



Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

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Uniform Rules concerning the Validation of Technical Standards and the Adoption of Uniform Technical Prescriptions applicable to Railway Material intended to be used in International Traffic (APTU – Appendix F to the Convention)

Authentic text

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**Uniform Rules concerning the Validation of Technical Standards and
the Adoption of Uniform Technical Prescriptions applicable to
Railway Material intended to be used in International Traffic
(APTU - Appendix F to the Convention)**

Article 1

Scope

These Uniform Rules lay down, for railway material intended to be used in international traffic, the procedure for the validation of technical standards and the adoption of uniform technical prescriptions.

Article 2

Definitions

For the purposes of these Uniform Rules and its Annexes, the term

- a) “Contracting State” means a Member State of the Organisation which has not made a declaration in respect of these Uniform Rules in accordance with Article 42 § 1, first sentence, of the Convention;
- b) “international traffic” means the circulation of railway vehicles on railway lines over the territory of at least two Contracting States;
- c) “rail transport undertaking” means a private or public undertaking which is authorised to carry persons or goods and which ensures traction;
- d) “infrastructure manager” means an undertaking or an authority which manages railway infrastructure;
- e) “railway material” means railway material intended to be used in international traffic, in particular the railway vehicles and railway infrastructure;

- f) “railway vehicle” means a vehicle suitable for circulation on its own wheels on railway lines with or without traction;
- g) “traction unit” means a railway vehicle provided with a means of traction;
- h) “wagon” means a railway vehicle, not provided with a means of traction, which is intended to carry goods;
- i) “carriage” means a railway vehicle, not provided with a means of traction, which is intended to carry passengers;
- j) “railway infrastructure” means all the railway lines and fixed installations, so far as these are necessary for the circulation of railway vehicles and the safety of traffic;
- k) “technical standard” means a technical specification adopted by a recognised national or international standardisation body, according to the procedures applicable to it; a technical specification prepared within the framework of the European Communities shall be treated as a technical standard.
- l) “technical prescription” means a rule, other than a technical standard, relating to the construction, operation, maintenance or relating to a procedure concerning railway material;
- m) “Committee of Technical Experts” means the Committee provided for in Article 13 § 1, letter f) of the Convention.

Article 3

Aim

- § 1 The validation of technical standards relating to railway material and the adoption of uniform technical prescriptions applicable to railway material shall have as its aim to

- a) facilitate the free circulation of vehicles and the free use of other railway material in international traffic,
- b) contribute to ensuring the safety, efficiency and the availability for international traffic,
- c) take account of the protection of the environment and public health.

§ 2 When technical standards are validated or uniform technical prescriptions are adopted, only those prepared at the international level shall be taken into account.

§ 3 To the extent possible

- a) it is appropriate to ensure interoperability of technical systems and components necessary for international traffic;
- b) technical standards and uniform technical prescriptions shall be performance related; if appropriate, they shall include variants.

Article 4

Preparation of technical standards and prescriptions

§ 1 The preparation of technical standards and of uniform technical prescriptions concerning railway material shall be the responsibility of the bodies recognised as competent in the matter.

§ 2 The standardisation of industrial products and procedures shall be the responsibility of recognised national and international standardisation bodies.

Article 5

Validation of technical standards

§ 1 An application for validation of a technical standard may be made by :

- a) any Contracting State;
- b) any regional economic integration organisation to which its Member States have transferred competence to legislate in the field of technical standards relating to railway material;
- c) any national or international standardisation body having the task of standardisation in the railway field;
- d) any representative international association for whose members the existence of technical standards relating to railway material is indispensable for reasons of safety and economy in the exercise of their activity.

§ 2 The Committee of Technical Experts shall decide whether to validate a technical standard in accordance with the procedure laid down in Articles 16, 20 and 33 § 6 of the Convention. The decisions shall enter into force in accordance with Article 35 §§ 3 and 4 of the Convention.

Article 6

Adoption of uniform technical prescriptions

- § 1 An application for adoption of a uniform technical prescription may be made by :
- a) any Contracting State;
 - b) any regional economic integration organisation to which its Member States have transferred competence to legislate in the field of technical prescriptions concerning railway material;
 - c) any representative international association for whose members the existence of uniform technical prescriptions relating to railway material is indispensable for reasons of safety and economy in the exercise of their activity.

- § 2 The Committee of Technical Experts shall decide whether to adopt a uniform technical prescription in accordance with the procedure laid down in Articles 16, 20 and 33 § 6 of the Convention. The decisions shall enter into force in accordance with Article 35 §§ 3 and 4 of the Convention.

Article 7

Form of applications

Applications referred to in Articles 5 and 6 must be complete, coherent and reasoned. They must be addressed to the Secretary General of the Organisation in one of its working languages.

Article 8

Technical Annexes

- § 1 The validated technical standards and the adopted uniform technical prescriptions shall be included in the following Annexes to these Uniform Rules numbered as follows :
- a) Technical Standards and Uniform Technical Prescriptions relating to all Railway Vehicles (Annex 1);
 - b) Technical Standards and Uniform Technical Prescriptions relating to Traction Units (Annex 2);
 - c) Technical Standards and Uniform Technical Prescriptions relating to Wagons (Annex 3);
 - d) Technical Standards and Uniform Technical Prescriptions relating to Carriages (Annex 4);
 - e) Technical Standards and Uniform Technical Prescriptions relating to Infrastructure Installations other than those specified in letter f) (Annex 5);

- f) Technical Standards and Uniform Technical Prescriptions relating to Safety and Operational Control Systems (Annex 6);
- g) Technical Standards and Uniform Technical Prescriptions concerning Systems of Information Technology (Annex 7);
- h) Technical Standards and Uniform Technical Prescriptions relating to any other Railway Material (Annex 8).

§ 2 The Annexes shall form an integral part of these Uniform Rules. They shall be framed in accordance with the particularities of the track gauge, the loading gauge, the systems of energy supply and the safety and operational control systems in the Contracting States.

§ 3 The Annexes will contain the version as it will be adopted, after the entry into force of the Protocol of 3 June 1999 for the modification of the Convention, by the Committee of Technical Experts according to the same procedure as that provided for in Articles 16, 20 and 33 § 6 of the Convention for modifications of the Annexes.

Article 9

Declarations

§ 1 Any Contracting State may, within a period of four months from the day of notification of the decision of the Committee of Technical Experts by the Secretary General, make a reasoned declaration notifying him that it will not apply or will apply only partially, the validated technical standard or the adopted uniform technical prescription, so far as it concerns the railway infrastructure situated on its territory and the traffic on that infrastructure.

§ 2 The Contracting States which have made a declaration in accordance with § 1 shall not be taken into account in determining the number of States which must formulate an objection in accordance with Article 35 § 4 of the Convention, in order that a decision of the Committee of Technical Experts should not enter into force.

- § 3 A State which has made a declaration in accordance with § 1 may withdraw it at any time by notification to the Secretary General. This withdrawal shall take effect on the first day of the second month following the notification.

Article 10

Abrogation of Technical Unity

The entry into force of the Annexes, adopted by the Committee of Technical Experts in accordance with Article 8 § 3, in all the States parties to the 1938 version of the International Convention on the Technical Unity of Railways, signed at Berne on 21 October 1882, shall abrogate that convention.

Article 11

Precedence of the Annexes

- § 1 With the entry into force of the Annexes, adopted by the Committee of Technical Experts in accordance with Article 8 § 3, the technical standards and the uniform technical prescriptions therein shall take precedence, in relations between Contracting States, over the provisions of the 1938 version of the International Convention on the Technical Unity of Railways, signed at Berne on 21 October 1882.
- § 2 With the entry into force of the Annexes, adopted by the Committee of Technical Experts in accordance with Article 8 § 3, these Uniform Rules as well as the technical standards and the uniform technical prescriptions contained in its Annexes, shall take precedence, in the Contracting States, over the technical provisions
- a) of the Regulation governing the reciprocal use of carriages and brake vans in international traffic (RIC),
 - b) of the Regulation governing the reciprocal use of wagons in international traffic (RIV).

Annex 1**Technical Standards and Uniform Technical Prescriptions relating to all Railway Vehicles****A. Track gauge**

1. Railways with standard track gauge (1435 mm)
2. Railways with wide track gauge (Russian) (1520 mm)
3. Railways with wide track gauge (Finnish) (1524 mm)
4. Railways with wide track gauge (Irish) (1600 mm)
5. Railways with wide track gauge (Iberian) (1688 mm)
6. Other railways

B. Loading gauge

1. Railways with normal loading gauge on the European continent
2. Railways with normal loading gauge in Great Britain
3. ...

C. ...**Annex 2****Technical Standards and Uniform Technical Prescriptions relating to Traction Units****A. Energy supply systems**

1. Direct current of 3000 V
2. Direct current of 1500 V or less
3. Alternating current of 25 kV / 50 Hz
4. Alternating current of 15 kV / 16 2/3 Hz

B. Safety and operational control systems

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Annex 3

Technical Standards and Uniform Technical Prescriptions relating to Wagons

Annex 4

Technical Standards and Uniform Technical Prescriptions relating to Carriages

Annex 5

Technical Standards and Uniform Technical Prescriptions relating to Infrastructure Installations

Annex 6

Technical Standards and Uniform Technical Prescriptions relating to Safety and Operational Control Systems

Annex 7

Technical Standards and Uniform Technical Prescriptions concerning Systems of Information Technology

Annex 8

Technical Standards and Uniform Technical Prescriptions relating to any other Railway Material

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As a first step, the technical standards and the uniform technical prescriptions relating to railway material already existing and recognised at the international level, such as contained in Technical Unity, in RIV and RIC as well as in the technical leaflets of UIC, will be integrated in the above-mentioned Annexes.