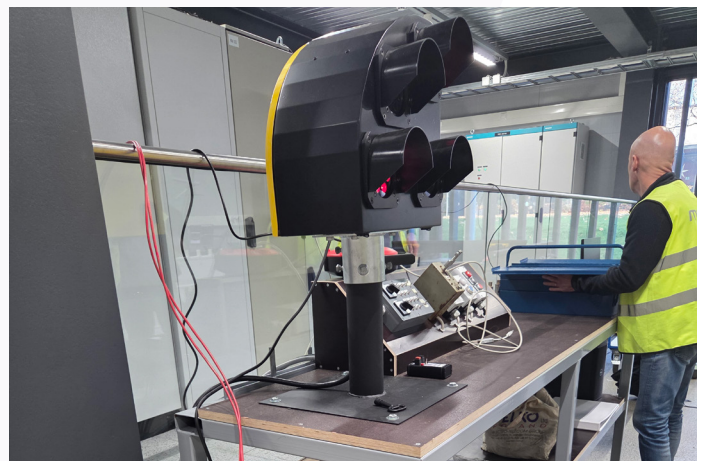
- a)** Procurement needs assurance that delivered systems are EULYNX-compliant, and
- b)** Integration of the Centralised Safety System (CSS) and object controllers (OCs) becomes smoother once laboratory testing has been completed in advance.

In the EKA project, the practical testing phase has been integrated into the Factory Acceptance Test (FAT) phase. This approach has created synergies, as many of the tests also support specific application acceptance.

A similar approach can be recommended for project synergy as well as from a cost-efficiency perspective. At the moment, there is no reason to believe that a multi-provider approach would not work. Initial integration appeared challenging, mainly because the project provided FTIA with a more detailed view of integration work than had previously been available. It also has to be considered that EULYNX is still a young specification and providers are still developing their solutions.

In late 2025, FTIA conducted a public procurement for CSS testing and large-scale simulations to support system testing. This so-called digital twin of the signalling system is expected to bring additional value from multiple perspectives, including CSS testing, future procurements, and lifecycle management of the signalling system.

Experience shows that clients also need in-house expertise in interface specifications and technology. This is key to successful project integration and commissioning.



Centralny Port Komunikacyjny (CPK)

The main activities in the past year were concentrated within the Deployment Cluster, which successfully completed its work by developing the respective IM code marking for SCI-ILS, SCI-RBC and SCI-CC, as well as preparing the Signal Aspect Table.

CPK, as the Contracting Authority, will be the first entity in Poland to require EULYNX standards in future tenders; therefore, it was important to familiarise the Polish railway industry with the EULYNX specifications and requirements. To increase knowledge about EULYNX and to highlight responsibility and support, CPK hosted and co-organised a two-day training session within the EULYNX Academy in 2025, attended by more than 30 participants.

Network Rail

Network Rail maintains EULYNX as a core component of its signalling strategy, supporting delivery of the Target190plus programme objective to reduce signalling unit costs.

Network Rail actively contributed to EULYNX/System Pillar working groups, specifically in the areas of Architecture, Level Crossings, Points, and Train Detection, ensuring alignment with Great Britain operational requirements. Network Rail also supported EULYNX clusters for Control Systems, Trackworker Safety Systems, and Assurance and Certification, strengthening system-wide integration and assurance capability.

Network Rail assumed the Chair of the EULYNX Change Control Board (CCB), providing leadership in governance, configuration control, and change management across the consortium and within the System Pillar.

The Target190plus Migration Strategy was progressed, with defined commitment to the implementation of EULYNX interfaces in alignment with:

- the Future CCS Strategy
- the CCS Architecture Reference
- the ETCS Long-Term Deployment Plan

EULYNX interfaces were embedded within the Train Control Systems Framework (TCSF), which replaces legacy signalling framework contracts and supports a more modular and competitive supply chain.

Under TCSF Lot 2 (Digital Signalling), Network Rail established and mobilised the EULYNX Application Group, enabling:

- collaborative development activities
- issue identification and resolution
- knowledge sharing across suppliers and stakeholders

Network Rail continued engagement with the EULYNX Academy, supporting capability development and knowledge transfer within the organisation and the wider GB supply chain. Plans were developed for delivery of a further EULYNX Basic Module training in 2026, aimed at increasing industry competence and facilitating adoption across Network Rail and British suppliers.

The activities described in this report show that EULYNX is moving steadily from specification maturity towards practical deployment, testing and market adoption. In 2026, the consortium will continue to support members in implementation, prepare further harmonisation through Baseline Set 5, and strengthen the ecosystem of interoperable signalling solutions.

Financial Overview

The total budget for 2025 amounts to EUR 1.879.553

The annual contribution fees of the EULYNX members are distributed according to the following apportionment:

Category **small**
size network
at EUR 45.767

Category **medium**
size network
at EUR 68.650

Category **large**
size network
at EUR 91.533

”

***EULYNX continued
its transition towards
implementation,
deployment support
and market readiness.***

”



EULYNX Consortium (at EEIG ERTMS Users Group)

Rue Froissart 123-133, 1040 Brussels, Belgium

consortium@eulynx.eu

www.eulynx.eu

LinkedIn: EULYNX