



Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

Committee of Technical Experts

15th Session

Minutes

Hybrid meeting, 13 and 14 June 2023

Welcome by the OTIF Secretariat

Mr Bas **Leermakers** (Head of OTIF's Technical Interoperability Department) opened the meeting on behalf of Mr Wolfgang **Küpper** (Secretary General of OTIF), who was unable to attend due to illness, and welcomed all the participants attending in person and remotely to the 15th session of the Committee of Technical Experts (CTE).

Mr Leermakers read out the opening address prepared by the Secretary General. The opening address highlighted the Committee's achievements since its first session in 2006, particularly with regard to developing legislation on the use of vehicles in international traffic. He informed delegates of the future renovation of the OTIF building, which would enable future CTE meetings to be held there. During the renovation period, the Secretariat would operate from temporary offices in Gümligen. He noted the importance of cooperation between OTIF and the European Union in the area of technical interoperability and safety, as well as the harmonisation of OTIF and EU regulations in this field. The opening address then drew attention to several important proposals for decision that included modification proposals for three UTPs and a draft new annex to the future EST Uniform Rules. Lastly, the SG acknowledged the considerable progress made in updating guidance documents to ensure the consistent and accurate application of rules, as well as advancements in monitoring and assessing application of the APTU and ATMF Uniform Rules.

Mr Leermakers then described the practical arrangements for this hybrid CTE meeting. He informed participants that there would be simultaneous interpretation from and into English, French and German and that the session would be recorded solely for the purpose of drafting the minutes of the meeting. The recordings would be deleted once the minutes had been finalised.

The list of participants is attached to these minutes as [Annex I](#).

Election of Chair

The **Secretariat** reminded the meeting of the provisions in the rules of procedure governing the election of the Chair. The Secretariat nominated the United Kingdom (Mr Vaibhav Puri) to chair the session. No other nominations were proposed. Mr Puri accepted the nomination and CTE unanimously elected the United Kingdom, in the shape of Mr Vaibhav Puri, to chair the session.

The **Chair** thanked the Member States' representatives for the trust they had placed in him and said he hoped that CTE would be able to deal with all of the agenda items on time and in an atmosphere of cooperation.

1. Approval of the agenda

On behalf of the OTIF Secretariat (hereinafter referred to as the **Secretariat**), Mr Leermakers explained that the provisional agenda for the 15th session of CTE had been sent to participants in circular letter TECH-23001 dated 23.1.2023.

CTE adopted the agenda as proposed ([Approved agenda, Annex II](#)).

2. Presence and quorum

The **Secretariat** reminded the meeting that all Member States are members of CTE. However, only those Member States of OTIF that apply the APTU or ATMF UR (hereinafter referred to as Contracting States) had the right to vote. There were 43 Contracting States.

The Secretariat informed CTE that, in accordance with the Agreement on the European Union's accession to COTIF, the European Union (EU) had informed the Secretary General that it would exercise the voting rights in relation to agenda item 6 for the 25 Contracting States that were also EU Member States. The Secretary General had forwarded the information he received from the EU to all OTIF Member States in circular letter TECH-23023, dated 28 April 2023.

The **Secretariat** informed the meeting that 25 EU Contracting States and 6 non-EU Contracting States were present or represented, which meant that 31 Contracting States were present or represented and that as a consequence, the meeting was quorate.

3. Revision of the rules of procedure of the Committee

Documents: [TECH-23002](#)
[OTIF-23001](#) Draft Proposal

The **Secretariat** presented the proposed amendments to the Rules of Procedure of the Committee of Technical Experts (Rules of Procedure). It informed the meeting that WG TECH 48 had supported these amendments and recommended that they be submitted to CTE 15 for adoption. The Secretariat also informed the meeting that, if adopted, the modified Rules of Procedure should be directly applicable to this session.

GB welcomed the proposed amendments to the Rules of Procedure, particularly the introduction of the list of decisions taken by CTE.

DE suggested a minor editorial correction to the German text of Article 24a § 2, as follows: “[...] *am Inhalt der angenommenen Beschlüsse vor*.”. The suggested correction did not concern the English and French texts. CTE tacitly agreed.

In response to **UIC**’s question, the Secretariat clarified that “observers”, as referred to in Article 5, included all international organisations and stakeholders, which would comprise UIC, associations or any other legal person affected by or having a legitimate interest in OTIF’s legal instruments.

There were no further comments. The **Chair** concluded that CTE had approved the proposal and decided as follows:

1. The Committee of Technical Experts took note of document TECH-23002-CTE15-3 of 20 February 2023 and its annex, concerning the proposal to modify the rules of procedure of the Committee.
2. In accordance with Article 16 § 10 of COTIF, the Committee of Technical Experts adopted its modified rules of procedure as set out in document OTIF-23001 of 13 June 2023. They shall enter into force with immediate effect and shall supersede all previous versions.
3. The Committee of Technical Experts requested the Secretariat to publish the modified rules of procedure on OTIF’s website.

The **Chair** summarised the decision-making process. Following the Secretariat’s introduction of each agenda item, the Chair would open the floor for questions or observations. He would then summarise the discussion and present the resulting proposal for decision. He would then ask whether there were any objections to the proposed decision or any abstentions. If there were no objections or abstentions, the Chair would propose that a decision be taken by consensus. If no consensus could be reached, a nominal vote would take place. Furthermore, each Contracting State was entitled to request a nominal vote on a decision.

4. Involvement of stakeholders in the Committee

Document: [TECH-23003](#)

The **Secretariat** reminded the meeting of the context of the recommendation from the ad hoc Committee on Legal Affairs and International Cooperation (JUR) on involving stakeholders in OTIF’s work ([OTIF-22002-JUR 2](#)). It presented document TECH-23003, which proposed a decision for the involvement of stakeholders in the work of CTE. A previous version of the document had been reviewed and endorsed by WG TECH 48.

GB supported the proposal in principle. In its experience, involving stakeholders in the process of developing legal instruments was indispensable and would provide important external insight.

There were no other comments. The **Chair** ascertained that there were no objections to or abstentions from the proposed decision and concluded that the following decisions were adopted by consensus:

1. The Committee of Technical Experts took note of the recommendation on involving stakeholders in OTIF's work (OTIF-22002-JUR 2) and decided to update its practice for inviting stakeholders and other observers to sessions of the Committee and to sessions of WG TECH.
2. The Committee of Technical Experts decided that it will apply – mutatis mutandis – recommendation OTIF-22002-JUR 2, with the exception of point 5, which it will not apply.
3. The Committee of Technical Experts decided that, instead of point 4.3 of recommendation OTIF-22002-JUR 2, it will apply the following procedure to deal with applicant stakeholders:

“The Secretariat examines compliance of the application with the formal requirements. If the Secretariat is satisfied that the formal requirements are met, the Secretary General will invite the applicant stakeholder to the next session by application of Article 16 § 5 of COTIF, subject to the agreement of the majority of Member States. Member States will be asked to send the Secretariat any objections they may have concerning the invitation. The Secretary General will assume the tacit agreement of the Member States that do not object. At its next session, the Committee of Technical Experts should consider adding the applicant stakeholder to the list of registered stakeholders.”

4. The Committee of Technical Experts established the following list of registered stakeholders that are permanently invited to sessions of the Committee of Technical Experts and its WG TECH:
 - 1) Association of notified bodies (NB-Rail Association)
 - 2) Community of European Railway and Infrastructure Companies (CER)
 - 3) European Committee for Standardization (CEN)
 - 4) European Rail Freight Association (ERFA)
 - 5) International Association of Public Transport (UITP)
 - 6) International Rail Transport Committee (CIT)
 - 7) International Union of combined Road-Rail transport companies (UIRR)
 - 8) International Union of Railways (UIC)
 - 9) International Union of Wagon Keepers (UIP)
 - 10) Union of European Railway Industries (UNIFE)
5. The Committee of Technical Experts established the following list of intergovernmental organisations that are permanently invited to sessions of the Committee of Technical Experts and its WG TECH:
 - 1) Organisation for Co-operation between Railways (OSJD)
 - 2) The Gulf Cooperation Council (GCC)
 - 3) Transport Community Permanent Secretariat (TCPS)
6. The Committee of Technical Experts may review and amend the list of registered stakeholders and the list of intergovernmental organisations from time to time.
7. The Committee of Technical Experts requested registered stakeholders to designate one or two focal points, which will act as contact points between the stakeholder and the OTIF Secretariat.
8. The Committee of Technical Experts encouraged the Secretariat to inform natural or legal persons that might be interested in becoming a registered stakeholder of the possibilities.

5. Items for information

5.1. General information from the OTIF Secretariat

The **Secretariat** informed the meeting of all the depositary notifications related to the work of CTE that had been sent out since June 2022:

- Depositary notification ([NOT-22042](#) of 23 November 2022) concerning the modifications to Article 3a § 5 and Article 15 § 2 of the ATMF UR concerning Entities in Charge of Maintenance, adopted by the Revision Committee using the written procedure, which would enter into force on 1 November 2023.
- Depositary notification ([NOT-22034](#) of 22 July 2022) concerning the revised UTP TAF and the revised Annex B to the ATMF UR, which had entered into force on 1 January 2023.

The Secretariat also provided an update on the meeting of the Joint Coordinating Group of Experts (JCGE) that had met on 6 September 2022.

The **Chair** thanked the Secretariat and noted that there were no comments on the information provided.

5.2. Report from the Committee of Technical Experts' working group TECH

Document: [TECH-23004](#)

The **Secretariat** presented its report on the results of WG TECH meetings since June 2022.

WG TECH had held three hybrid meetings:

- 46th meeting on 16 June 2022;
- 47th meeting on 7 and 8 September 2022;
- 48th meeting on 16 and 17 November 2022.

Delegations from the following sixteen Member States took part in the meetings: Austria, Azerbaijan, Belgium, Croatia, France, Germany, Hungary, Italy, Netherlands, North Macedonia, Pakistan, Romania, Serbia, Switzerland, Türkiye and the United Kingdom.

The European Commission's Directorate-General for Mobility and Transport and the European Union Agency for Railways (ERA) were represented at each session. The following international organisations and associations also took part in the meetings: CER, NB-Rail, OSJD and UIC.

The results were as follows:

- WG TECH prepared a proposal for the revision of the rules of procedure of the Committee (agenda item 4).
- WG TECH prepared proposals for adoption by CTE (agenda item 7).
- WG TECH prepared proposals for non-binding guidance and a recommendation (agenda item 8).
- WG TECH discussed matters which did not lead to proposals for adoption by CTE (agenda item 9).

At the WG TECH meetings, Member States and organisations made presentations on various topics: general overview of developments in EU regulations that may affect equivalence with COTIF, EU safety certification process, ERA's information sharing system, revision of Appendix I to TAF TSI (Telematics applications for freight), ERA's international activities and UIC's developments concerning the future railway mobile communication system (FRMCS).

The **Chair** thanked the Secretariat, noted that there were no comments to report, and concluded that:

- The Committee of Technical Experts took note of the report of the 46th, 47th and 48th sessions of the Committee of Technical Experts' standing working group Technology, as set out in document TECH-23004.

6. Items concerning the adoption of binding provisions

6.1. Revision of the UTP GEN-E concerning the qualifications and independence of assessing entities

Document: [TECH-23005](#)

The **Secretariat** presented document TECH-23005, which contained:

- Annex 1: an analysis of the applicable criteria for assessing entities, which compared the provisions of UTP GEN-E with the latest provisions of the European Union (EU);
- Annex 2: a proposal for a full revision of UTP GEN-E.

The **Secretariat** explained that the proposed revision of the UTP GEN-E would improve the clarity and structure of the provisions, specify the scope, particularly in relation to EU law, and align the provisions with the latest provisions applicable in the EU.

RS requested clarification on the scope within which the requirements of UTP GEN-E would apply when assessing entities were assessing conformity against national technical rules (hereafter: NTR), and whether CSs were obliged to notify the Secretary General of OTIF of such bodies, taking into account point 4.1 of Annex 2 of TECH-23005.

The **Secretariat's** understanding was that the requirements of UTP GEN-E applied to assessing entities when they assessed compliance within the COTIF framework, notably UTPs. In addition, CSs could give assessing entities the competence to assess NTR. In the **Secretariat's** view, point 4.1 of Annex 2 permitted CSs to assign assessment tasks to assessing entities in relation to NTR.

DE informed the meeting that in Germany, most assessing entities were competent to carry out assessments in accordance with both national and EU legislation. The principle was that an assessing entity should be able to assess all provisions that applied to a vehicle, irrespective of whether the provisions came from TSI/UTP or NTRs. **GB** confirmed that it applied the same principle.

GB requested clarification of the requirements concerning the independence of assessing entities in the context of COTIF. It noted that the key principle in Article 5 § 3 of the ATMF UR was that the assessing entity should be independent from IMs, RUs, etc. in terms of its organisation, legal structure and decision-making. **GB** wondered whether an assessing entity could nevertheless be a subsidiary company of the RU or IM, provided that it met the independence requirements set out in Article 5 § 3 of the ATMF UR.

The **Secretariat** noted that Article 5 § 2 of the ATMF UR was quite explicit in prohibiting the transfer of competences to the listed types of entities (such as IMs and RUs), including subsidiaries. The **Secretariat** was of the view that in practice, such entities could not therefore be competent to carry out a third party assessment and issue relevant certificates. The **Secretariat** indicated that the concept of an independent third party assessment of a product meant that the party was independent from the manufacturer of the product (first party) and had no user interests in the product (second party).

DE supported the **Secretariat** and pointed out the need to ensure that assessing entities are independent. In this context, Germany suggested reviewing the recently revised ERA assessment scheme¹ at a future WG TECH meeting. The aim of the exercise would be to identify the relevant rules that could be transposed into COTIF. This step would establish equivalence of the assessment procedures between EU and non-EU assessing entities.

The **Secretariat** informed the meeting that the OTIF **Secretariat** had followed the revision of the ERA assessment scheme. The revision involved coordination between ERA, several sector associations and the EU Member States. It reminded the meeting that the accreditation scheme, recognised and applied by the members of the European Accreditation organisation (EA), encompassed conformity assessing

¹ *REQUIREMENTS FOR CONFORMITY ASSESSMENT BODIES SEEKING NOTIFICATION*; Technical document MNB – ERA Assessment Scheme 000MRA1044 version 2.0 (<https://www.era.europa.eu/system/files/2022-12/Technical%20Document%20Requirements%20for%20NoBos%20ver%202.0.pdf>)

entities from both EU and non-EU Member States. The Secretariat supported Germany's proposal, as it would raise awareness among accreditation bodies, competent authorities and ministries. It was of the view that a detailed analysis of the accreditation scheme was not necessary.

The **Chair** summarised the discussion, took note of the proposal from Germany concerning the ERA assessment scheme, and noted that there were no further comments. The **Chair** ascertained that there were no objections to or abstentions from the proposed decisions and concluded that the following decisions were adopted by consensus:

1. The Committee of Technical Experts took note of Annex 1 to document TECH-23005-CTE15-6.1 of 20 February 2023 concerning the comparison between the provisions concerning the qualification and independence of assessing entities as laid down in UTP GEN-E and the latest European Union (EU) provisions on the subject.
2. In accordance with Article 20 § 1 e) and Article 35 of COTIF, Article 6 § 1 of the APTU UR and Article 5 § 3 letter c) of the ATMF UR, the Committee of Technical Experts adopted a revised UTP GEN-E concerning the qualifications and independence of assessing entities, as set out in Annex 2 to document TECH-23005-CTE15-6.1 of 20 February 2023. The revised UTP GEN-E replaced UTP GEN-E of 1 December 2011; the previous version shall therefore be repealed from the moment of entry into force of the new version.
3. The Committee of Technical Experts instructed the Secretary General to publish the new version of UTP GEN-E on the Organisation's website, although the repealed version should also remain available online for future reference.

6.2. Revision of the UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment

Document: [TECH-23006](#) and Room document 1⁽²⁾

The **Secretariat** introduced document TECH-23006 and explained the main changes proposed to the UTP GEN-G. The Secretariat pointed out that, if approved by CTE, the revised UTP would apply immediately after it entered into force for the purpose of the APTU and ATMF UR, while for the purpose of the EST UR, the UTP would apply only after the EST UR had entered into force.

The Secretariat informed the meeting that after working document TECH-23006 had been published on OTIF's website, RS had raised a question regarding the definition of NTRs, as set out in point 26 of Section 3 of the proposal. RS was of the view that the text could be interpreted as being too restrictive, as it was limited to national requirements related to vehicles and did not provide for possible national safety rules. The Secretariat had therefore prepared room document 1 in all three languages, which proposed modifications to the original proposal to address the concerns raised by RS. Room document 1 was shown on the screen.

The **representative of the EU** supported the amendments proposed in room document 1, as they would improve alignment with EU legislation.

GB welcomed the revision of UTP GEN-G and the proposed modification of the definition of the national requirements. Furthermore, it indicated that the United Kingdom had wide experience with the application of the CSM on RA since 2007. GB had a very good safety record with no serious railway accidents in the period between 2007 and 2020. GB offered to share its experience and safety expertise with others.

CH welcomed the revision of UTP GEN-G and the addition of the footnote in point 2.1, which provided clear guidance on the application of UTP GEN-G to infrastructure.

There were no other comments on either document. The **Chair** ascertained that there were no objections to or abstentions from the proposed decisions and concluded that the following decisions were adopted by consensus:

² Room document 1 was sent to registered participants by email on 6 June 2023. Room document 1 was also attached to the list of decisions of CTE 15 (OTIF-23003-CTE15, dated 14.06.2023, http://otif.org/en/?page_id=7304)

1. In accordance with Article 20 § 1 and Article 35 of COTIF and Article 6 § 1 of the APTU UR, the Committee of Technical Experts adopted a revised UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment, as set out in Annex 2 to document TECH-23006-CTE15-6.2 of 20 February 2023, as modified at the session³. The revised UTP GEN-G shall repeal and replace UTP GEN-G of 1 January 2014, as last amended on 1 December 2016, from the moment of entry into force of the revised version.
2. The Committee of Technical Experts instructed the Secretary General to publish the new version of UTP GEN-G on OTIF's website, although the repealed version should also remain available online for future reference.

6.3. Revision of the list of technical documents set out in Appendix I to the UTP TAF concerning telematics applications for freight services

Document: [TECH-23007](#)

The **Secretariat** presented document TECH-23007. Appendix I to the UTP TAF contained references and set out changes to technical documents that included software coding necessary for the exchange of information and for the harmonised implementation of the TAF provisions. The Secretariat reminded the meeting that according to the agreed process to ensure continued equivalence between UTP TAF and TAF TSI ([TECH-20020-WGT40-5e](#) dated 20 March 2020), change requests should be submitted to the OTIF Secretariat by January of the following year in order to be reviewed by CTE in June of the same year.

CH noted an editorial error in point 1 of the document on page 2, and suggested that the text should read: “[...] European Union (EU) Commission Regulation (EU) 2021/541~~2~~ of 26 March 2021 [...]”. The **Secretariat** took note and suggested that this correction should be documented in the minutes, as the document concerned would not be re-issued. The Secretariat indicated that the error had no impact on the proposal for decision or the decision document. CTE tacitly agreed.

GB wondered about the frequency of amendments to Appendix I to the UTP TAF. In its reply, the **Secretariat** clarified that the amendments would follow the EU amendment process, which might take place annually or less frequently, depending on whether it was necessary to modify Appendix I.

There were no further remarks.

The **Chair** ascertained that there were no objections to or abstentions from the proposed decisions and concluded that the following decisions were adopted by consensus:

1. The Committee of Technical Experts took note of the changes to ERA's technical documents referred to in the UTP TAF, as described in document TECH-23007-CTE15-6.3.
2. In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a of the APTU UR, the Committee of Technical Experts adopted the modifications to Appendix I of the Uniform Technical Prescriptions concerning Telematics Applications for Freight Services (UTP TAF) of 1 January 2023, as set out in the Annex to document TECH-23007-CTE15-6.3.
3. The Committee of Technical Experts instructed the Secretary General to publish the decision amending Appendix I to the UTP TAF 2023 on the Organisation's website.

³ EN: The modifications made at the session are set out in room document 1 of 6.6.2023, which is attached to the list of decisions of CTE 15.

7. Items concerning approval of non-binding guidance and recommendations

Progress report on drafting and updating the UTP application guides

Document: [TECH-23008](#)

The **Secretariat** introduced document TECH-23008. The aim of the report was to explain the approach to updating the UTP application guides. The unchanged text in the guides was identical to that in the TSI application guides. OTIF text was written in blue rectangles in order to explain differences between the UTP and the TSI. The Secretariat added that the UTP application guides had only been prepared in English because the TSI application guides did not exist in French or German.

The **Chair** opened the discussion and pointed out that CTE would take a decision after discussing the report and the application guides for UTP WAG and UTP NOI. There were no comments on the report. The Chair invited the Secretariat to present the proposals to update the application guides for UTP WAG and UTP NOI.

7.1. Revision of the application guide for the UTP WAG

Document: [TECH-23009](#)

The **Secretariat** presented document TECH-23009, which was drafted on the basis of ERA's "Guide for the application of the WAG TSI" for freight wagons (GUI/WAG TSI/2021). The application guide was relevant to the UTP concerning freight wagons, which had entered into force on 1 January 2022.

The **Chair** noted that many TSIs had recently undergone changes and wondered whether the timeline for updating the TSI application guides was known.

The **representative of the EU** confirmed that ERA was in the process of updating the application guides for the TSIs as approved by the EU Railway Interoperability and Safety Committee (RISC) in March 2023 (the TSI Revision package 2022).

CH, which, in the framework of ERA's TSI Working Party, had also been involved in updating the TSI application guides, informed the meeting that the drafting of the TSI application guides was in its final stages and was expected to be completed by the entry into force of the TSI 2023 revision package (originally expected at the end of summer 2023).

With regard to the timeline, the **Secretariat** explained that the proposals for the revision of UTP WAG and UTP Noise would be prepared for the CTE meeting in 2024, and would enter into force on 1 January 2025. The Secretariat pointed out that priority should be given to aligning the legal texts, as a first step, and then to aligning the texts of the relevant application guides. The two application guides discussed under this agenda item would relate to the respective UTPs that would remain in force until the end of 2024. Following their approval, the application guides would be published on OTIF's website to correspond to the specific version of the UTP.

There were no further comments on the document.

7.2. Revision of the application guide for the UTP Noise

Document: [TECH-23010](#)

The **Secretariat** presented document TECH-23010, which was drafted on the basis of ERA's "Guide for the application of the NOI TSI" (ERA/GUI/NOI TSI/2019). The application guide was relevant to the UTP concerning rolling stock noise, which had entered into force on 1 April 2021.

The **Chair** noted that there were no comments on the document and closed the discussion on agenda item 7. The **Chair** ascertained that there were no objections to or abstentions from the proposed decisions and concluded that the following decisions were adopted by consensus:

1. The Committee of Technical Experts took note of the progress report, reference TECH-23008-CTE15-7 of 17 April 2023, concerning the drafting and updating of UTP application guides.

2. The Committee of Technical Experts approved the English version of the Guide for the application of the Uniform Technical Prescription concerning the subsystem: “Rolling stock–Freight Wagons” (UTP WAG), reference TECH-23009-CTE15-7.1 of 17 April 2023, and requested the Secretary General to publish it on OTIF’s website.
3. The Committee of Technical Experts approved the English version of the Guide for the application of the Uniform Technical Prescription concerning the subsystem: “Rolling stock–NOISE” (UTP NOI), reference TECH-23010-CTE15-7.2 of 17 April 2023, and requested the Secretary General to publish it on OTIF’s website.
4. The Committee of Technical Experts requested the Secretary General to prepare and publish French and German versions of the approved guides if the source documents (TSI application guides) become available in these languages.

8. Items for discussion

8.1. Progress report on development of the EST UR (Appendix H to COTIF)

Draft Annex C to the EST UR concerning a harmonised procedure for issuing safety certificates

Document: [TECH-23011](#)

The **Secretariat** introduced document TECH-23011. It reminded the meeting that Appendix H to COTIF (EST UR) set out general principles and responsibilities for the cross-border operation of trains for states that fully apply the APTU and ATMF UR. Entry into force of the EST UR was still pending formal approval by two-thirds of the Member States, which at the moment meant 32 Member States. So far, ten Member States had approved the EST UR: Belgium, Estonia, Finland, France, Germany, Hungary, Luxembourg, The Netherlands, Slovakia and Switzerland.

The Secretariat provided a summary of the annexes to the EST UR that had been drafted and considered by CTE so far. A draft proposal for Annex C to the EST UR concerning a harmonised procedure for issuing Safety Certificates would be considered by this CTE, while Annex D concerning the Common Safety Method on supervision should be prepared for consideration by CTE 16 in 2024.

With regard to the draft proposal for Annex C to the EST UR (Annex to TECH-23011), the **Secretariat** informed the meeting that the aim was to harmonise the procedure for issuing safety certificates, and their content, in order to facilitate the mutual acceptance of conformity assessment results between safety certification authorities in the meaning of Article 5 § 3 of the EST UR.

NO and **GB** informed the meeting that their internal procedures for the approval of Appendix H to COTIF had been completed and that they would soon notify the Secretary General of OTIF accordingly.

The **representative of the EU** requested clarification of the procedure for adopting the annexes to the EST UR. The **Secretariat** explained that preparation of the annexes to the EST UR was in accordance with the decision of the 13th General Assembly, which had recommended that the CTE prepare proposals for annexes to the EST UR, despite the EST UR not yet being in force. In practical terms, this meant that for the time being, CTE could only consider the annexes, but not adopt them. When the EST UR entered into force, CTE could adopt the Annexes.

There were no other comments, The **Chair** ascertained that there were no objections to or abstentions from the proposed decisions and concluded that the following decisions were adopted by consensus:

1. The Committee of Technical Experts took note of the progress report on the development of annexes to the EST UR, as described in working document TECH-23011-CTE15-8.1 of 17 April 2023.
2. The Committee of Technical Experts considered the draft CSM on harmonised procedures for issuing safety certificates as set out in the annex to document TECH-23011-CTE15-8.1 of 17 April 2023, which, once it is adopted, would become Annex C to the EST UR.

3. The Committee of Technical Experts requested the Secretary General to place the adoption of the CSM on harmonised procedures for issuing safety certificates (Annex C to the EST UR) on the agenda of a future session of the Committee of Technical Experts, as soon as the EST UR have entered into force.

8.2. Giving more prominence to provisions dedicated to vehicles suitable for free circulation and general operation in international traffic

Document: [TECH-23012](#)

The **Secretariat** introduced document TECH-23012. It informed the meeting that, at the request of CTE 14, WG TECH had analysed the feasibility of developing specific UTPs, or parts thereof, dedicated to vehicles that can be used freely in international traffic. WG TECH had supported the aim of giving more prominence to the specific requirements applicable to vehicles suitable for free circulation and for general operation. WG TECH had suggested that specific requirements or guidance should be included in chapter 0, or as an annex to the relevant UTPs. Annex 1 to document TECH-23012 listed all the provisions of the UTP WAG applicable to a wagon suitable for general operation on the 1435 mm network. The provisions had been taken over from several different chapters.

The **Chair** noted that the analysis provided a useful overview of all the technical requirements and how they correlate. He informed the meeting that the document was the result of a detailed discussion on different options, which had eventually resulted in the working document prepared by the Secretariat.

GB welcomed the efforts made to clarify the rules to the non-EU CSs.

FR requested clarification on the wording “*to facilitate the identification and, where relevant, isolation of all provisions*”. The **Secretariat** explained that the purpose of the analysis was to identify and isolate the “dominant” provisions. For example, if Appendix C required that the wagon be fitted with a standardised element (e.g. standard draw gear, bogie, brake system), in several cases it was no longer necessary to assess compliance with the functional requirements any further, as the standardised element was already presumed to ensure compliance. In such cases, the requirements related to the standardised element would be “dominant” requirements. (Voluntary) use of the standardised element would ensure compliance with all the other requirements. It was therefore helpful to *isolate* the “dominant” requirements. FR was satisfied with the explanation provided.

UIC requested clarification of the sentence “*The RIV agreement no longer exists.*”. UIC was of the view that the RIV agreement is incorporated into the General Contract of Use for wagons (GCU).

Although it was of the view that the sentence was formally correct, the **Secretariat** agreed that the wording could have been more precise. However, it reminded the meeting that it was not planned to modify the working documents after the session. Nevertheless, the Secretariat acknowledged that the RIV agreement had been superseded by the General Contract of Use for wagons (GCU), the Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (CUV-Appendix D to COTIF) and, for technical requirements, by the UTPs/TSIs. UIC was satisfied with this explanation.

There were no other remarks. The **Chair** ascertained that there were no objections to or abstentions from the proposed decisions and concluded that the following decisions were adopted by consensus:

1. The Committee of Technical Experts took note of document TECH-23012-CTE15-8.2 concerning an analysis of the feasibility of giving more prominence to specific UTP requirements for vehicles that can be used freely in international traffic.
2. The Committee of Technical Experts requested WG TECH to take into account the findings set out in TECH-23012-CTE15-8.2 and its Annex when drafting amendments to the UTP WAG and the UTP LOC&PAS. In particular, WG TECH could propose solutions in chapter 0 of the UTPs and, where relevant, a new annex to the respective UTPs, to facilitate the identification and, where relevant, isolation of all provisions that apply to vehicles that can be used freely in international traffic.

8.3. Next steps on monitoring and assessing implementation of the APTU and ATMF UR

Document: [TECH-23013](#)

The **Secretariat** presented document TECH-23013 as part of the second step in monitoring and assessing the implementation of APTU and ATMF UR. The document contained four questionnaires addressing actors in the railway sector, assessing entities and competent authorities:

- Part 1 – Use of the vehicles.
- Part 2 – The work of assessing entities.
- Part 3 – The work of competent authorities.
- Part 4 – Admission of vehicles to international traffic and to domestic traffic.

There were no remarks. The **Chair** ascertained that there were no objections to or abstentions from the proposed decisions and concluded that the following decisions were adopted by consensus:

1. The Committee of Technical Experts took note of document TECH-23013-CTE15-8.3 concerning the next step in monitoring and assessing the implementation of the APTU and ATMF UR.
2. The Committee of Technical Experts requested the Secretariat to send the four questionnaires in the Annex to document TECH-23013-CTE15-8.3 to the respective entities specified therein. In addition, and where relevant, it invited the OTIF Secretariat to contact these entities to discuss the topics bilaterally, if that would help improve its understanding of the situation.
3. The Committee of Technical Experts requested the addressees of the questionnaires to lend their support by responding to the questionnaires within three months of receiving them and by providing additional information about the subject at the request of the OTIF Secretariat.
4. The Committee of Technical Experts requested the OTIF Secretariat to summarise the information it gathered in the form of a progress report and, where relevant, to add its own impressions concerning the subjects of the questionnaires.

8.4. Update on the future railway mobile communication system (FRMCS) and its relevance to OTIF

The **Secretariat** informed CTE that at the 48th session of WG TECH, UIC had submitted an update on developments in the FRMCS. This had included information on the state of development of FRMCS, its specifications and standardisation items. The specifications were still being developed in coordination between UIC, the EC and ERA. FRMCS would replace GSM-R in the future and would become an important enabler for rail digitalisation. According to UIC's forecast, the GSM-R would become obsolete after 2030.

CER provided a new update on the FRMCS development timeline. It informed the meeting that version 2 of the FRMCS specifications would be ready by mid-2026. Testing of on-board and trackside equipment would start by the end of 2026. CER highlighted the importance of harmonising FRMCS requirements at EU level and expected that this issue would be addressed in the TSI revision 2027. CER also noted that a delay in including the FRMCS requirements in the TSIs beyond 2027 could result in a delay in implementing the FRMCS.

The **representative of the EU** confirmed that the EC's and ERA's aim was to include FRMCS requirements in the TSIs as soon as they were ready.

GB asked about the relevance of this topic in the context of COTIF. It expressed concern about the future compatibility of existing signalling systems and new digital and telematics technologies, which would become a challenge for international traffic. It also highlighted the rapid developments in technology, including discussions on quantum compasses and alternative navigation and positioning systems.

With regard to the question as to whether there should be a UTP covering signalling and radio communication, the **Secretariat** confirmed that signalling systems fell within the scope of the APTU UR as far as international traffic was concerned. However, the Secretariat reminded the meeting that CTE had decided to focus on vehicle requirements first and emphasised the challenge of keeping them updated. It also noted that ERTMS, as defined in the EU legislation, served as a basis for signalling systems developed outside the EU, without the involvement of OTIF. In addition, the Secretariat had examined the CCS TSI and had concluded that taking these provisions over in COTIF would be complex due to the large number of technical documents involved.

CER concurred with the Secretariat, but noted the importance of the subject and its benefits to the sector. Bearing in mind the time required, CER suggested that CTE should start considering the subject.

With regard to using conventional rail signalling systems and ERTMS, **GB** offered to inform CTE in due time of its experience with the “Crossrail” project (suburban commuter train in London), which was designed to be able to track using multiple types of conventional rail signalling systems, as well as ERTMS, across a single journey.

The **Chair** thanked the Secretariat for the feedback provided and informed participants that they could contact either UIC or the OTIF Secretariat for additional information on FRMCS.

8.5. Work programme of the Committee

Document: [TECH-23014](#)

The **Secretariat** presented the proposed work programme. It emphasised that the programme had to be considered in the context of OTIF’s Work Programme for 2022/2023⁴. The Secretariat highlighted chapter 6 of the document, which proposed a contribution to OTIF’s forthcoming Work Programme for 2024-2025, which was yet to be approved by OTIF’s Administrative Committee. For the 16th session of CTE in June 2024, the Secretariat proposed to prepare an update of the UTPs to bring them into line with the latest TSIs, with priority being given to UTPs relevant to freight wagons. It also suggested preparing a progress report on the next (second) step on monitoring and assessing implementation of the APTU and ATMF UR by the CSs. The Secretariat also proposed further work on updating the application guides. Lastly, it suggested preparing a draft Annex D to the new EST UR (Appendix H to COTIF) concerning supervision.

There were no remarks on the proposed work programme. The **Chair** ascertained that there were no objections to or abstentions from the proposed decisions and concluded that the following decisions were adopted by consensus:

1. The Committee of Technical Experts took note of document TECH-23014-CTE15-8.5 and requested the Secretariat, in coordination with the standing working group (WG TECH), to draft proposals for (or modifications to) the technical provisions of COTIF accordingly and submit them to the Committee.
2. In particular, it meant that the following should be prepared for the 16th session of the Committee of Technical Experts:
 1. Proposals for the revision of UTPs, where UTPs relevant to the admission and use of freight wagons are given priority;
 2. Proposals to update the application guides to UTPs;
 3. If feasible, a progress report on the development of Annexes to the EST UR, particularly with regard to a Common Safety Method on supervision to be applied by Supervision Authorities;
 4. A progress report on monitoring and assessing implementation of the APTU and ATMF UR.

⁴ Link to OTIF’s Work Programme 2022/2023: http://otif.org/en/?page_id=224

3. The Committee of Technical Experts invited WG TECH to propose any other items it considered relevant for the provisional agenda of the 16th session of the Committee of Technical Experts.
4. The Committee of Technical Experts requested the Secretariat to align OTIF's 2024-2025 Work Programme with the general principles, priorities and scope of work set out in document TECH-23014-CTE15-8.5.

9. Any other business

None.

10. Next session

CTE reviewed the dates for the next sessions of WG TECH and CTE and noted the dates of other relevant meetings, such as the Joint Coordinating Group of Experts (JCGE).

CTE took note of the following meeting dates:

WG TECH 49, Bern, 15 June 2023

Joint Coordinating Group of Experts (JCGE), Bern, 6 September 2023

WG TECH 50, Bern/Gümligen, 7-8 September 2023

WG TECH 51, London, 14-15 November 2023

CTE 16, Bern, 11-12 June 2024

WG TECH 52, Bern/Gümligen, 13 June 2024

It was anticipated that the above meetings would be held in a hybrid format.

Closing remarks

As this was the last meeting of CTE that Mr Milan Popović (RS) would attend, the **Chair**, on behalf of CTE, thanked him for his long, very useful and productive cooperation. The Chair commended his valuable insights, his knowledge and the very useful contributions he had provided at CTE and WG TECH meetings. The Chair wished Mr Popović all the best for the future.

On behalf of the **Secretariat, Mr Leermakers** also wished Mr Popović all the best in his well-deserved retirement. He highlighted his exceptional commitment. He underlined that Mr. Popović had been active since the inception of CTE and WG TECH meetings in 2006, making him one of the longest-serving participants, with an impressive record of attending 53 CTE and WG TECH meetings, which was significantly more than any other current or past delegate.

The **Chair** emphasised the smooth running of CTE and attributed it to the excellent work of the Secretariat. He also commended the efforts of WG TECH in agreeing on the requirements and documents, which had meant that significant or substantial issues could be avoided at CTE 15.

On behalf of the delegates, **CER** and the **Secretariat** thanked the Chair for his effective leadership in chairing this session of CTE.

The **Chair** closed the meeting by thanking everyone for attending and contributing to the discussions, the Secretariat for its work in preparing the meeting, the interpreters for their excellent work during the meeting and the technical and administration team for running the hybrid session successfully.

The Chair then closed CTE 15.

List of participants**Annex I****I. Gouvernements / Regierungen / Governments****Allemagne/Deutschland/Germany**

M./Hr./Mr. Michael **Schmitz** Leiter des Leitungsstabes
Eisenbahn-Bundesamt

Autriche/Österreich/Austria

M./Hr./Mr. Thomas **Helnwein** Dipl.-Ing., Amtssachverständiger
Bundesministerium für Klimaschutz, Umwelt, Energie,
Mobilität, Innovation und Technologie

**Bosnie-Herzégovine/
Bosnien und Herzegowina/
Bosnia and Herzegovina**

M./Hr./Mr. Mirko **Vulić** Senior Expert Associate
Railways Regulatory Board (Regulatorni Odbor Željeznica)

Croatie/Kroatien/Croatia

M./Hr./Mr. Darjan **Konjić** Senior Advisor
Ministry of Sea, Transport and Infrastructure

France/Frankreich/France

M^{me}/Fr./Ms Ophélie **Riquet** Chargée d'action internationale dans le domaine de
l'interopérabilité et de la sécurité ferroviaires
Ministère de la Transition écologique et de la Cohésion des
territoires
Bureau de l'interopérabilité ferroviaire

M./Hr./Mr. Sylvain **Cozette** Chargé d'affaires EPSF
Etablissement public de sécurité ferroviaire (EPSF)

M./Hr./Mr. Julien **Roger** Chargé d'affaires réglementaires et juridiques
Etablissement public de sécurité ferroviaire (EPSF)

Hongrie/Ungarn/Hungary

M./Hr./Mr. György **Lengyel** CHG Officer, Expert
Ministry of Technology and Industry

Norvège/Norwegen/Norway

M./Hr./Mr. Erik Syvertsen

Deputy Director
Railway Section
Ministry of Transport and CommunicationsM^{me}/Fr./Ms Pia StrandSenior Adviser
Norwegian Railway Authority**Pays-Bas/Netherlands/Niederlande**M^{me}/Fr./Ms. Monique van WortelSenior advisor international railway affairs
Ministry of Infrastructure and Water Management (IPW)**Royaume-Uni/
Vereinigtes Königreich/
United Kingdom**

M./Hr./Mr. James Le Grice

Head of Rail Safety and Standards
Department for Transport

M./Hr./Mr. Vaibhav Puri

Director of Sector Strategy
Rail Safety and Standards Board (RSSB)**Serbie/Serbien/Serbia**M^{me}/Fr./Ms Anica Stojićević
1st dayAssociate
Ministry of Construction, Transport and InfrastructureM^{me}/Fr./Ms Nataša CerovićHead of Department for Safety and Interoperability
Directorate for Railways

M./Hr./Mr. Milan Popović

Head of Department for rules and authorisation of structural
subsystems
Directorate for Railways**Suède/Schweden/Sweden**

M./Hr./Mr. Robert Bylander

NSA Expert
Sektion teknik järnväg
Swedish Transport AgencyM^{me}/Fr./Ms Najlah AshrafiLiaison Officer
Swedish Transport Agency**Suisse/Schweiz/Switzerland**M^{me}/Fr./Ms. Linda AyProject Manager Safety and Interoperability
Federal Office of Transport of Switzerland – FOT

Türkiye

M./Hr./Mr.	Nurtekin Çağatay İşten	Transport and Communication Expert Ministry of Transport and Infrastructure
M ^{me} /Fr./Ms.	Serife Yorulmaz	Ministry of Transport and Infrastructure
M./Hr./Mr.	Alton Tanriöver	Ministry of Transport and Infrastructure

II. États non membres de l'OTIF
Nichtmitgliedstaaten der OTIF
Non-Member States of OTIF

Israël/Israel

M./Hr./Mr.	Josef Farisj	Head of Rolling Stock Systems Manger Ministry of Transport and Road Safety
1 st day		
M./Hr./Mr.	Saad Omari	Head of Information and Risk Management Ministry of Transport and Road Safety
1 st day		
M./Hr./Mr.	Eyal Solomon	Ministry of Transport and Road Safety
1 st day		

III. Organisation régionale d'intégration économique
Regionale Organisation für wirtschaftliche Integration
Regional economic integration organisation

**Union européenne/Europäische Union/
European Union**

**Commission européenne/
Europäische Kommission/
European Commission**

M ^{me} /Fr./Ms.	Alice Polo	Policy Officer Unit C4 – Rail Safety and Interoperability European Commission - Directorate General for Mobility and Transport
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ERA

M./Hr./Mr.	Christoph Kaupat	Project Officer Networks, International and IMS Unit European Union Agency for Railways (ERA)
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IV. Organisations et associations internationales non gouvernementales
Nichtstaatliche internationale Organisationen und Verbände
International non-governmental Organisations or Associations

CER

M./Hr./Mr. Gilles **Quesnel** Directeur Interopérabilité, Normalisation et Recherche
 Europe (SNCF)
 CER / SNCF

OSJD

M./Hr./Mr. Radovan **Vopalecky** Chairman of the Commission on Infrastructure and Rolling
 Stock
 OSJD - Organisation for Co-operation between Railways

UIC

M./Hr./Mr. Jozef **Fázik** Senior advisor
 Union internationale des chemins de fer (UIC)

V. Secrétariat
Sekretariat
Secretariat

M./Hr./Mr. Bas **Leermakers** Head of Department

M^{me}/Fr./Ms. Maria **Price** Expert

M./Hr./Mr. Dragan **Nešić** Expert

VI. Interprètes
Dolmetscher
Interpreters

M^{me}/Fr./Ms. Viviane **Vaucher**

M./Hr./Mr. Benoit **Kremer**

M./Hr./Mr. Werner **Küpper**

M./Hr./Mr. David **Ashman**

M^{me}/Fr./Ms. Joana **Meenken**

Approved Agenda**Annex II**

1. Approval of the agenda
2. Presence and quorum
3. Revision of the rules of procedure of the Committee
4. Involvement of stakeholders in the Committee
5. Items for information:
 - 5.1. General information from the OTIF Secretariat
 - 5.2. Report from the Committee of Technical Experts' working group TECH
6. Items concerning the adoption of binding provisions:
 - 6.1. Revision of the UTP GEN-E concerning the qualifications and independence of assessing entities
 - 6.2. Revision of the UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment
 - 6.3. Revision of the list of technical documents set out in Appendix I to the UTP TAF concerning telematics applications for freight services
7. Items concerning approval of non-binding guidance and recommendations:
 - 7.1. Revision of the application guide for the UTP WAG
 - 7.2. Revision of the application guide for the UTP Noise
8. Items for discussion:
 - 8.1. Progress report on development of the EST UR (Appendix H to COTIF):
 - Draft Annex C to the EST UR concerning a harmonised procedure for issuing safety certificates
 - 8.2. Giving more prominence to provisions dedicated to vehicles suitable for free circulation and general operation in international traffic
 - 8.3. Next steps on monitoring and assessing implementation of the APTU and ATMF Uniform Rules
 - 8.4. Update on the future railway mobile communication system (FRMCS) and its relevance to OTIF
 - 8.5. Work programme of the Committee
9. Any other business
10. Next session