

Škoda Group strengthens its position in European railway signalling, now covering 22 countries including Germany and Austria with one digital signalling platform

Berlin, 23 September 2026 – Škoda Group is further expanding the use of its RailOS digital signalling platform in Europe. A single digital platform can therefore combine the European Train Control System (ETCS) with the national train protection systems required for operation in individual countries (Class B systems). The platform's application portfolio now includes the German PZB train protection system, extending RailOS coverage from 13 to 22 countries. The solution is designed both for the modernisation of existing vehicles (retrofit) and for newly built trains, offering a simpler, low-risk and cost-effective transition to ETCS.

The Signalling Company ("TSC"), part of Škoda Group is currently supplying this integrated ETCS and national train protection solution for Belgian freight operator Lineas and its HLD77 locomotive fleet.

"Cooperation with TSC and Škoda Group significantly reduces the risks associated with the technical and investment challenge of integrating ETCS and Class B systems. In our case, we need a single signalling platform that supports ETCS together with the national train protection systems of Belgium, Germany and the Netherlands. It sounds simple, but in reality it is an exceptionally complex task, particularly in projects involving the modernisation of existing vehicles. The RailOS platform addresses this challenge through a unique combination of scalability, performance analysis and rapid deployment," said **Bruno Vanlede, Head of Fleet Management at Lineas.**

One digital platform for ETCS and national train protection systems

At the heart of The Signalling Company's solution is the universal iEVC-RailOS digital railway platform, combining compact, modular onboard hardware with software applications. Its architecture makes it possible to run ETCS and individual national train protection systems on a common platform and to progressively add further functions through software applications and upgrades. This simplifies vehicle modernisation and supports the gradual transition of European railways to ETCS, while additional signalling applications can be added or updated without replacing the core onboard hardware platform.

The addition of PZB is particularly important for operations in Germany and Austria, where the system continues to be used alongside the gradual rollout of ETCS. For operators running international services, RailOS therefore enables the European ETCS system and national train protection systems to be combined on a single technology platform.

"In ETCS, we are fully focused on reducing risk, optimising costs and accelerating deployment. We are achieving these objectives in Germany, Austria and other countries by adding PZB to our platform's application portfolio. We have significantly reduced the risks associated with its deployment through more than six years of operation, continuous testing and debugging on the Belgian railway network, which represents the most comprehensive and complex ETCS network in the world," explained **Alexandre Bétis, CEO of The Signalling Company.**

From InnoTrans 2024 to European expansion

At the previous InnoTrans trade fair in 2024, TSC presented its digital signalling platform certified for Belgium. Over the following two years, the solution rapidly developed, obtained ETCS certification, the modernisation of Lineas's fleet of 109 HLD77 locomotives progressed (approx. 50 % completed), and TSC's signalling technology also began to be prepared for new Škoda Group vehicles. TSC is also developing ATO over ETCS, this solution is already available for trial operation.

"We are excited to be at the forefront of a new approach to onboard ETCS that is fully aligned with the objectives of European and international railway directives. At InnoTrans 2024, we announced the launch of our digital signalling platform certified for Belgium. Since then, the platform has obtained ETCS certification, the modernisation of Lineas's fleet of 109 HLD77 locomotives is 50% complete, and we are introducing the platform across all our new trains for the Czech Republic and other markets. We are now also adding German PZB and ATO over ETCS, with both solutions already available for trial operation. This is an exceptional achievement in just twenty-four months, and we look forward to further developing the platform and entering new markets as ETCS continues to expand worldwide," said **Petr Novotný, CEO of Škoda Group**.

Škoda Group ETCS also for new trains

The RailOS platform is not limited to the modernisation of existing vehicles. ETCS developed by The Signalling Company will also be installed in 34 new BEDMU hybrid multiple units being manufactured by Škoda Group for Czech operator RegioJet. The order comprises 18 two-car and 16 three-car units intended for express services in north-eastern Czechia.

Integrating signalling technology directly into newly manufactured vehicles represents another step in Škoda Group's strategy of offering customers comprehensive rail solutions encompassing vehicles, traction systems, control systems, digital services and advanced signalling systems. Škoda Group acquired a majority stake in The Signalling Company in 2023 and is progressively integrating its technology into its portfolio.

The Signalling Company's technology received the RailTech Europe Innovation Award 2026 in March 2026 for its innovative approach to developing a software-defined ETCS solution. The award confirms the technological maturity and scalability of the platform, which is designed for both the modernisation of existing rolling stock and new rail vehicles.

Notes for editors

Škoda Group, a manufacturer of comprehensive public transport solutions, has a portfolio of modern vehicles that comply with all European regulations and standards. After more than 165 years in existence, Škoda, the direct successor to the engineering works founded by Count Waldstein in 1859, is a leading European manufacturer in the field of transport engineering. The Group manufactures a wide range of public transport vehicles and components, including low-floor trams, commuter trains, metro trains, electric buses and trolleybuses, as well as control and propulsion systems for transport systems. The Škoda Group employs 10,000 people across several production plants in the Czech Republic, Finland and Turkey. It also has business units in Germany, Italy, Austria, Belgium, Poland, Hungary and Ukraine. In 2025, the company recorded revenues of EUR 1.45 billion and an EBITDA of EUR 143 million. Škoda Group is part of the PPF Group.

The PPF Group, a privately held investment holding company, operates in 25 countries across Europe, North America and Asia. It invests in telecommunications, media, financial services, real estate, e-commerce, industry, biotechnology and other sectors. PPF Group held assets worth EUR 42.6 billion and employed approximately 37,000 people worldwide (As of 31 December 2025).

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