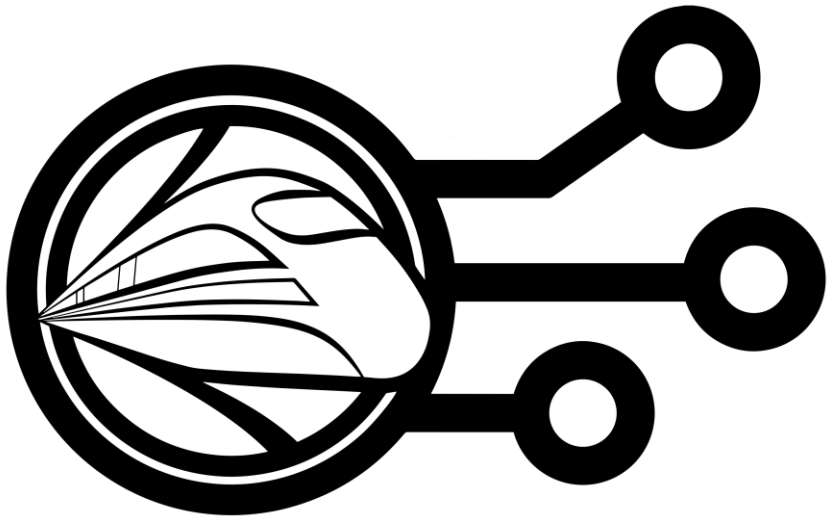

OCORA

Minimum Viable Product
MVP Concept

OCORA-30-008-Gamma / v1.00 / 04.12.2020 - Final

OCORA **M**inimum **V**iable **P**roduct - MVP

MVP Introduction

The MVP is proposed as a process substantiating the OCORA development roadmap resulting in a sufficient level of readiness of OCORA for large scale deployment

The MVP should allow to consolidate and gain valuable return of experience for future/complementary developments. It will drive the need to:

- Prioritize development without endangering the overall OCORA scope
- Be based on a realistic development path, involving mock ups, simulators, prototypes and first certified configuration(s)
- Partnering with the Supplying Industry
- Gain feedback on OCORA solutions

The MVP is used as scenario for comparison purpose in the OCORA economic model to compare state of the art ERTMS deployment to a situation where OCORA provide foundation for easy retrofit and upgrades

OCORA **M**inimum **V**iable **P**roduct - MVP

MVP Definition for OCORA 2nd Iteration

The target is to define the demonstration roadmap for OCORA MVP in a collaborative way with the European supply Industry. It is expected that the set up of the system and innovation pillars as part of the new Europe's Rail Joint Undertaking will allow to facilitate such a process.

In order to achieve early results, the MVP scope will have to be limited. Key features shall remain in the MVP scope:

- ✓ Tested means for keeping the independence between the CCS on board and train
- ✓ Open and standardised interfaces between CCS constituent, thus allowing modular approach to CCS implementation
- ✓ Isolation and validation of core system features to provide stable foundation for further enhancement
- ✓ A tool to investigate and demonstrate the right level of granularity

Elements that are **not** in the scope of the MVP (i.e. elements may be integrated in demonstrators and products to be certified after the MVP):

- ❑ Advanced and debugged ATO capabilities from GoA2
- ❑ Full hardware independency and vendor independent software portability
- ❑ ERTMS L3 application
- ❑ Train Integrity Management System covering solutions for freight trains, requiring additional technical solutions (i.e. End of Train Device)
- ❑ ATO GoA3/4 applications and related peripherals (e.g. perception, localization)
- ❑ Legal enhanced acceptance process for plug and play evolution
- ❑ Fully-standardized off-the-shelve solutions for interfacing with any Train Control Management System