



Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

Committee of Technical Experts

13th Session

Minutes

Remote meeting, 22 and 23 June 2021

COMMITTEE OF TECHNICAL EXPERTS' DECISIONS 22 AND 23 JUNE 2021

1. Approval of the agenda

The Committee of Technical Experts adopted the agenda as submitted in document TECH-21012 dated 21.4.2021 with the following amendments:

- Agenda item 9 (Proposal for decision to update Appendix I of UTP TAF) was moved to agenda item 6 at the request of GB, and
- A new topic under agenda item 9 was added at the request of NB-Rail, entitled Acceptance of Common Safety Method assessment reports by Notified Bodies.

2. Presence and quorum

For the Committee of Technical Experts to take decisions within its competence, a quorum of at least one half of the 43 Contracting States, meaning at least 22 Contracting States, had to be present or represented. As 31 states were present or represented, there was a quorum.

3. Election of Chair

The Committee of Technical Experts elected the United Kingdom, in the shape of Mr Vaibhav Puri, to chair this session.

4. Proposal for decision to modify the Committee's Rules of Procedure

The Committee of Technical Experts:

- Adopted the modifications to its Rules of Procedure as set out in document TECH-20002-RoP-CTE, as modified at the session;
- Decided that the modified Rules of Procedure apply with immediate effect (as of 22 June 2021);
- Instructed the Secretariat and the Chair to coordinate the signing of the Rules of Procedure by the Chair after the meeting;
- Instructed the Secretariat to publish the signed Rules of Procedure on the OTIF website.

5. For information

- 5.1. The Committee of Technical Experts took note of the general information from the OTIF Secretariat
- 5.2. The Committee of Technical Experts took note of the report from the working group technology (WG TECH)

6. Proposals for decisions with legal effect

The Committee of Technical Experts took the following decisions:

- 6.1. Adoption of a new UTP concerning train composition and route compatibility checks

In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU Uniform Rules, the Committee of Technical Experts:

- Adopted the Uniform Technical Prescription concerning train composition and route compatibility checks (UTP TCRC), as set out in the Annex (reference: TECH-20039 Annex);
- Repealed Appendix I to the UTP WAG of 1 April 2021 with effect from the date of entry into force of the UTP TCRC;
- Repealed Appendix K to the UTP LOC&PAS of 1 January 2015 with effect from the date of entry into force of the UTP TCRC;
- Mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying this decision;

- Instructed the Secretary General to publish the UTP TCRC and the amended UTP WAG and UTP LOC&PAS on the Organisation’s website.

6.2. Adoption of a new UTP concerning infrastructure

- In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU UR, the Committee of Technical Experts adopted the Uniform Technical Prescription concerning infrastructure (UTP INF), as set out in the Annex (reference: TECH-20040 Annex).
- The Committee of Technical Experts mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying this decision.
- The Committee of Technical Experts instructed the Secretary General to publish the UTP INF on the Organisation’s website.

6.3. Revision of the UTP LOC&PAS (locomotives and passenger rolling stock)

- In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU Uniform Rules, the Committee of Technical Experts adopted the Uniform Technical Prescription for the subsystem rolling stock – locomotives and passenger rolling stock, as set out in the Annex (reference TECH-20041 Annex).
- The Annex replaces the UTP LOC&PAS of 1 January 2015; the previous version will therefore be repealed when the new version enters into force.
- The Committee of Technical Experts mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying this decision.
- The Committee of Technical Experts instructed the Secretary General to publish the new version on the Organisation’s website, although the repealed version should also remain available on the Organisation’s website for future reference.

6.4. Revision of the UTP WAG (freight wagons)

- In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU Uniform Rules, the Committee of Technical Experts adopted the Uniform Technical Prescription for the subsystem rolling stock – freight wagons, as set out in the Annex (reference TECH20042 Annex).
- The Annex replaces UTP WAG of 1 April 2021; the version of 1 April 2021 will therefore be repealed when the new version enters into force.
- The Committee of Technical Experts mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying this decision.
- The Committee of Technical Experts instructed the Secretary General to publish the new version on the Organisation’s website, although the repealed version should also remain available on the Organisation’s website for future reference.

6.5. Revision of the UTP PRM (accessibility for people with reduced mobility)

- In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU Uniform Rules, the Committee of Technical Experts adopted the modifications to the Uniform Technical Prescription applicable to the accessibility of the rail system for persons with disabilities and persons with reduced mobility, as set out in the Annex (reference TECH-20043 Annex).
- The Annex replaces the UTP PRM of 1 January 2015; the previous version will therefore be repealed when the new version enters into force.
- The Committee of Technical Experts mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying this decision.

- The Committee of Technical Experts instructed the Secretary General to publish the new version of the UTP on the Organisation’s website, although the repealed version should also remain available online for future reference.

6.6. Update Appendix I of UTP TAF

- In accordance with Article 20 § 1 b) of COTIF and Articles 6 and 8a of APTU, the Committee of Technical Experts adopted the modifications to Appendix I of the Uniform Technical Prescriptions concerning Telematics applications for freight services (UTP TAF), in the version of 1 June 2020, as set out in the annex to this document (reference TECH-21010).
- The Committee of Technical Experts instructed the Secretary General to publish this decision, together with a consolidated version of the UTP TAF, on the Organisation’s website.

7. Proposal for a recommendation for the Revision Committee

The Committee of Technical Experts requested the Revision Committee to take decisions within its competence provided for in Article 17 § 1, letter a) of COTIF and Article 33 § 4, letter g) of COTIF to amend Article 3a § 5 and Article 15 § 2 of the ATMF Uniform Rules (Appendix G to COTIF) and to modify the Explanatory Report accordingly.

8. For discussion:

8.1. Monitoring and assessment of implementation of APTU and ATMF UR by Contracting States

The Committee of Technical Experts:

- Approved document TECH-21002-CTE13-8.1 as modified at the session and initiated the proposed step by step monitoring and assessment of the implementation of the APTU and ATMF Uniform Rules accordingly;
- Noted the importance of monitoring and assessment and therefore requested the Contracting States to offer their full cooperation;
- Requested the Secretariat, in coordination with the Chair of the Committee and on behalf of the Committee, to send the questionnaire annexed to document TECH-21002-CTE13-8.1, as modified at the session, to the APTU and ATMF Contracting States and to regional organisations which have acceded to COTIF;
- Decided that the Contracting States should be given at least three months, after receipt of the questionnaire, to respond to the questionnaire and that responses should be sent to the Secretariat;
- Requested the Secretariat to analyse the responses, with a view to assessing the degree of implementation of APTU and ATMF, presenting and discussing its findings at WG TECH and reporting to the next session of the Committee;
- Intended, as the next steps, to involve stakeholders, including assessing entities, in the monitoring, to focus also on the correct application of procedures, and requested the Secretariat, in coordination with WG TECH, to propose suitable methods for this purpose for the next session.

8.2. Vehicle registers

The Committee of Technical Experts:

- Noted the analysis of the feasibility of establishing an OTIF/international vehicle register for railway vehicles which are intended for use in international traffic;
- Concluded that a decision as to whether or not an OTIF/international vehicle register should be established could not be taken at this time, as critical information was missing;

- Requested the Secretary General of OTIF to remind Contracting States of their obligations under the specifications for vehicle registers, and to notify him of the registration entity, the location (internet address) of the vehicle register and to inform him how eligible users can obtain access to the registered data;
- Requested the OTIF Secretariat to publish this information on OTIF's website in the form of a list of all vehicle registers, including information on how to contact the registration entity of each CS and how eligible parties can obtain access rights;
- Mandated WG TECH to monitor the experience gained from use of the EVR at EU level before exploring, together with the EU and ERA, the possibility of a joint OTIF/EVR, and requested the WG TECH to keep it updated.

8.3. Committee of Technical Experts' work programme 2021/2022

The Committee of Technical Experts adopted document TECH-21008-CTE13-8.3 and requested the Secretariat, in coordination with the standing working group (WG TECH), to draft proposals to modify or establish the technical provisions of COTIF accordingly and submit them to the Committee for approval.

In particular, this meant that the following should be prepared for the 14th session of the Committee of Technical Experts:

- A review of Annex B to ATMF and, if relevant, proposals for modification;
- An update of the possibilities for facilitating the search and retrieval of vehicle data from the vehicle registers in accordance with agenda item 8.2;
- Progress report on the development of the Common Safety Method on Safety Management System requirements and the Common Safety Method on monitoring;
- Progress report on monitoring and assessment of the implementation of APTU and ATMF by Contracting States;
- If relevant, an update of Appendix I to the UTP TAF and revision of the UTP TAF.

The Committee of Technical Experts invited WG TECH to propose other items it considers relevant for the provisional agenda of the 14th session of the Committee of Technical Experts.

9. Any other business

The Committee of Technical Experts discussed the acceptance of CSM assessment reports by Notified Bodies. The Committee of Technical Experts concluded that this subject would require further analysis. It requested WG TECH to examine this subject further, on the basis of a working document to be submitted to the working group.

10. Next session (CTE 14): Bern, 14 and 15 June 2022.

Welcome by the OTIF Secretariat

Mr Wolfgang **Küpper** (Secretary General of OTIF) opened the meeting and welcomed all the participants to the 13th session of the CTE. He reminded the meeting that in 2020, the Committee of Technical Experts' (CTE) meeting had to be cancelled due to the COVID-19 pandemic. Nonetheless, all the proposals which had already been prepared were adopted in 2020 by a vote in the written procedure and the provisions entered into force on 1 April 2021. Mr Küpper highlighted two proposals for adoption at this meeting: the UTP (Uniform Technical Prescription) for infrastructure and the UTP for train composition and route compatibility checks. The adoption of these two proposals would complete the alignment of the technical interoperability provisions of COTIF with the European Union's fourth railway package. He reminded the meeting that this huge task had started in 2015 and had led to the following:

- the revision of the APTU and ATMF Uniform Rules,
- the revision of 10 UTPs,
- the revision of the rules for entities in charge of maintenance and
- the revision of the rules for the vehicle registers.

Mr Küpper thanked OTIF's Technical Interoperability Department team (Mr Bas Leermakers, Ms Maria Price and Mr Dragan Nešić) for their work and for the preparation of this meeting.

Lastly, Mr Küpper explained that the finalisation of these significant tasks allowed the CTE and its working group technology (WG TECH) to start the new task of developing Annexes to the new EST Uniform Rules. He reminded the meeting that, although the EST Uniform Rules were not yet in force, the 13th General Assembly in 2018 had requested the CTE to start developing the Annexes. The Secretary General wished all the participants every success in their work during the meeting.

Mr Bas **Leermakers** (Head of OTIF's Technical Interoperability Department) also welcomed all the participants on behalf of the department and presented the practical arrangements for this remote 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. The list of participants is attached to these minutes as [Annex I](#).

1. Approval of the agenda

On behalf of the OTIF Secretariat (hereinafter referred to as the **Secretariat**), Mr Leermakers explained that the adapted provisional agenda for the 13th session of the CTE had been sent to participants in circular letter TECH-21012 dated 21.4.2021. At the meeting, **GB** proposed that agenda item 9 (Proposal for decision to update Appendix I of UTP TAF) be discussed after item 6.5 as a new item 6.6. At the request of **NB-Rail**, the subject of the Acceptance of Common Safety Method assessment reports by Notified Bodies was added under any other business (agenda item 9). In response to a question from DE, the Secretariat confirmed that the adopted agenda would be distributed to the participants as part of the slides used at the session.

The CTE adopted the agenda as amended at the session ([Approved agenda, Annex II](#)).

2. Presence and quorum

The **Secretariat** reminded the meeting that members of the CTE are the Member States of OTIF that apply APTU UR or ATMF UR (hereinafter referred to as Contracting States) at the time of the session, i.e. 43 of the 50 OTIF Member States. The Secretariat informed CTE that the European Union (EU) had informed the Secretary General that it would exercise the voting rights of 25 COTIF Contracting States that are also EU Member States. This concerned agenda item 6.

3. Election of Chair

The **Secretariat** presented the procedure for the election of the Chair. The Secretariat nominated the United Kingdom (Mr Vaibhav Puri) to chair the session. No other nominations were proposed. 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 hoped CTE would deal with all the agenda items in an atmosphere of cooperation.

With a view to making this remote meeting efficient, the Chair suggested that, as a general rule, the meeting should try to adopt proposals for decision by consensus (tacit approval). For any proposal, a nominal vote would take place if at least one member of the Committee so requested. In that case, the Chair would ask the head of delegation of each member of the Committee, in French alphabetical order, to cast their vote orally. The Secretariat would tally the results.

With regard to the process for decision by consensus (tacit approval), the Chair would first read out the full proposal for decision. He would then ask if there were any comments or objections to the proposal for decision. If this were the case, the CTE should discuss and, if necessary, reformulate the proposal for decision. If there were no (further) comments or objections, the Chair would formally suggest tacit approval of the proposal. If this proposal for tacit approval did not lead to further requests or objections, he would conclude that the CTE formally adopted the proposal.

4. Proposal for decision to modify the Committee's Rules of Procedure

Document: [TECH-20002](#)

The **Secretariat** introduced the reasons for modifying the Rules of Procedure. The proposed new Rules of Procedure included new deadlines for publishing documents, and aligned with the Rules of Procedure of other OTIF organs.

The **representative of the EU** proposed that Article 21 should explicitly include the possibility of having virtual meetings in the future.

The **Secretariat** responded that according to a legal opinion, which was discussed in 2020 with the Chairs of the OTIF organs, the Convention and the Rules of Procedure of OTIF's organs should be interpreted as allowing both physical and virtual meetings. In the case of virtual meetings, all requirements as regards powers, quorum, voting, proceedings etc. remain unchanged and applicable. The proposed modifications to the CTE's Rules of Procedure would not change this.

The Secretariat suggested that the modified Rules of Procedure prepared for the session be adopted, as any modification would be time consuming and translation into three languages at the session would be difficult. It suggested that any proposals for further modifications could be submitted to the next session of the CTE, if necessary. The representative of the EU agreed to this.

DE proposed an editorial comment in Article 5 § 1, last sentence (German version only) ("Fachausschuss" should read "Ausschuss").

There were no further requests for modifications.

The **Chair** concluded that the Committee of Technical Experts:

- Adopted the modifications to its Rules of Procedure as set out in document TECH-20002-RoP-CTE, as modified at the session;
- Decided that the modified Rules of Procedure apply with immediate effect (as of 22 June 2021);
- Instructed the Secretariat and the Chair to coordinate the signing of the Rules of Procedure by the Chair after the meeting;
- Instructed the Secretariat to publish the signed Rules of Procedure on the OTIF website.

5. For information

5.1. General information from the OTIF Secretariat

The **Secretariat** presented developments since June 2020:

- On 29 September 2020, new Administrative Arrangements between the OTIF Secretariat, the European Commission and the EU Agency for Railways (ERA) had been signed. The aim of the Administrative Arrangements was to develop further the framework for cooperation between the OTIF Secretariat and the EU, to ensure, among other things, that COTIF and EU railway law remain aligned.
- The modified UTP NOI, UTP WAG and UTP Marking, and the fully revised ECM Regulation and Specifications concerning vehicle registers entered into force on 1 April 2021 following the CTE's vote in the written procedure.
- On 8 and 9 September, the Joint Coordinating Group of Experts (JCGE) met and discussed its list of priority items.
- On 8 January 2021, the European Union Agency for Railways (ERA) consulted the non-EU OTIF Member States on the Common Safety Methods on the assessment of Safety Level and Safety Performance of railway operators at national and Union level (CSM ASLP). GB and CH provided comments.
- On 3 March 2021, the Secretariat hosted a remote workshop for the Gulf Cooperation Council (GCC) concerning technical interoperability within the COTIF framework, notably Appendices F (APTU), G (ATMF) and H (EST).
- On 13-15 April 2021, the Working Group of Legal Experts (GTEJ) decided to postpone the discussion on the substance of the request formulated by the WG TECH as set out in TECH-20019-GTEJ (27.02.2020). Members of the GTEJ were requested to provide the OTIF Secretariat with written comments on the subject by no later than 5 July 2021. An informal meeting on this subject would then be organised in order to prepare and facilitate the discussion on the substance at the next session on 9-10 November 2021 (hybrid meeting).

The **Chair** thanked the Secretariat and concluded that the CTE took note of the general information provided by the OTIF Secretariat.

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

Document: [TECH-21007](#)

The **Secretariat** informed the CTE of the results of the working group TECH since June 2020. The Secretariat had drafted a report and briefly presented the main points of the report.

WG TECH had held three remote meetings:

- 40th meeting on 17 and 18 June 2020;
- 41st meeting on 9 and 10 September 2020;
- 42nd meeting on 17 and 18 November 2020.

Delegations from the following thirteen Member States took part in the meetings: Austria, Belgium, France, Germany, Greece, Iran, Italy, Morocco, Romania, Serbia, Sweden, Switzerland and the United Kingdom.

The European Commission's Directorate-General for Mobility and Transport and ERA were represented at each session. The following international organisations and associations also took part in the meetings: The Transport Community Treaty Secretariat, CER, NB-Rail, UIC and UIP. Exceptionally, two non-Member States, Egypt and Israel, took part in the 40th meeting as observers.

The main results were:

- Proposals for decision at the CTE 13:
 - New UTP concerning train composition and route compatibility checks (UTP TCRC);
 - New UTP concerning infrastructure (UTP Infrastructure);

- Modification of the UTP LOC&PAS (locomotives and passenger rolling stock);
- Modification of the UTP WAG (freight wagons);
- Modification of the UTP PRM (accessibility for people with reduced mobility).
- Proposal for a recommendation for OTIF’s Revision Committee to modify the ATMF UR concerning ECMs.
- A discussion on matters which did not lead to proposals:
 - Preliminary discussion on vehicle register interfaces – preliminary findings;
 - UTP TAF – Amended the regular (formalised) process for updating Appendix I to UTP TAF;
 - UTP Marking – Deferred the discussion concerning rail/road machines until after standard EN 15746-1 2010 has been revised;
 - Equivalence table of EU and COTIF rules and Cross reference table of EU and COTIF terminology – kept updated.
- Presentation by the EU of developments that are of relevance to COTIF:
 - TSI revision package 2020-2022 (progress reports concerning the revision of TSIs). The EU’s analysis of the possible impact of the TSI revisions on UTPs would be carried out at a later stage;
 - Revision of the TAF TSI;
 - Process for registering vehicles coming from non-EU CS into the EU.

The **Chair** thanked the Secretariat and concluded that the CTE took note of the report from WG TECH prepared by the Secretariat.

6. Proposals for decisions with legal effect

6.1. Adoption of a new UTP concerning train composition and route compatibility checks

Document: [TECH-20039](#)

The **Secretariat** introduced the proposal for the new UTP which would offer a legal environment for the harmonised and correct application of Article 6 § 2 and Article 15 of the ATMF UR, which define responsibilities for railway undertakings for the operation of trains. The UTP would cover two subjects; train composition and route compatibility checks. Provisions in the UTP would also replace the current rules in Appendix I of UTP WAG and Appendix K of the UTP LOC&PAS. The proposal was based on EU provisions, particularly those of the OPE TSI (Implementing Regulation (EU) 2019/773, points 4.2.2.5, 4.2.2.6 and 4.2.2.7) and RINF (Implementing Regulation (EU) 2019/777, Table 1 of the Annex).

The Secretariat also presented a timeline diagram to show the preparatory work, including the discussions at WG TECH 40, WG TECH 41 and WG TECH 42 and translation.

The Secretariat explained that after the draft UTP had been published on the meeting website, the team had identified minor linguistic and editorial errors. The Secretariat therefore asked the CTE to give it a mandate to correct these minor errors after adoption and before notification to the Contracting States. Alternatively, it would also be possible to review these minor corrections at the session, but this would be time consuming.

The **Chair** opened the floor.

DE supported the proposal to correct errors this time, but hoped that at the next meeting, delegates would have drafts that would not require subsequent editorial corrections. The proposed procedure should not become the norm.

The **Secretariat** explained it always did its utmost to avoid errors, but that minor linguistic and editorial errors sometimes proved to be unavoidable in practice. This was because proposals to modify UTPs were usually drafted and prepared in track change mode, compared to the version in force. After the document was adopted, the amendments shown in track change mode would be accepted. Practice had

shown that some minor errors, such as double commas or repeated words, were only noticed at this stage. Nevertheless, in order to provide maximum transparency, the Secretariat was preparing a list of all errors and corrections. The Secretariat offered to send delegates this list after the meeting. **DE** noted the explanation and supported the proposed approach.

The **Chair** opened the floor for comments on the working document. There were no further remarks.

After reading out the proposal for decision, which did not lead to any comments, the **Chair** concluded that the CTE decided as follows:

In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU Uniform Rules, the Committee of Technical Experts:

- Adopted the Uniform Technical Prescription concerning train composition and route compatibility checks (UTP TCRC), as set out in the Annex (reference: TECH-20039 Annex);
- Repealed Appendix I to the UTP WAG of 1 April 2021 with effect from the date of entry into force of the UTP TCRC;
- Repealed Appendix K to the UTP LOC&PAS of 1 January 2015 with effect from the date of entry into force of the UTP TCRC;
- Mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying the decision;
- Instructed the Secretary General to publish the UTP TCRC and the amended UTP WAG and UTP LOC&PAS on the Organisation's website.

6.2. Adoption of a new UTP concerning infrastructure

Document: [TECH-20040](#)

The **Secretariat** explained that although this was a new proposal for decision, it had a long history and had been in preparation since September 2018. The topic had been put on hold in 2019 because the EU was carrying out a revision of the EU TSI Infrastructure (Regulation (EU) 1299/2014), which had resulted in amendments through Regulation (EU) 2019/776.

This new UTP would set out the parameters for railway infrastructure that are relevant in terms of compatibility with vehicles and the specific methods to check these parameters. TSI requirements which are applicable in the EU TSI, but which could not be taken over into the UTP, as they did not fall within the scope of ATMF and APTU, had not been taken over (i.e. professional qualifications, health and safety conditions, etc.). More detailed explanations were provided in document TECH-20040.

The **Chair** opened the floor for comments on the working document. There were no remarks.

After reading out the proposal for decision, which did not lead to any comments, the **Chair** concluded that the CTE decided as follows:

- In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU UR, the Committee of Technical Experts adopted the Uniform Technical Prescription concerning infrastructure (UTP INF), as set out in the Annex (reference: TECH-20040 Annex).
- The Committee of Technical Experts mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying the decision.
- The Committee of Technical Experts instructed the Secretary General to publish the UTP INF on the Organisation's website.

6.3. Revision of the UTP LOC&PAS (locomotives and passenger rolling stock)

Document: [TECH-20041](#)

The **Secretariat** explained the modifications to the UTP LOC&PAS, which included:

- clarification of the technical scope;
- new requirements concerning the automatic variable gauge system, eddy current brakes, aerodynamic effects of the on-board energy measuring system, and new optional requirements for units to be used in general operations (particularly concerns passenger coaches in international traffic);
- new rules when existing units and unit types are modified;
- new rules applicable to the extension of the area of use of passenger vehicles;
- update of references to standards and EU legislation;
- specific cases applicable to the Great Britain network of the UK of Great Britain and Northern Ireland, in so far these specific cases are relevant to international traffic.

This UTP would replace UTP LOC&PAS 2015 and would be aligned with the EU TSI LOC&PAS as last amended by Regulation (EU) 2020/387. Preparation of the draft modifications was discussed at the WG TECH 40, WG TECH 41 and WG TECH 42 meetings.

The **Chair** opened the floor for comments.

CER noted the document and thanked the Secretariat for the good quality of the work done to align the texts with the EU TSI. **GB** supported the statement of CER and the UTP proposal. There were no other remarks.

The **Chair** thanked everyone involved in the various WG TECH meetings.

After reading out the proposal for decision, which did not lead to any comments, the **Chair** concluded that the CTE decided as follows:

- In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU Uniform Rules, the Committee of Technical Experts adopted the Uniform Technical Prescription for the subsystem rolling stock – locomotives and passenger rolling stock, as set out in the Annex (reference TECH-20041 Annex).
- The Annex will replace the UTP LOC&PAS of 1 January 2015; the previous version will therefore be repealed when the new version enters into force.
- The Committee of Technical Experts mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying the decision.
- The Committee of Technical Experts instructed the Secretary General to publish the new version on the Organisation’s website, although the repealed version should also remain available on the Organisation’s website for future reference.

6.4. Revision of the UTP WAG (freight wagons)

Document: [TECH-20042](#)

The **Secretariat** presented the modifications to UTP WAG, which included: new rules that apply when existing units or existing unit types are modified, and when the area of use is extended. Specific cases applicable to the Great Britain network of the UK in so far as international traffic is concerned were also included. The **Secretariat** also explained that the modifications in this UTP were additional changes which could not be taken on board during the previous revision of the UTP WAG.

The modified UTP WAG is also equivalent to the EU WAG TSI (Regulation (EU) 2020/387). The UTP modifications were discussed at the 41st and 42nd sessions of WG TECH.

The **Chair** opened the floor for comments on the working document. There were no remarks.

After reading out the proposal for decision, which did not lead to any comments, the **Chair** concluded that the CTE decided as follows:

- In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU Uniform Rules, the Committee of Technical Experts adopted the Uniform Technical Prescription for the subsystem rolling stock – freight wagons, as set out in the Annex (reference TECH20042 Annex).
- The Annex will replace UTP WAG of 1 April 2021; the version of 1 April 2021 will therefore be repealed when the new version enters into force.
- The Committee of Technical Experts mandated the Secretariat to correct any obvious linguistic and editorial errors in the three language versions before notifying this decision.
- The Committee of Technical Experts instructed the Secretary General to publish the new version on the Organisation’s website, although the repealed version should also remain available on the Organisation’s website for future reference.

6.5. Revision of the UTP PRM (accessibility for people with reduced mobility)

Document: [TECH-20043](#)

The **Secretariat** presented the modifications to the UTP PRM, which included: clarification of the technical scope; editorial modifications and reformatting to make the text easier to read; update of references to legal documents and updating the list of specific cases applicable to the Great Britain network of the UK in so far as international traffic is concerned.

The modified UTP PRM is equivalent to the EU PRM TSI (Regulation (EU) 2019/772). The UTP PRM was reviewed and discussed at the 40th, 41st and 42 sessions of the WG TECH.

The **Chair** open the floor for comments.

CER noted that the UTP PRM proposal was consistent with the EU PRM TSI. He mentioned four points that would be under consideration for the subsequent discussions on the review of the TSI at EU level. These included: ticketing machines, departure information, information screens, and the system of registration.

The **Chair** thanked CER for the useful information.

The **Chair** opened the floor for comments on the working document. There were no further remarks.

After reading out the proposal for decision, which did not lead to any comments, the **Chair** concluded that the CTE decided as follows:

- In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of the APTU Uniform Rules, the Committee of Technical Experts adopted the modifications to the Uniform Technical Prescription applicable to the accessibility of the rail system for persons with disabilities and persons with reduced mobility, as set out in the Annex (reference TECH-20043 Annex).
- The Annex will replace the UTP PRM of 1 January 2015; the previous version will therefore be repealed when the new version enters into force.
- The Committee of Technical Experts mandated the Secretariat to correct any obvious linguistic or editorial errors in the three language versions before notifying this decision.
- The Committee of Technical Experts instructed the Secretary General to publish the new version of the UTP on the Organisation’s website, although the repealed version should also remain available online for future reference.

6.6. Proposal for decision to update Appendix I of UTP TAF

Document: [TECH-21010](#)

The **Chair** reminded the meeting that this agenda item had been moved from Any Other Business to item 6.6, as agreed at the beginning of the session.

The **Secretariat** presented the background and the substance of the changes in the revision of Appendix I of UTP TAF. Appendix I contains references and sets out changes to technical documents which include software coding that are necessary for the exchange of information and the harmonised implementation of the TAF provisions. The changes to the codes would normally be discussed and agreed at the relevant ERA working group, which the OTIF Secretariat also attends. The modifications were necessary in order to correct errors, take feedback into account, keep up with technical progress and maintain equivalence with specifications applied in the EU. At the 40th session of WG TECH, the OTIF Secretariat and ERA had agreed on a process to update the changes in an efficient and speedy way.

The **Chair** opened the floor for comments on the working document. There were no remarks.

After reading out the proposal for decision, which did not lead to any comments, the **Chair** concluded that the CTE decided as follows:

- In accordance with Article 20 § 1 b) of COTIF and Articles 6 and 8a of APTU, the Committee of Technical Experts adopted the modifications to Appendix I of the Uniform Technical Prescriptions concerning Telematics applications for freight services (UTP TAF), in the version of 1 June 2020, as set out in the annex to this document (reference TECH-21010).
- The Committee of Technical Experts instructed the Secretary General to publish this decision, together with a consolidated version of the UTP TAF, on the Organisation's website.

7. Proposal for a recommendation for the Revision Committee

Document: [TECH-20045](#)

The **Secretariat** introduced the subject and explained the background and the reasons for the proposal. Following the full revision of Annex A of ATMF, which sets out the rules for the certification of Entities in Charge of Maintenance, it was noted that Articles 3a and 15 of the ATMF UR would need to be modified to reflect the changes in the Annex. Furthermore, references to newly revised EU legislation would also need to be updated.

Changes to the ATMF UR would be in the competence of the Revision Committee. The CTE could therefore request the Revision Committee to make modifications to the Uniform Rules.

The proposal for modifications contained analyses of the situation, proposed modifications to Article 3a and Article 15 (as shown below), and proposed modifications to the Explanatory Report to the ATMF UR.

The **Chair** opened the floor for comments. **GB** supported the proposal and agreed that this inconsistency should be addressed urgently. There were no other remarks.

The **Chair** concluded that the CTE requests the Revision Committee to:

1. Modify Article 3a § 5 of the ATMF Uniform Rules as follows:

Article 3a
Interaction with other international agreements

§ 5 An entity in charge of maintenance² (ECM) ~~complying with the provisions of a freight wagon, certified according to~~ Article 15 § 2, shall be deemed ~~to comply with the corresponding as certified according to applicable~~ European Union ~~and corresponding national~~ legislation and vice versa in the case of full equivalence between the ~~certification system adopted under Article 14a (5) of the EU Railway Safety Directive 2004/49/EC and~~ rules ~~applicable in the European Union and the COTIF rules according to Article 15 § 2.~~

~~The adopted by the~~ Committee of Technical Experts ~~shall be competent to declare equivalence between the rules applicable in the European Union and the COTIF rules~~ according to Article 15 § 2. ~~These adopted rules are set out in Annex A to these Uniform Rules.~~

Footnote 2: The requirements relating to the entity in charge of maintenance are set out in Article 15.

Add the following justification to the Explanatory Report:

- The new rules for the certification of ECMs in Annex A to ATMF are no longer specific to freight wagons, so the reference to freight wagons must be deleted.
- Before 1 April 2021, the rules in Annex A to ATMF applied only to the certification of ECMs for freight wagons and therefore only certificates of ECMs for freight wagons could be mutually recognised. As there were no certification requirements applicable to ECMs of vehicles other than freight wagons, mutual acceptance of these ECMs was therefore implicit.
- The rules in Annex A to ATMF that enter into force on 1 April 2021 cover all ECMs and all ECMs must comply with common requirements. Nevertheless, under defined exceptional conditions defined in Annex A to ATMF, some ECMs can demonstrate compliance with the requirements without the need to be certified. Mutually recognising ECM certificates only would therefore entail the risk that ECMs which are exempt from certification would not be mutually recognised.
- It is therefore necessary to mutually recognise the compliance of ECMs with the applicable rules rather than mutually recognising ECM certificates. As a consequence, the reference to certification should be removed from Article 3a § 5 of ATMF.
- The reference to national legislation should be deleted, as the rules on certification of ECMs for vehicles in international traffic are now exhaustively regulated at international level.
- The precise reference to EU legislation should be removed and replaced by a general reference to avoid having to modify ATMF every time EU law changes.
- The reference to “rules adopted by the Committee of Technical Experts” should be deleted. The adoption of rules alone does not give them legal force. The entry into force of decisions by the Committee is governed by Article 35 §§ 3 and 4 of COTIF (Base Convention). It is therefore better simply to refer to “COTIF rules”, which is an expression covering all legal provisions falling under COTIF.
- As the precise reference to EU legislation is removed, it is important to establish competence for declaring equivalence between EU rules and OTIF rules. This competence should be given to the Committee of Technical Experts, by analogy with Article 13 § 4 letter b of the APTU Uniform Rules, which gives the Committee of Technical Experts competence to declare

equivalence, in railway safety terms, between provisions in the UTP and the corresponding TSI.

- The final sentence, which merely refers to Annex A, is not needed here as it is mentioned in Article 15 of ATMF.

2. Modify Article 15 § 2 of the ATMF Uniform Rules as follows:

Article 15
Maintenance of vehicles

§ 2 Each vehicle, before it is admitted to operation or used on the network, shall have an ECM assigned to it and this entity shall be registered in the data bank referred to in Article 13. The ECM shall ensure that the vehicles for which it is in charge of maintenance are in a safe state of running by means of a system of maintenance. The ECM may make use of contractors, including maintenance workshops.

The Committee of Technical Experts shall be competent to adopt ~~and amend~~ rules for certification and auditing of ECMs and maintenance ~~workshops. The functions, including requirements incumbent on the parties involved. These~~ rules shall ~~bear~~ set out in Annex A to these Uniform Rules.

All ECMs shall comply with the requirements and assessment criteria laid down in Annex A to these Uniform Rules.

The ECMs for a freight wagonswagon shall be certified.

The ECMs for vehicles other than freight wagons shall be certified, unless Annex A to these Uniform Rules permits exceptions.

ECM certificates shall be issued only by an ECM Certification Body accredited or recognised in one of the Contracting States in accordance with Annex A to these Uniform Rules.

Add the following justification to the Explanatory Report:

- The new rules for the certification of ECMs in Annex A to ATMF are no longer specific to freight wagons, so the reference to freight wagons must be deleted.
- If the Committee is competent to adopt rules, it is also competent to amend them, so defining the competence to amend rules is superfluous and should be deleted.
- Annex A to ATMF lays down requirements to be met by all ECMs and rules for the certification and auditing of ECMs to be followed by ECM Certification Bodies. Furthermore, it contains requirements to be met by other parties, such as Contracting States, Competent Authorities, the registrar of the ECM register and the Secretary General of OTIF.
- ATMF lays down the general rule, which is that all freight wagon ECMs must be certified and as a general rule, all other ECMs must also be certified. Within Annex A to ATMF there is the possibility for detailed provisions, including whether certain ECMs are to be exempt from certification, for example.
- Issuing ECM certificates must be the exclusive competence of ECM Certification Bodies which are accredited or recognised in one of the Contracting States in accordance with Annex A to ATMF.

The Committee of Technical Experts considered these modifications urgent, as the current texts might be ambiguous or inconsistent with regard to whether or not particular ECMs should be mutually recognised. It therefore requested the Revision Committee to consider these amendments at the earliest possible opportunity and, if the Revision Committee is not scheduled to convene before the end of 2021, to vote on the proposals using the written procedure as soon as possible.

8. For discussion:

8.1. Monitoring and assessment of implementation of APTU and ATMF UR by Contracting States

Documents: [SG-20008](#)

[TECH-21002](#)

[TECH-21002 Annex](#)

The **Secretariat** informed the meeting that a consistent and coherent monitoring and assessment policy was being developed for the Organisation (OTIF). It explained to the meeting the two documents for this agenda item.

The first document, (reference SG-20008), was a circular letter from the Secretary General to the organs of OTIF (including the CTE) informing the organs of the results of the Working Group of Legal Experts with regard to the development of a Draft Decision on the monitoring and assessment of legal instruments. The Draft Decision would be proposed for adoption at the next session of the General Assembly in September 2021. Furthermore, the Secretary General requested the organs (including the CTE) to apply the Draft Decision provisionally and to share their experience.

More information could be found on OTIF's website: [Activities => GTEJ => Documents => 2019](#).

In response to letter SG-20008, the Secretariat had drafted working document TECH-21002 dated 21.4.2021, which proposed a plan for monitoring and assessing the implementation of the APTU and ATMF UR. It proposed a two-step approach which would firstly involve the Contracting States in the form of a questionnaire, and secondly, railway stakeholders. The Secretariat clarified that the proposal for decision was to give a mandate to the Secretariat to proceed with the monitoring and assessment.

The **Chair** summarised the presentation and reiterated that the task would be to send out questionnaires and collect information to provide a sense of how extensively the Uniform Rules were used and to gain an overview of the general perception of the legal framework of COTIF. He opened the floor for comments.

NB-Rail asked whether the questionnaire would also include questions on the monitoring of assessing entities, or whether this would be considered at a later stage. He reminded the meeting that ERA was also monitoring the performance of Assessment Bodies.

The **Secretariat** replied that there were no specific questions on Assessing Entities in the proposed questionnaire. It explained that in the EU, the assessing entities fall under EU law, and there was a good overview of who these entities are. For the non-EU states however, there was less clarity on the state of play of assessing entities. Few Contracting States had notified the OTIF Secretary General of their assessing entities and the situation was not currently clear for some other Contracting States. The purpose of the questionnaire would be to start at a higher level first and ask the Contracting States who their competent authorities and assessing entities are, and how they have implemented the requirements for vehicle registers, etc. The current proposal was not intended to assess the performance of assessing entities, but this could be considered at a later stage, if supported by the CTE.

The **Chair** summarised the discussion and highlighted that question 12 referred to more general remarks, which could allow for a more detailed response on assessing entities.

CH asked for more information on the CTE's involvement in analysing the responses to the questions and said it would be happy to contribute to and support the work.

The **Secretariat** thanked CH for its offer and explained that the CTE would be the first Committee to initiate monitoring and assessment. Other OTIF committees were also expected to initiate this work in the coming period. After receiving the questionnaire, the proposal was that the Contracting States would have three months to respond. The Secretariat would summarise the results it received and would present them to WG TECH. At that stage, the Member States would also be involved. The conclusions drawn by WG TECH could be presented to the next CTE for a decision on the next steps.

FR thanked the Secretariat for the detailed presentation and asked the Secretariat to clarify when the three-month response time would start, e.g. the end of the CTE meeting or the date of the circular. As the summer holidays were approaching, internal coordination might be a challenge.

The **Secretariat** replied that if the questionnaire were approved at the CTE, the next steps would be to prepare a circular letter and ask the Chair of the CTE to sign it. The Secretariat suggested a three-month period from the date of the circular letter. The letter was not expected to be sent before the middle or end of July, which would give the Contracting States time to respond until at least mid-October. The CTE could also agree to extend the proposed three-month period if it thought it necessary. The rationale for the three-month period was to ensure that the responses were received in time to discuss them at the 45th session of the WG TECH in November 2021. If the CTE decided to extend the response period, the consequence would be that it would not be possible to present the findings at the 14th session of the CTE.

The **representative of the EU** was of the view that this was a very important initiative and a good step towards facilitating international traffic. She noted that there were no questions on the correct implementation of the procedures and asked whether such questions could be added.

The **Secretariat** explained that it proposed firstly to evaluate implementation within the Contracting States, including, for example, whether a competent authority and a vehicle register had been established and were functioning. It seemed premature to assess the correct application of a procedure if the entity responsible for implementing the procedure were not known. Another aim was to find out the number of vehicles in international traffic and the volume of international traffic. More details related to the implementation of procedures defined in the Uniform Rules, its Annexes and UTPs could be considered at a later stage. Point 6 of the proposal for decision reflected this.

Following the remarks by NB-Rail and the EU, the **Secretariat** proposed the following modification (text in red). *“6. Intends, as a next step, to involve stakeholders, including assessing entities, in the monitoring, to focus also on the correct application of procedures, and requests the Secretariat, in coordination with WG TECH, to propose suitable methods for this purpose for the next session.”* The proposed modification was supported.

The **Chair** summarised the discussion and the proposal for decision as modified during the meeting. There were no remarks. The Chair read out the proposal for decisions, which was tacitly adopted. The CTE therefore:

1. Approved document TECH-21002-CTE13-8.1 as modified at the session and initiated the proposed step by step monitoring and assessment of the implementation of the APTU and ATMF Uniform Rules accordingly;
2. Noted the importance of monitoring and assessment and therefore requested Contracting States to provide their full cooperation;
3. Requested the Secretariat, in coordination with the Chair of the Committee and on behalf of the Committee, to send the questionnaire annexed to document TECH-21002-CTE13-8.1 as modified at the session to the APTU and ATMF Contracting States and to regional organisations which have acceded to COTIF;
4. Decided that the Contracting States should be given at least three months, after receipt of the questionnaire, to respond to the questionnaire and that responses should be sent to the Secretariat;
5. Requested the Secretariat to analyse the responses, with a view to assessing the degree of implementation of APTU and ATMF, presenting and discussing its findings at WG TECH and reporting to the next session of the Committee;
6. Intended, as next steps, to involve stakeholders, including assessing entities, in the monitoring, to focus also on the correct application of procedures, and requested the Secretariat, in coordination with WG TECH, to propose suitable methods for this purpose for the next session.

8.2. Vehicle registers

Document: [TECH-21009](#)

The **Secretariat** reminded the meeting of the Contracting States' obligation either to establish their vehicle register or to use a regional register, such as the European Vehicle Register (EVR). It also provided brief background information on the discussions on how to ensure that vehicle-related data are accessible and on the connectivity of different registers. The Secretariat presented the working document on the feasibility of establishing an OTIF/international vehicle register. The analysis was developed following bilateral and group meetings with the European Commission, ERA, and register experts from Contracting States and from stakeholders who have experience in developing, using and maintaining such registers. The Secretariat thanked everyone for the open exchange of information. It pointed out that everyone involved was committed to finding a solution to ensure access to vehicle-related data. The Secretariat presented its findings, which were grouped into three aspects: political (the will and demand for Contracting States to have such a register), technical (use of software, complexity of tool, costs and resources), and legal (role of registrar, contractual agreements between OTIF and ERA, Contracting States). The conclusions were that there was a lack of critical information concerning experience with the EVR, and the budget, resources and legal consequences for the OTIF Secretariat if it became a registrar, and the potential costs for the Contracting States and other users. The **Secretariat** said that it was too early to make a specific proposal on how to ensure connectivity between registers and access to vehicle data. In the meantime, it proposed that CS should notify the Secretary General of the location of their register, their registration entity and where to request access to the register. The Secretariat would then publish this information on OTIF's website.

The **Chair** opened the floor for discussion.

CH welcomed the analysis and asked what the timetable was for the next steps. CH explained its current situation with regard to access to the EVR: CH will not have decentralised access to the EVR. In order to migrate the data to the centralised EVR, CH would have to clarify the legal framework. It was possible that there might be a gap between the date when the ECVVR is disconnected and when CH is ready to migrate data to the centralised EVR. NSA CH was liaising closely with ERA to ensure that business is not interrupted.

The **Secretariat** responded that there was no specific timeline for notifying information to the Secretary General. The CS should formally have established their vehicle register by 16 June 2021. The Secretariat proposed to ask the Contracting States how they have implemented/established their vehicle registers. As soon as this information was available, it would be placed on OTIF's website.

UIC thanked the Secretariat for all the work that had been carried out and for the detailed explanation on the problems that need to be resolved. UIC supported the proposal, which reflected the current situation, particularly the follow-up of future developments in the EU and the non-EU Contracting States. UIC reminded the meeting of the importance of having access to vehicle data at international level.

GB noted three issues: single data entry, transparency and access. Having all existing registers connected would be the most efficient solution. The interim solution that the Secretariat had proposed would tackle the issue of transparency and access, but the issue of single data entry would still not be resolved, and this should not be forgotten.

CER thanked the Secretariat for the presentation and said that it would be important to have an architecture that could link all the relevant registers. The technical aspects of connectivity were also important if new fields were to be defined and added to the register at a later stage. CER noted that digitalisation could have an impact on the climate, so it might also be useful to consider this when assessing implementation of the vehicle register.

The **Chair** thanked the Secretariat for its work and the delegates for their feedback during the meeting. He summarised the discussion and presented the proposal for decision. There were no other remarks. The Chair read out the proposal for decision, which was tacitly adopted. The CTE therefore:

1. Noted the analysis of the feasibility of establishing an OTIF/international vehicle register for railway vehicles which are intended for use in international traffic;

2. Concluded that a decision as to whether or not an OTIF/international vehicle register should be established could not be taken at this time, as critical information was missing;
3. Requested the Secretary General of OTIF to remind Contracting States of their obligations under the specifications for vehicle registers, and to notify him of the registration entity, the location (internet address) of the vehicle register and to inform him how eligible users can obtain access to the registered data;
4. Requested the OTIF Secretariat to publish this information on OTIF's website in the form of a list of all vehicle registers, including information on how to contact the registration entity of each CS and how eligible parties can obtain access rights;
5. Mandated WG TECH to monitor the experience gained from use of the EVR at EU level before exploring, together with the EU and ERA, the possibility of a joint OTIF/EVR, and requested the WG TECH to keep it updated.

8.3. CTE work programme 2021/2022

Document: [TECH-21008](#)

The **Secretariat** presented the working document containing the proposed work programme for the next two years. The programme had to be read in the context of the OTIF Work Programme for 2020/2021. For the 14th session of the CTE in June 2022, the Secretariat proposed to prepare an update of specific UTPs and ATMF Annexes and to explore further possibilities that facilitate the search and retrieval of vehicles data from the vehicle registers. In parallel, it proposed two new activities: to prepare proposals for Annexes to the new EST UR (Appendix H to COTIF), which deals with the safe operation of trains in international traffic, and secondly, to prepare proposals for monitoring and assessing implementation of APTU and ATMF by the Contracting States.

NB-Rail informed the meeting that work on the rules for assessment procedures (modules) to be applied by Notified Bodies and Designated Bodies would be carried out by the EU. This might therefore require a change to the provisions of UTP GEN-D as well. Subsequent work would be carried out to align the methodology used by assessment bodies and ECM Certification Bodies.

The **Secretariat** suggested that as this topic was still under discussion at EU level, WG TECH should not work on it in parallel at OTIF level, in order to avoid duplication of work and the possibility of reaching different conclusions and decisions. For this reason, the OTIF Secretariat suggested following developments at EU level.

The **Chair** asked whether this topic could also be monitored at WG TECH level. The **Secretariat** confirmed that the proposed work programme included a broad mandate for WG TECH to monitor and work on any relevant developments. If provisions concerning assessment modules were under review and revision at EU level, it would be useful to be informed of these developments and to start discussing them at WG TECH when the work at EU level was sufficiently well advanced.

The **Chair** noted that there were no further remarks and summarised the discussion and presented the proposal for decision. The Chair concluded that the CTE tacitly approved and adopted the proposal for decision. The following should therefore be prepared for the 14th session of the Committee of Technical Experts:

1. A review of Annex B to ATMF and, if relevant, proposals for modification.
2. An update of the possibilities for facilitating the search and retrieval of vehicle data from the vehicle registers in accordance with agenda item 8.2.
3. Progress report on the development of the Common Safety Method on Safety Management System requirements and the Common Safety Method on monitoring.
4. Progress report on monitoring and assessment of the implementation of APTU and ATMF by Contracting States.
5. If relevant, an update of Appendix I to the UTP TAF and revision of the UTP TAF.

The Committee of Technical Experts invited WG TECH to propose other items it considered relevant for the provisional agenda of the 14th session of the Committee of Technical Experts.

9. Any other business

Acceptance of the CSM Assessment reports by Notified Bodies.

The **Chair** informed the meeting that NB-Rail had raised an issue on the acceptance of the CSM Assessment reports by Notified Bodies and invited it to present the topic.

NB-Rail informed the meeting that in the context of TSI compliance at EU level, assessments were performed by the so-called Notified Bodies (NoBos), which are recognised or accredited, and which are listed in the EU NANDO database. He reminded the meeting that based on the agreement between OTIF and ERA, the ECM Certification Bodies and the Assessment Bodies of EU and non-EU Contracting States are listed in the joint part of the ERA-OTIF ERADIS database. NB-Rail continued to present the problem: at EU level, there were two TSIs (LOC&PAS and CCS (Command, Control and Signalling)) that required the Notified Bodies to take into account the reports prepared by a CSM Assessment Body. The question was whether, for the purpose of EC verification, NoBos were permitted to accept reports prepared by CSM Assessment Bodies from non-EU Contracting States.

The **Secretariat** responded that this was a complex issue and that it would not be realistic to ask the Committee to give a position on this item right away. A clear description of the problem could be presented to WG TECH in the form of a working document so that the delegates could provide appropriate feedback. The Secretariat also explained that COTIF did not cover the procedure for EC verification, as this was a procedure according to EU law. Therefore, it was not in the scope of work of the CTE to evaluate the EC verification procedure. As a result, the first thing to be analysed was whether this question would fall within the scope of work of the CTE. Secondly, it was correct that OTIF and ERA had a joint OTIF-ERA register for CSM Assessment Bodies and ECM Certification Bodies. The scope of registration of such bodies from non-EU Contracting States should be seen in the light and in the scope of COTIF, and should not be interpreted beyond that. Lastly, the ATMF UR contained requirements for avoiding administrative procedures by means of mutual acceptance and mutual recognition of procedural information and assessment results. If the CTE would like to explore this subject further, NB Rail should be invited to prepare a working document for WG TECH explaining the problem and describing the questions to be examined.

NB-Rail thanked the Secretariat for the clarification and additional information and confirmed that it would submit a working document for discussion. It also suggested that NB-Rail, the OTIF Secretariat and ERA could have a meeting to discuss a possible disclaimer and clarification in the ERADIS to explain the geographical scope of the Register and how the list of entities should be considered.

DG MOVE explained that this question was being examined by the Commission services. As soon as DG MOVE had a response, they would share it with WG TECH and, if appropriate, with the CTE.

The **Chair** thanked NB-Rail for raising the issue, the Secretariat for the explanation and proposal on the way forward, and DGMOVE for the positive response and support. He concluded that the topic could be revisited when a working document was presented at the WG TECH meeting.

Retirement

Mr Peter **Mihm** took the floor to inform the meeting that in January 2022 he would be retiring from ERA. He said that it had been an honour to work at ERA and with OTIF and to work together with Mr François Davenne (former Secretary General of OTIF) and Mr Wolfgang Küpper. The discussions at the CTE meeting had shown that there was good cooperation between ERA and OTIF and he hoped this would continue after his departure. He thanked the OTIF Secretariat for the constructive work and all the participants who had contributed to achieving interoperable international railway transport.

The **Secretariat** thanked Mr Mihm and expressed appreciation for his active involvement in the CTE and other international initiatives, such as EUMedRail, and for including the OTIF Secretariat in other international activities. The Secretariat wished Mr Mihm all the best for the future.

The **Chair** thanked Mr Mihm for all his work and contributions to the railway sector and at ERA.

10. Next session

The CTE reviewed the dates for the next sessions of WG TECH and CTE and noted the dates of other relevant meetings (Joint Coordinating Group of Experts (JCGE), Working Group of Legal Experts and General Assembly).

NB-Rail noted a possible conflict of dates for the WG TECH 45 session.

The **Chair** proposed that the dates for WG TECH 45 be finalised at the 43rd session of WG TECH.

The CTE took note of the following meeting dates:

WG TECH 43 – 23-24 June 2021

Joint Coordinating Group of Experts (JCGE) – 7-8 September 2021

WG TECH 44 – 8-9 September 2021

General Assembly – 28-29 September 2021

WG TECH 45 – 3-4 November 2021

Working Group of Legal Experts – 9-10 November 2021

The **Chair** concluded that the next session of the CTE would take place on 14-15 June 2022.

Closing remarks

The **Chair** thanked everyone for attending and contributing to the discussions. He thanked the meeting for electing him to Chair the meeting. He thanked the Secretariat for all its work on preparing the meeting, the interpreters for their excellent work during the meeting, and the technical support team for running the remote session successfully.

On behalf of the delegates, the **Secretariat** thanked the Chair for his excellent work in chairing his first CTE meeting, which had taken place in a challenging period during the pandemic, when a lot of remote meetings were necessary. He thanked delegates for their support, participation, productive discussions and decisions, and for the progress achieved. He thanked the interpreters and the technical support team from UPU and lastly, the entire OTIF team, who had helped to support and hold the meeting.

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

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

Autriche/Oesterreich/Austria

M./Hr./Mr. Thomas **Helnwein** Dipl.-Ing.
Bundesministerium für Klimaschutz, Umwelt, Energie,
Mobilität, Innovation und Technologie
Abteilung IV/E5

Belgique/Belgien/Belgium

M./Hr./Mr. Luc **Opsomer** Ing. Expert matériel roulant ferroviaire
Service de Sécurité et d'Interoperabilité des Chemins de Fer

France/Frankreich/France

M./Hr./Mr. Henri **Lacour** Chargé de mission à l'international
Ministère de la Transition écologique

M./Hr./Mr. Anthony **Godart** Chargé d'affaire
Autorité française de sécurité ferroviaire (EPSF)

Italie/Italien/Italy

M./Hr./Mr. Rocco **Cammarata** Head of Technical Standards of Vehicles Office
Agenzia Nazionale per la Sicurezza delle Ferrovie

**Macédoine du Nord/
Nordmazedonien/
North Macedonia**

M^{me}/Fr./Ms Svetlanka **Popovska** Assistant Head of the Railway Department
(Only 1st day) Ministry of Transport and Communications
Railway Department

Norvège/Norwegen/Norway

M^{me}/Fr./Ms Eli Marie **Smedsrud** Adviser
Ministry of Transport and Communications

Roumanie/Rumänien/Romania

M./Hr./Mr. Dragos **Floroiu** Scientific Secretary
Romanian Railway Authority

**Royaume-Uni/
Vereinigtes Königreich/
United Kingdom**

M./Hr./Mr. Peter **Coverdale**

Policy Advisor
Department for Transport

M./Hr./Mr. Vaibhav **Puri**

Deputy Director of Standards and Head of Technical &
Regulatory Policy
Rail Safety and Standards Board (RSSB)

Serbie/Serbien/Serbia

M./Hr./Mr. Miloš **Stanojević**

Associate in Department for Railways and Intermodal
Transport, Ministry of Construction, Transport and
Infrastructure

Suède/Schweden/Sweden

M./Hr./Mr. Robert **Bylander**

NSA Expert
Swedish Transport Agency
Sektion teknik järnväg

Suisse/Schweiz/Switzerland

M^{me}/Frau/Ms. Linda **Ay**

Project Manager Safety and Interoperability
Federal Office of Transport

Turquie/Türkei/Turkey

M./Hr./Mr. Serdar **Akil**

Transportation and Communication Assistant Expert
Ministry of Transport and Infrastructure

**II. 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
European Commission - Directorate General for Mobility
and Transport
Unit C4 – Rail Safety and Interoperability

**European Union Agency for Railways
(ERA)**

M./Hr./Mr. Rémy **Dayez**
(Only 2nd day)

Chef de la division Sécurité Interopérabilité, Section de
coordination
European Union Agency for Railways

M./Hr./Mr.	Peter Mihm	Head of Technical Cooperation European Union Agency for Railways (ERA) Strategy, Research and International Standards Unit
M./Hr./Mr.	Javier Vicente Fajardo	Project Officer European Union Agency for Railways (ERA)
M./Hr./Mr. (Only 1 st day)	Filip Skibinski	Project Officer European Union Agency for Railways (ERA)
M./Hr./Mr.	Stefan Jugelt	Project Officer, Railway Systems Unit European Union Agency for Railways (ERA)
M./Hr./Mr.	Christoph Kaupat	Project Officer European Union Agency for Railways (ERA)

III. 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 et Normalisation (SNCF) CER / SNCF
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NB Rail

M./Hr./Mr.	Francis Parmentier	General Manager NB Rail
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OSJD



M./Hr./Mr.	Radovan Vopalecky	Chairman of the Commission on Infrastructure and Rolling Stock OSJD - Committee of the Organisation for Cooperation of Railways Commission on Infrastructure and Rolling Stock
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UIC

M./Hr./Mr.	Jozef Fázik	Chargé de mission, Relations Institutionnelles Union internationale des chemins de fer (UIC)
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IV. Secrétariat Sekretariat Secretariat

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Approved Agenda**Annex II**

- 1. Approval of the agenda**
- 2. Presence and quorum**
- 3. Election of the Chair**
- 4. Proposal for decision to modify the Committee's Rules of Procedure**
- 5. For information:**
 - 5.1. General information from the OTIF Secretariat
 - 5.2. Report from the Committee of Technical Experts' working group TECH
- 6. Proposals for decisions with legal effect:**
 - 6.1. Adoption of a new UTP concerning train composition and route compatibility checks
 - 6.2. Adoption of a new UTP concerning infrastructure
 - 6.3. Revision of the UTP LOC&PAS (locomotives and passenger rolling stock)
 - 6.4. Revision of the UTP WAG (freight wagons)
 - 6.5. Revision of the UTP PRM (accessibility for people with reduced mobility)
 - 6.6. Proposal for decision to update Appendix I of UTP TAF
- 7. Proposal for a recommendation for the Revision Committee**

Modification of the ATMF Uniform Rules with regard to entities in charge of maintenance
- 8. For discussion:**
 - 8.1. Monitoring and assessment of implementation of APTU and ATMF UR by Contracting States
 - 8.2. Vehicle registers
 - 8.3. CTE work programme 2021/2022
- 9. Any other business**

Acceptance of CSM assessment reports by Notified Bodies (NB-Rail)
- 10. Next session**