



Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

Committee of Technical Experts

14th Session

Minutes

Hybrid meeting, 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 14th session of the Committee of Technical Experts (CTE). He reminded the meeting of the Committee's achievements since its first session back in 2006, highlighting the development of the 17 Uniform Technical Prescriptions (UTPs) and other regulations under the APTU and ATMF UR that are in force. With regard to the EST UR, Mr Küpper informed the meeting that ten Member States had approved the decisions taken by the 13th General Assembly and said he hoped that the other Member States would do so as soon as possible. He welcomed the progress concerning the development of annexes to the EST UR. Mr Küpper also noted the two proposals for adoption at this meeting: the revision of the UTP TAF and the modification of Annex B to the ATMF UR. Lastly, he emphasised the importance of the project concerning the monitoring and assessment of the legal instruments of COTIF and thanked CTE for its active engagement in this regard. Mr. Küpper thanked the team of OTIF's Technical Interoperability Department (Mr Bas Leermakers, Ms Maria Price and Mr Dragan Nešić) for their work and for the preparation of this meeting.

Mr Bas **Leermakers** (head of OTIF's Technical Interoperability Department) also welcomed all the participants on behalf of the Department and 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.

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 provisional agenda for the 14th session of CTE had been sent to participants in circular letter TECH-22001 dated 24.1.2022.

At the meeting, the Secretariat proposed that agenda item 2 be renamed *Presence, ~~and~~ quorum and procedural matters* and that it be discussed after agenda item 3 (Election of the Chair). It also proposed to add a bullet point under agenda item 4.1 – *Results of the General Assembly* and a new item *4.3 Further information from the OTIF Secretariat*. Lastly, the Secretariat proposed the following two new subjects under agenda item 7 (Any other business):

- 7.1 *Advisory opinion on mutual recognition of ECM certificates from OTIF's ad hoc Committee (JUR), and*
- 7.2 *Modification of the text proposed by CTE 13 concerning the Explanatory Report of the ATMF UR with regard to ECMs.*

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

2. Election of Chair

The **Secretariat** reminded the meeting of the provisions in the rules of procedure concerning 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 said he hoped that CTE would complete all of the agenda items on time and in an atmosphere of cooperation.

3. Presence, quorum and procedural matters

The **Secretariat** reminded the meeting that all Member States are also members of CTE. However, only those Member States of OTIF that apply the APTU UR or ATMF UR (hereinafter referred to as Contracting States) had the right to vote. At the time of the session, 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 5 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-22016.

In order to ensure that the proceedings of this hybrid meeting would be efficient, the Secretariat suggested that the meeting could try to adopt proposals for decision by consensus. In this regard, the Chair would first read out the full proposal for decision. He would then ask if there were any comments, questions 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, questions or objections, the Chair would formally propose tacit approval of the proposal. If this proposal for tacit approval did not lead to further requests or objections, he would conclude that CTE formally adopted the proposal. If no consensus could be reached, a nominal vote would take place.

For any proposal, a nominal vote would also 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 with voting rights, in French alphabetical order, to cast their vote orally. The Secretariat would assist the Chair in tallying the results.

In the absence of comments or question, the **Chair** concluded that the CTE approved the proposed working procedure.

New procedure for formalising decisions taken by the Committee (list of Committee decisions)

The **Secretariat** explained that according to existing practice, decisions taken by CTE are recorded in the minutes of the meeting and only become definitive once the minutes have been finalised approximately 3 and a half months after the session. The Secretariat was of the view that in order to ensure legal certainty, the final decisions should be available sooner after the session.

In order to harmonise the process with OTIF's other organs, the Secretariat proposed that decisions taken by CTE should be recorded in the three working languages in a list of decisions that would become definitive and indisputable shortly after each session.

The Secretariat proposed the following practice, starting with this session. A draft list of decisions would be sent to members of the Committee who participated at the session, with a period of one week for corrections. After one week, the list of decisions would become definitive and would be notified to all OTIF Member States. The Chair would be mandated to approve the final version. The list of decisions would be a legal act of OTIF.

FR wondered why the period for submitting corrections was only one week.

The **Secretariat** replied that one week was consistent with the period of time used by other organs and reminded the meeting that the document should normally only need to be checked for editorial and linguistic errors.

The **representative of the EU** asked whether the decision document concerned only agenda item 5 (binding provisions).

The **Secretariat** clarified that, in addition to the adoption of legally binding provisions under agenda item 5, the list of decisions would also record all other CTE decisions. However, not all decisions would have binding consequences. CTE could, for example, decide to take note of specific documents or information.

The **Chair** summarised the discussion and indicated that the list of decisions should reflect the CTE's conclusions concerning a particular subject. He noted that there was consensus concerning the process for modifying proposals for decision suggested by the Secretariat and that before these decisions were approved, he would remind participants about the process that had been agreed. The Chair then concluded this subject as follows:

The Committee of Technical Experts decided that:

- Under the supervision of the Chair, the Secretariat shall prepare a draft list of decisions adopted by the 14th session of the Committee of Technical Experts shortly after the session.

- The members of the Committee who participated at the session shall be consulted on the draft list of decisions.
- Proposals for corrections shall be sent to the Secretary General not more than one week after the day the draft list of decisions is sent. The Chair shall decide on the definitive version of the list of decisions.
- The decisions adopted by the Committee shall be sent to all members of the Committee.

4. Items for information

4.1. General information from the OTIF Secretariat

- Results of the General Assembly

Document: [TECH-22002](#)

The **Secretariat** informed the meeting that the 15th General Assembly¹ was attended by 43 Member States, 1 regional economic international organisation (EU), 2 states with observer status (KW and QA) and 4 international associations (EIM, CCTT, CIT and RNE). It also informed the meeting that, among other results, the 15th General Assembly had:

- Re-elected Mr Wolfgang Küpper (Germany) as the Secretary General for the period from 1 January 2022 to 31 December 2024.
- Designated the members of the Administrative Committee for the period 2022-2024.
- Instructed the Secretary General, in consultation with the organs of OTIF, to prepare OTIF's long-term strategy and submit it for adoption to the 16th General Assembly.
- Set the budget and noted the budget forecast for the period 2022-2027, including the budget for the renovation of OTIF's headquarters.

The Secretariat emphasised that the 15th General Assembly had also:

- Established the ad hoc Committee on Legal Affairs and International Cooperation (JUR), which succeeded the ad hoc Committee on Cooperation (ACC) and the Working Group of Legal Experts (GTEJ) and combined these two organs' work in the legal field and in the field of international cooperation. The new Committee had the following functions:
 - preparation of draft amendments or supplements to the Convention;
 - provision of legal advice and assistance on its own initiative or at the request of OTIF's organs, e.g. at the request of CTE with regard to questions linked to the work of CTE;
 - promotion and facilitation of the functioning and implementation of COTIF;
 - monitoring and assessing legal instruments;
 - take decisions on cooperation with other international organisations and associations;
 - submission of its conclusions and proposals to the competent organs (e.g. CTE) for consideration and/or decision.
- Mandated the CTE within its competences to undertake additional activities with regard to international cooperation with other international organisations and associations.

In reply to **UIC's** request to clarify the difference between the mandates of CTE and JUR concerning international cooperation, the **Secretary General** explained that the decision to be taken was aimed more at clarifying CTE's mandate rather than introducing a new one.

The **Chair** noted that there were no additional comments and concluded this agenda item as follows:

1. The Committee of Technical Experts took note of the establishment of the ad hoc Committee on Legal Affairs and International Cooperation.

¹ The final document of the 15th General Assembly, including all the decisions, is available under: <http://otif.org/fileadmin/new/2-Activities/2A-General-Assembly/2AbFinalDocument/OTIF-21001-AG15-fde-Final%20Document-%26-Add.pdf>

2. The Committee of Technical Experts took note of the mandate given to it by the General Assembly to:
 - Take decisions on cooperation with other international organisations and associations, including establishing and dissolving consultative contact groups with other international organisations and associations and monitoring the functioning of contact groups;
 - Inform the ad hoc Committee on Legal Affairs and International Cooperation of the CTE's activities on international cooperation and to coordinate such activities with it if need be.

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

Document: [TECH-22003](#)

The **Secretariat** informed CTE of the results of working group TECH since June 2021. The Secretariat had drafted a report and briefly presented the main points of the report.

WG TECH had held two remote meetings and one hybrid meeting:

- 43rd remote meeting on 23 and 24 June 2021;
- 44th remote meeting on 8 and 9 September 2021;
- 45th hybrid meeting on 3 and 4 November 2021.

Delegations from the following fifteen Member States took part in the meetings: Afghanistan, Albania, Austria, Belgium, Croatia, France, Germany, Italy, 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, UIC, UIP and UNIFE.

The results were as follows:

- WG TECH prepared proposals for adoption by CTE (agenda item 5):
 - Revision of the UTP TAF (Telematics applications for freight services);
 - Modification of Annex B to the ATMF Uniform Rules (Derogations).
- WG TECH discussed matters which did not lead to proposals for adoption by CTE:
 - Preparation of Annexes A and B to the EST UR (Appendix H to COTIF)
 - Monitoring and assessment of the implementation of the APTU and ATMF UR – preliminary findings;
 - Discussion on vehicle register interface specifications;
 - Procedure for dissemination of the Joint Network Secretariat (JNS) recommendations – suggestion for further steps;
 - Safety certification procedure (document submitted by RS) – suggested to be Annex C to the EST UR;
 - Equivalence table of EU and COTIF rules and cross reference table of EU and COTIF terminology – kept updated.

The **Chair** thanked the Secretariat. He noted that there were no comments and concluded that:

The Committee of Technical Experts took note of the reports of the 43rd, 44th and 45th sessions of the Committee of Technical Experts' standing working group Technology, as set out in document TECH-22003.

4.3. Further information from the OTIF Secretariat

The **Secretariat** presented other developments since June 2021:

- On 2 February 2022, JUR submitted an advisory opinion concerning the mutual recognition of ECM certificates, as requested by WG TECH 39. In line with the opinion of JUR, the

Committee reconsidered the wording it had proposed for the Explanatory Report and discussed it under agenda item 7.

- The new UTP TCRC and UTP INF and the modified UTP WAG, UTP LOC&PAS and UTP PRM entered into force on 1 January 2022. The modified UTP TAF entered into force on 1 April 2022.
- The updated process for evaluating the degree of implementation of a legal instrument, its relevance, effectiveness and coherence. The subject was discussed further under agenda item 6.3.
- On 5 April 2022, the OTIF Secretariat published the details of OTIF Member States' vehicle registers on OTIF's website².
- On 7 and 8 September 2021, the Joint Coordinating Group of Experts (JCGE) met and discussed its list of priority items.
- On 18 August 2021, the European Union Agency for Railways (ERA) consulted the non-EU OTIF Member States on the draft revisions of the TAF TSI and TAP TSI. GB and CH provided comments.
- On 20 April 2022, ERA consulted the non-EU OTIF Member States on the Digital Rail and Green Freight TSI revision package 2022. The deadline for feedback was 17 June 2022.
- On 1 and 2 September 2021, the Secretariat participated in the EUMedRail Seminar concerning technical interoperability and safety within the COTIF framework, notably Appendices F (APTU), G (ATMF) and H (EST).
- On 9 June 2022, the Secretary General received notification that "*the Republic of Türkiye*" (short name: *Türkiye*) would henceforth be the formal name of what used to be referred to as the Republic of Turkey. The formal name in OTIF's other two working languages would be: *République de Türkiye* (short name: *Türkiye*) in French and *Republik Türkiye* (short name: *Türkiye*) in German.

ERA informed the meeting that information concerning the TSI revision package 2022, as well as the envisaged developments, could be obtained from ERA's website³.

CH informed the meeting that it would submit its comments concerning the consultations on the TSI revision package by the specified deadline.

In response to a question from **GB**, **the representative of the EU** explained the process and that the deadlines in relation to the TSI revision package 2022 would not be extended. The process itself would be completed by November 2022 with the adoption of the revised TSI texts by the European Commission's Railway Interoperability and Safety Committee (RISC). She highlighted that if the non-EU Member States had any substantial comments in relation to the revised TSI texts, they should send them to the European Commission through the OTIF Secretariat.

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

5. Items concerning proposals for binding provisions

5.1. Revision of the UTP TAF (Telematics applications for freight services)

Document: [TECH-22004](#)

Room document: [TECH-22025](#) (see Annex III of these minutes)

The **Secretariat** presented the proposed modifications to UTP TAF, which included:

- Updated provisions concerning equivalence with the provisions of the European Union;
- Updates to the structure of the document;

² The published list of Registration Entities: http://otif.org/fileadmin/new/3-Reference-Text/3D-Technical-Interoperability/3D3-Registers/220405_Web_table_vehicle_registration_entities.pdf

³ The following link was added after the meeting: https://www.era.europa.eu/content/free-webinar-tsis-revision-package-2022-tool-sustainable-railways_en

- The requirement that the non-EU Contracting States should inform the OTIF Secretariat of their National Contact Point;
- Addition of provisions related to Path Allocation and Train Running Information;
- Replacement of provisions regarding train composition, with a reference to the UTP TCRC;
- Update of Appendix II Glossary and deletion of abbreviations no longer used in the legislative text;
- Updated references to legislation under COTIF and EU law throughout the document;
- Editorial modifications;
- Updated references to Technical Documents issued by ERA, which set out the harmonised IT specifications for implementing TAF.

The Secretariat also presented a diagram which showed the timeline for the preparatory work, the discussions at the 43rd, 44th and 45th sessions of the WG TECH and the translation of the proposal.

The Secretariat informed the meeting that after the proposal for the revision of UTP TAF had been published on OTIF's website it had identified some minor linguistic and editorial errors. The proposed corrections were included in a room document and sent to registered participants on 9 June 2022 (TECH-22025). [The room document was shown on the screen and explained to the meeting.] In addition to the room document, the Secretariat asked CTE to give it a mandate to correct any further obvious editorial errors after adoption and before notification to the Contracting States.

UIC wondered whether and how the latest developments within the EU in relation to relying more on data platforms and data sharing (such as the Intermodal Loading Unit Database, national specific parameters for minimum data and the ability for infrastructure managers to send status messages to parties other than the 'Responsible RU'), would be introduced in the UTP TAF.

The **Secretariat** informed the meeting that the proposed revision of the UTP TAF was aligned with the TAF TSI in the version in force from 2021. It confirmed that it was aware of the latest developments at EU level, as noted by UIC. It reminded the meeting that the established working practice was that the revision of TSI and UTP provisions was initiated at EU level. Following adoption of the revised TSI, equivalent changes to the UTP would be considered at a future session of CTE.

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

1. 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 Prescriptions applicable to the subsystem "Telematics applications for passenger and freight services" – Telematics applications for freight services (UTP TAF), as set out in Annex I (reference TECH-22004 Annex I), with the corrections set out in room document TECH-22025.
2. The Committee of Technical Experts took note of the modifications to the Technical Documents as described in Annex II (reference TECH-22004 Annex II).
3. The version of UTP TAF modified in accordance with Annex I shall replace the version of UTP TAF 2017 of 1 December 2017 and all of its amendments. The existing version shall therefore be repealed at the moment of entry into force of the new version.
4. The Committee of Technical Experts mandated the Secretariat to correct any further obvious editorial errors in the three language versions before notifying the decision.
5. The Committee of Technical Experts instructed the Secretary General to publish the new version of the UTP TAF on the Organisation's website, although the repealed version should also remain available online for future reference.

5.2. Modification of Annex B to the ATMF Uniform Rules (Derogations)

Document: [TECH-22005](#)

The **Secretariat** presented the proposed fully revised Annex B to the ATMF UR, which, compared to the existing version, included simplification of the provisions, clarification of the scope and the removal

of responsibilities for the Secretary General of OTIF. The Secretariat explained that the modifications would strengthen the competences of the competent authorities of the Contracting States and would ensure transparency. The revised version should replace the existing version of Annex B to the ATMF UR. Lastly, the Secretariat presented a diagram which showed the timeline for the preparatory work, the discussions at the 43rd, 44th and 45th sessions of the WG TECH and the translation of the proposal.

The **Chair** thanked the Secretariat and opened the floor for comments.

DE noted that, although a reference to Article 7a of the ATMF UR was included in the English and French language columns of point 1 of the draft decision document, this reference was missing from the German language column.

[The German text was corrected and shown on the screen.]

After ascertaining that there were no additional comments, the **Chair** concluded that CTE decided as follows:

1. In accordance with Article 20 § 1 e) and Article 35 of COTIF and Article 7a and Article 21 of the ATMF Uniform Rules, the Committee of Technical Experts adopted the complete revision of Annex B to the ATMF UR concerning derogations from the application of Uniform Technical Prescriptions, as set out in the Annex (reference TECH-22005 Annex).
2. The Annex shall replace Annex B to the ATMF UR of 1 January 2014; the previous version shall therefore be repealed from the moment of entry into force of the new version.
3. The Committee of Technical Experts mandated the Secretariat to correct any obvious editorial errors in the three language versions before notifying this decision.
4. The Committee of Technical Experts instructed the Secretary General to publish the new version of Annex B to the ATMF UR on the Organisation's website, although the repealed version should also remain available online for future reference.

6. Items for discussion:

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

Document: [TECH-22006](#)

a) EST Annex A - Common Safety Method on Safety Management System requirements

Document: [TECH-22007](#)

b) EST Annex B – Common Safety Method on monitoring

Document: [TECH-22008](#)

The **Secretariat** reminded the meeting that the entry into force of Appendix H to COTIF (EST UR) was still pending formal approval by two-thirds of the Member States, i.e. 32 Member States. As of 25 May 2022, the EST UR had been approved by **ten Member States**: Finland, Switzerland, Germany, France, Hungary, Belgium, The Netherlands, Luxembourg, Slovakia and Estonia. The Secretariat further reminded the meeting that the EST UR set out general principles and responsibilities for the cross-border operation of trains for states that fully apply the APTU UR and ATMF UR. In addition to adoption of the EST UR, the 13th General Assembly had requested CTE to start drafting the Annexes to the EST UR already, pending their entry into force. In accordance with the work programme adopted by CTE 13, WG TECH began developing the following annexes to the EST UR:

- Annex A to EST UR – CSM on SMS requirements (TECH-22007), and
- Annex B to EST UR – CSM on monitoring (TECH-22008).

With regard to the draft proposal for Annex A to the EST UR, the Secretariat reminded the meeting that it would be applicable to Safety Certification Authorities when issuing Safety Certificates, as well as to RUs and IMs when developing, implementing, maintaining and improving their SMS for the purpose of operating trains in international traffic.

With regard to the draft proposal for Annex B to EST UR, the Secretariat reminded the meeting that it would be applicable to RUs and IMs that operate trains within the scope of the EST UR in order to monitor correct application of their own Safety Management System (SMS). It would also apply to Entities in Charge of Maintenance (ECMs) in order to check correct application of the system of maintenance in accordance with Annex A to ATMF UR (ECM Regulation).

Drafts of both working documents were reviewed at the 43rd, 44th and 45th sessions. WG TECH had no further comments on them and recommended that the draft documents be submitted to CTE 14.

The **Chair** thanked the Secretariat and opened the floor for discussion on all three documents.

FR and **GB** expressed their satisfaction with the progress achieved so far.

UIC wondered if Article 1 § 2 of Annex A to EST UR should concern the conformity assessment of SMS rather than the issuing of Safety Certificates.

RS agreed with UIC and was of the view that when assessing SMS, any national rules related to SMS should be included.

In response to the comments by UIC and RS, the **Secretariat** suggested that the text be amended to read: “[...] the results of conformity assessment *of Safety Management Systems related to the issuing of Safety Certificates*.”. CTE tacitly agreed.

The Secretariat then suggested two alternative ways of proceeding. The first option was to modify the text at the meeting in the three language versions. As a second option, CTE could make changes at the meeting in the English version only, after which the relevant changes in the other two languages would be made by the Secretariat after the meeting and be reflected in the minutes. For the sake of efficiency, **AT, CH, DE, FR, RS** and **UIC** supported the second option. There were no objections, so the Chair concluded that for this agenda item, CTE would work on the English text only at this meeting.

The **representative of the EU** pointed out that on this agenda item, the EU had difficulties with the proposed wording “the CTE endorsed” the documents, because the EU did not have a common position on this subject.

In response, the **Secretariat** suggested that CTE could “take note” of the documents rather than endorsing them. In future, CTE would still have to consider the documents before adopting them, so taking note of them seemed to be sufficient for this session.

The **Chair** summarised the discussion and welcomed the CTE members’ flexibility with regard to the procedure. After reading out the revised proposal for decision, which did not lead to any additional comments, the Chair concluded that CTE decided as follows:

The Committee of Technical Experts:

- Took note of the progress report on development of the Annexes to the EST UR, as described in working document TECH-22006;
- Took note of the draft CSM on SMS Requirements as set out in document TECH-22007, as modified at the session, which, after a future decision on its adoption, would become Annex A to the EST UR;
- Took note of the draft CSM on Monitoring as set out in document TECH-22008, which, after a future decision on its adoption, would become Annex B to the EST UR;
- Requested the Secretary General to place the adoption of Annexes A and B 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.

Post meeting note 1: The modified text of Article 1 § 2 is shown below:

<p>La présente MSC Exigences en matière de SGS définit les conditions d'acceptation mutuelle, entre les États parties, des résultats des évaluations des systèmes de gestion de la sécurité.</p>	<p>In dieser CSM bezüglich SMS-Anforderungen werden die Bedingungen für die gegenseitige Akzeptanz der Ergebnisse von Konformitätsbewertungen von Sicherheitsmanagementsystemen festgelegt.</p>	<p>This CSM on SMS Requirements lays down conditions for the mutual acceptance, between Contracting States, of the results of conformity assessments of Safety Management Systems.</p>
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6.2. Procedure for dissemination of the JNS recommendations

Document: [TECH-22009](#)

The **Secretariat** presented the document, which had been prepared in accordance with the request of WG TECH 45 and in coordination with ERA. The aim of the document was to propose a process for sharing experiences and lessons learned from incidents and accidents that are relevant to vehicles used in international traffic. The Secretariat then explained the objective of the process, which was to help prevent similar incidents and accidents in the future. The proposed process would comprise the following three steps:

- The Contracting States notify the Secretary General of any safety-relevant information;
- The Secretary General publishes the information (as received) on OTIF's website and notifies all competent authorities of the Contracting States of it;
- The competent authorities, in turn, inform all railway undertakings, infrastructure managers, entities in charge of maintenance, keepers and any other relevant actors involved in international traffic on their territory.

The Secretariat pointed out that CTE, or WG TECH on its behalf, may examine the notified information in order to develop the relevant legal provisions if necessary.

UIC supported the proposal by the Secretariat. It highlighted the importance to the railway sector of the experience-based exchange of safety information between all railway actors (infrastructure managers, railway undertakings, ECM, manufacturers, etc.). According to UIC, ERA had been developing a tool on the basis of the experience of the European Aviation Safety Agency (EASA). That tool might be of interest to non-EU Contracting States and UIC offered its assistance to the OTIF Secretariat and ERA when considering the technical and economic feasibility of a possible extension of the tool to non-EU Contracting States.

CER supported the proposal by the Secretariat. However, it pointed out that the scope of JNS reports was limited to specific incidents and accidents identified by the railway sector rather than to all incidents or accidents throughout the EU. Moreover, it noted that all the JNS recommendations were already published on ERA's website. In CER's view, it might be sufficient to provide a link to the relevant ERA webpage on OTIF's website and to avoid possible inconsistencies between the information published on ERA's and OTIF's websites.

FR supported the Secretariat's proposal.

The **Secretariat** welcomed UIC's offer. It invited ERA to present the latest developments concerning the tool for the experience-based exchange of safety information at a future session of WG TECH. The Secretariat agreed with CER that it would be sufficient to provide a link on OTIF's website to the JNS recommendations published on ERA's webpage. It also suggested that it may not be necessary for entire reports to be sent to the Secretary General, but that notifying the Secretary General of a publicly accessible website where the reports are published would suffice. It further explained that the main idea behind the proposal was to give all the Contracting States the opportunity to share their findings on accidents and incidents. This would include sharing the JNS recommendations with the non-EU Contracting States. In order to reflect the discussion so far, the Secretariat suggested modifications to

the proposal for decision. In this case too, CTE agreed to work on the English texts only and the Secretariat would include the modifications to the French and German versions in these minutes.

In reply to UIC's question about the relevance of the JNS recommendations to international traffic, the Secretariat agreed that these were related to technical matters rather than the type of traffic.

The **Chair** summarised the discussion. Before reading out the proposal for decision, he reminded the meeting of the consensus reached concerning the procedure for modifying proposals for decision, so that if any amendments were required, they would be made in the language concerned. The Chair concluded that the following decision was tacitly adopted:

The Committee of Technical Experts took note of document TECH-22009-CTE14-6.2 and established a procedure for sharing information on the causes of accidents, incidents and severe damage in international traffic within the scope of Article 16 § 4 of the ATMF UR. To that end the Committee of Technical Experts:

- Reminded all Contracting States to notify the Secretary General in accordance with Article 16 § 4 of the ATMF UR of the causes of accidents, incidents and severe damage in international traffic that have occurred on their territory;
- Decided that JNS reports fall within the scope of information referred to in Article 16 § 4 of the ATMF UR, provided that the Secretary General is notified of the JNS reports by the European Union, represented by its Agency for Railways or its Commission;
- Requested the Secretary General, on the basis of Article 21 § 3 letter d) of COTIF, to ensure that all Contracting States are provided with the information that is notified to him in the scope of Article 16 § 4 of the ATMF UR. To achieve this goal, the Secretary General is requested to make the notified information accessible through OTIF's website and to issue a circular letter informing all Competent Authorities of the published information;
- Requested Contracting States to inform all railway undertakings, infrastructure managers, entities in charge of maintenance, keepers and any other relevant actors involved in international traffic on their territory, of the notified information, as appropriate.

Furthermore, the Committee of Technical Experts again noted that, in accordance with Article 11 of its Rules of Procedure, any member or observer, or the Secretary General, may propose to place on the agenda of the Committee of Technical Experts, or its working group WG TECH, items relating to information in the scope of Article 16 § 4 of the ATMF UR.

Post meeting note 2: the modified parts of the draft list of decisions taken by CTE 14 at the meeting:

<p>décide que les rapports du JNS relèvent du champ d'application des informations visées à l'article 16, § 4, des RU ATMF, pour autant que les rapports du JNS <u>qu'ils</u> soient envoyés <u>notifiés</u> au Secrétaire général par l'Union européenne, représentée par l'Agence de l'Union européenne pour les chemins de fer ou la Commission européenne ;</p>	<p>beschließt, dass die JNS-Berichte unter die in Artikel 16 § 4 der ER ATMF genannten Informationen fallen, sofern die JNS-Berichte <u>dem sie dem</u> Generalsekretär von der Europäischen Union, vertreten durch ihre Eisenbahnagentur oder ihre Kommission, übermittelt <u>mitgeteilt</u> werden;</p>	<p>Decides that JNS reports fall within the scope of information referred to in Article 16 § 4 of the ATMF UR, provided that the <u>Secretary General is notified of the</u> JNS reports are sent to the Secretary General by the European Union, represented by its Agency for Railways or its Commission;</p>
<p>demande au Secrétaire général, sur la base de l'article 21, § 3, lettre d), de la COTIF, de veiller à ce que tous les États parties reçoivent les informations qui lui sont notifiées en vertu de l'article 16, § 4, des RU ATMF. Pour ce faire, il est demandé au Secrétaire général de publier <u>rendre</u> les informations notifiées <u>accessibles via</u> sur le site Internet de l'OTIF et d'émettre une lettre circulaire informant l'ensemble des autorités compétentes des informations publiées ;</p>	<p>ersucht den Generalsekretär, auf der Grundlage von Artikel 21 § 3 Buchst. d) COTIF sicherzustellen, dass alle Vertragsstaaten die Informationen erhalten, die ihm im Rahmen von Artikel 16 § 4 der ER ATMF mitgeteilt werden. Um dieses Ziel zu erreichen, wird der Generalsekretär ersucht, die mitgeteilten Informationen auf der Website der OTIF zu veröffentlichen <u>zugänglich zu machen</u> und alle zuständigen Behörden durch ein Rundschreiben über die veröffentlichten Informationen zu informieren;</p>	<p>Requests the Secretary General, on the basis of Article 21 § 3 letter d) of COTIF, to ensure that all Contracting States are provided with the information that is notified to him in the scope of Article 16 § 4 of the ATMF UR. To achieve this goal, the Secretary General is requested to <u>make the</u> publish the notified information <u>accessible through</u> on OTIF's website and to issue a circular letter informing all Competent Authorities of the published information;</p>

6.3. Progress report on monitoring and assessment of the implementation of APTU and ATMF Uniform Rules by Contracting States

Document: [TECH-22010](#)

The **Secretariat** reminded the meeting of the questionnaire that CTE had approved at its 13th session and which had been submitted to the Contracting States (TECH-21026, dated 6 August 2021). Its purpose was to assess the degree of implementation of the rules by each Contracting State, whether the rules were applied consistently, and to provide CTE with data so that it could take decisions to further the aims of the APTU and ATMF UR. Based on the feedback received from 18 of the 43 Contracting States, the Secretariat presented a summary of its findings:

1. Contracting States should be reminded of their obligation under the APTU UR to notify their national technical requirements.
2. Contracting States could be requested to nominate focal points that would act as the working-level contact points between the OTIF Secretariat and the state concerned.
3. Contracting States that in practice did not implement the APTU and ATMF UR could be reminded of the possibility of making a formal reservation not to apply the APTU and ATMF UR.
4. The CTE should continue to monitor European Vehicle Register (EVR) developments in order to mitigate problems, if any have arisen in practice.

5. In a next step, sector associations in Contracting States could help to clarify how many registered vehicles are used in international traffic.
6. It appeared useful to investigate whether to revise the tasks and responsibilities of Contracting States and CTE concerning incidents and accidents.
7. The high percentage of interoperable (standardised) freight wagons⁴ justified giving them more prominence in the UTP specifications. These specifications are currently enshrined in point 7.1.2 and in Appendix C to the UTP WAG.

NL thanked the Secretariat for its work. NL pointed out that it had submitted its feedback on the questionnaire to the European Commission in line with the applicable EU procedures. The Commission had coordinated the entire process within the EU Member States because of its exclusive competence with regard to the APTU and ATMF UR. This explained why NL had not sent OTIF a separate response to the questionnaire.

The **representative of the EU** confirmed that the European Commission had coordinated all the feedback in a single response to the OTIF Secretariat. It requested further clarification on point 7 of the findings regarding the UTP specifications, and asked in particular whether the Secretariat was suggesting the development of new provisions in this regard.

UIC thanked the Secretariat for the good analysis of Contracting States' responses and supported the proposals in the progress report. In relation to point 5. a) of the proposed decision, UIC expressed its willingness to cooperate and provide feedback and support for the second step through its experts.

CER indicated its support for the entire project and expressed its readiness to contribute to the following steps.

The **Secretariat** thanked NL for the clarification provided and the European Commission for providing a single response to the questionnaire. In response to a request for clarification on point 7, the Secretariat confirmed that the idea was to restructure the UTPs and improve the wording, where necessary, to make the requirements clearer. It was not intended to develop new provisions. The Secretariat welcomed the offers of support from both UIC and CER.

GB welcomed the report. With regard to the notification of national technical requirements, GB noted that at national level, no distinction was made between requirements which applied to international traffic and those which only applied to domestic traffic. It offered to provide a link to the national technical requirements, even though they did not differentiate between international and domestic traffic.

The **Secretariat** welcomed GB's explanation and agreed that making a distinction between requirements applicable to domestic or international traffic might be difficult. It informed the meeting that the EU and CH had notified their national technical requirements without distinguishing between domestic and international traffic. This practice seemed fully acceptable to the Secretariat. In any case, any applicant seeking admission for a vehicle would have to get in touch with the competent authorities to find out which specific rules would apply to its vehicle.

The Secretariat reminded the meeting that six non-EU Contracting States (BA, CH, ME, RS, TR, GB) and the European Union, on behalf of the EU Member States, had notified the Secretary General of OTIF of their competent authorities and that these could be found on OTIF's website⁵. The Secretariat invited all the other non-EU Contracting States to notify the Secretary General of OTIF of their competent authorities as soon as possible.

After the Secretariat had presented the proposal for decision, the **representative of the EU** requested clarification concerning point 3 of the proposed decision regarding the scope of work of focal points. The EU had exclusive competence with regard to the APTU and ATMF UR. The question therefore was whether DG MOVE should designate a focal point on behalf of all EU Contracting States?

⁴ Over 90% of standard gauge wagons, as well as over 80% of standard gauge locomotives and coaches, are suitable for international use.

⁵ Link to the relevant webpage: [Reference Texts](#) > [Technical Interoperability](#) > [Competent Authority of the Member States](#)

The **Secretariat** explained that the scope of work of focal points was not defined and would depend on the subject. In any case, the designation of focal points should in no way interfere with the competences decided at EU level. At the same time, for some questions, direct (bilateral) communication between the EU Contracting State and the OTIF Secretariat would be helpful.

The **representative of the EU** agreed that the scope of focal points' work should be limited to the exchange of information rather than discussion of subjects requiring a common EU position.

In order to reflect the discussion, the **Secretariat** suggested modifications to the proposal for decision. Here too, CTE agreed to work in the English version only and entrusted the Secretariat with aligning the other language versions after the session and reflecting the modifications in these minutes.

UIC requested clarification on whether the role of the focal points was limited to the legal provisions of the APTU and ATMF UR, or whether their role would also be to deal with implementation of the URs.

FR supported the continuation of monitoring and assessment. It noted that monitoring and assessment by CTE was consistent with monitoring and assessment by the ad hoc Committee on Legal Affairs and International Cooperation (JUR). With regard to the focal points, it wondered how the focal points for the EU Contracting States would cooperate with the focal point(s) for the EU.

GB agreed with FR regarding monitoring and assessment and consistency with other OTIF bodies. In its view, the future steps in monitoring and assessment would entail a more in-depth discussion, in which case the questionnaire approach might not be the only way of obtaining information. In its view, bilateral contacts could in some cases provide better insight into the subject.

In response to a proposal by GB, CTE agreed to refer to "approaches to monitoring and assessment" instead of "questionnaires".

The **Chair** summarised the discussion. The Chair concluded that the following decision was tacitly adopted:

The Committee of Technical Experts:

1. Took note of document TECH-22010-CTE14-6.3 concerning the progress report on monitoring and assessing implementation of the APTU and ATMF Uniform Rules by Contracting States;
2. Reminded Contracting States of their obligation under Article 12 of the APTU UR to notify their national technical requirements;
3. Decided that each Member State and regional organisation that applies the APTU and ATMF UR should designate one or two focal points for the exchange of information related to the APTU and ATMF UR. At the request of the Secretary General, the focal points should be notified to him in writing, specifying their names and functions;
4. Requested the Secretariat to establish contact, through the focal points, with the Contracting States that are not actively involved in the activities of OTIF in the technical interoperability field with a view to helping them take steps to implement the provisions of COTIF;
5. Requested WG TECH to develop approaches to monitoring and assessment in order to:
 - a) Try to obtain a better view on how vehicles are used in international traffic and on traffic volumes by involving the sector's representative bodies (e.g. CER, ERFA, UIP and UIC);
 - b) Understand how, in practice, assessing entities apply the rules and procedures for assessing vehicles or vehicle types to ascertain whether they comply with the UTPs;
 - c) Understand how, in practice, competent authorities apply the rules and procedures for issuing vehicle admissions;
 - d) Obtain a view on whether compliance with the UTPs is relevant with regard to authorisation for national use in the CSs.

Post meeting note 3: the modified parts of the draft list of decisions taken by CTE 14 at the meeting:

<p>décide que chaque État membre <u>et organisation régionale</u> qui applique les RU APTU et ATMF doit désigner un ou deux points de contact pour <u>l'échange d'informations concernant</u> les questions liées aux RU APTU et ATMF. À la demande du Secrétaire général, les points de contact doivent lui être notifiés par écrit, en précisant leurs noms et fonctions ;</p>	<p>beschließt, dass jeder Mitgliedstaat <u>und jede regionale Organisation</u>, der/die die ER APTU und ATMF anwendet, eine oder zwei Kontaktstellen <u>zum Informationsaustausch in für</u> Angelegenheiten im Zusammenhang mit den ER APTU und ATMF benennen sollte. Auf Ersuchen des Generalsekretärs sollten ihm <u>die entsprechenden Ansprechpersonen</u> <u>Kontaktstellen</u> unter Angabe ihrer Namen und Funktionen schriftlich mitgeteilt werden;</p>	<p>Decides that each Member State <u>and regional organisation</u> that applies the APTU and ATMF UR should designate one or two focal points for matters-the <u>exchange of information</u> related to the APTU and ATMF UR. At the request of the Secretary General, the focal points should be notified to him in writing, specifying their names and functions;</p>
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Post meeting note 4: the modified parts of the draft list of decisions taken by CTE 14 at the meeting:

<p>demande au WG TECH d'élaborer des <u>questionnaires approches en matière de veille et d'évaluation</u> pour :</p>	<p>bittet die WG TECH, <u>Fragebögen Ansätze für die Überwachung und Bewertung</u> zu entwickeln, um</p>	<p>Requests WG TECH to develop <u>questionnaires approaches to monitoring and assessment</u> in order to:</p>
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6.4. Update on vehicle registers: search and retrieval of vehicle data

Document: [TECH-22011](#)

The **Secretariat** informed the meeting that the 43rd, 44th and 45th sessions of WG TECH had continued discussions on solutions to maintain connectivity between national registers and the exchange of relevant vehicle data between EU and non-EU Contracting States. It reminded the meeting of the steps that had led to the circular letter (TECH-21029 of 17 September 2021) and the questionnaire enclosed with it, in which the Contracting States were asked to notify the Secretary General of OTIF of their vehicle register details and related information. The Secretariat summarised the feedback in the document TECH-22011 and published on OTIF's website the list of Registration Entities, the location (internet address) of the vehicle registers and how eligible users can obtain access rights from the registration entities⁶. Lastly, all Contracting States were invited to notify the Secretariat if and when the list of Registration Entities published on the website has to be updated.

In relation to the published list of Registration Entities on OTIF's website, **ERA** informed the meeting that the list of Registration Entities, for those who had registered their business in the EU, was published on ERA's website⁷, where a link to OTIF's website was also provided.

UIC highlighted that it was important, for both interoperability and safety reasons, that all relevant railway actors (safety authorities, infrastructure managers, railway undertakings, keepers, etc.) should have access to vehicle data stored in relevant vehicle registers. The possible extension of the European Vehicle Register (EVR), recently established in the EU, might be useful and important to the non-EU Contracting States and should allow the seamless exchange of vehicle data between EU and non-EU Contracting States. UIC offered to assist the OTIF Secretariat and/or ERA in analysing the technical and economic feasibility of a possible extension.

⁶ http://otif.org/fileadmin/new/3-Reference-Text/3D-Technical-Interoperability/3D3-Registers/220405_Web_table_vehicle_registration_entities.pdf; (link to the list of Registration Entities)

⁷ https://www.era.europa.eu/sites/default/files/registers/docs/list_of_registering_entities_en.pdf

The **Secretariat** welcomed the UIC's offer.

The **Chair** summarised the discussion and noted that ERA's and OTIF's websites contained links so that users could obtain the necessary information from either website. The Chair read out the proposal for decision and concluded that the following decision was tacitly adopted:

The Committee of Technical Experts:

- Took note of the update on vehicle registers: search and retrieval of vehicle data.
- Took note of the publication of the list of Registration Entities and registers, and how to obtain access to the registers on OTIF's website.

6.5. Work programme of the Committee

Document: [TECH-22012](#)

The **Secretariat** presented the proposed work programme. The programme had to be read in the context of OTIF's Work Programme for 2022/2023⁸. For the 15th session of CTE in June 2023, the Secretariat proposed to draft an update of some UTPs and relevant application guides, and to analyse whether a specific UTP concerning wagons and passenger coaches suitable for free circulation would be necessary (as discussed under item 6.3). It proposed investigating whether new provisions or modifications to the existing UTP GEN-E are necessary and to continue the development of Annexes to the new EST UR (Appendix H to COTIF). Lastly, the Secretariat suggested preparing subjects for the next (second) step of monitoring and assessing implementation of the APTU and ATMF UR by the Contracting States, which would involve sector associations and assessing entities.

UIC supported the objectives of the work programme and offered its support in activities related to the development of the UTP specifications concerning wagons and passenger coaches suitable for free circulation. In relation to the latest development concerning CCS TSI, UIC pointed out that after 2030, GSM-R would become obsolete. It therefore suggested that the *Future Railway Mobile Communication System (FRMCS)*, on which UIC had been working for some time already, be considered at WG TECH.

NL informed the meeting that JUR was developing OTIF's long-term strategy, which would include new technologies. It asked whether OTIF's long-term strategy was part of the work programme and whether CTE would provide any input to the strategy.

The representative of the EU confirmed that some preliminary provisions concerning FRMCS would be considered in the ongoing TSI revision package 2022, while others would be dealt with in subsequent years.

The **Secretariat** agreed that the subject of FRMCS could be discussed further and asked UIC if it could introduce the FRMCS at the next meeting of WG TECH, together with an explanation of its relevance to OTIF. With regard to the inclusion of new technologies in OTIF's long-term strategy, the Secretariat was of the view that CTE should be one of the committees providing such input. The Secretariat would discuss the subject internally and, if relevant, provide feedback at the next session of CTE.

In order to reflect the discussion, the Secretariat suggested modifications to the proposal for decision, which was also shown on the screen. Here too, CTE agreed to work in the English version only and entrusted the Secretariat with aligning the other language versions after the session and reflecting the modifications in the minutes.

The **Chair** noted that there were no further remarks. He reminded the meeting of the agreed procedure for modifying proposals for decision, so that if any amendments were required, they would be made in the language concerned. He then read out the modified proposal for decision. The Chair concluded that the CTE tacitly adopted the proposals for decision, as follows:

The Committee of Technical Experts took note of document TECH-22012-CTE14-6.5 and requested the Secretariat, in coordination with the standing working group (WG TECH), to draft

⁸ Link to the OTIF's Work Programme 2022/2023: http://otif.org/en/?page_id=224

proposals to modify or establish the technical provisions of COTIF accordingly and submit them to the Committee.

In particular, this meant that the following should be prepared for the 15th session of the Committee of Technical Experts:

1. An analysis of the applicable criteria to be met by assessing entities and, if relevant, proposals for new provisions or for modifications to the existing provisions of UTP GEN-E;
2. Proposals to update the application guides to UTPs, starting with guides relating to UTPs relevant to freight wagons;
3. An analysis of the feasibility of developing specific UTPs, or parts thereof, dedicated to vehicles that can be used freely in international traffic (to replace the former technical provisions of RIC);
4. Progress report on the development of annexes to the EST UR, concerning:
 - A harmonised procedure for issuing safety certificates in the scope of the EST UR;
 - The necessary links between the EST UR and the Common Safety Method on risk evaluation and assessment, in particular by drafting proposals to modify UTP GEN-G;
5. A progress report on the next step in monitoring and assessing implementation of the APTU and ATMF UR. The next step should take into account the result of discussions at the 14th session of the Committee of Technical Experts, in particular the decision on agenda item 6.3;
6. An update on developments concerning the Future Railway Mobile Communication System (FRMCS) and their relevance for OTIF.

The Committee of Technical Experts invited WG TECH to propose other items it considers relevant for the provisional agenda of the 15th session of the Committee of Technical Experts.

Post meeting note 5: the modified parts of the draft list of decisions taken by CTE 14 at the meeting:

<p>La Commission d'experts techniques adopte le prend note du document TECH-22012-CTE14-6.5 et prie le Secrétariat de préparer, en coordination avec le Groupe de travail permanent sur la technique (WG TECH), des propositions en conséquence en vue de la modification ou de l'établissement de dispositions techniques de la COTIF, ainsi que de lui soumettre ces propositions.</p>	<p>Der Fachausschuss für technische Fragen nimmt Dokument TECH-22012-CTE13-6.5 an zur Kenntnis und ersucht das Sekretariat, in Abstimmung mit der ständigen Arbeitsgruppe „Technik“ (WG TECH) Vorschläge zur entsprechenden Änderung oder Erarbeitung der technischen Vorschriften des COTIF zu entwerfen und dem Ausschuss vorzulegen.</p>	<p>The Committee of Technical Experts adopts takes note of document TECH-22012-CTE14-6.5 and requests 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.</p>
<p>un point sur les évolutions concernant le futur système de communication mobile pour le ferroviaire (FRMCS) et sur leur pertinence pour l'OTIF.</p>	<p>Lagebericht zu den Entwicklungen im Zusammenhang mit dem künftigen Bahnmobilfunksystem (FRMCS) und deren Bedeutung für die OTIF.</p>	<p>An update on developments concerning the Future Railway Mobile Communication System (FRMCS) and their relevance for OTIF.</p>

7. Any other business

7.1. Advisory opinion on mutual recognition of ECM certificates from OTIF's ad hoc Committee (JUR)

Document: [LAW 22004](#)

The **Secretariat** informed the meeting that it had received the advisory opinion of the ad hoc Committee on Legal Affairs and International Cooperation (JUR) (LAW 22004 of 2 February 2022), after it had examined the question asked by WG TECH 39 concerning the mutual recognition of ECM certificates under the ATMF UR. Among other things, the opinion included the following:

- WG TECH had not precisely formulated the question to be analysed;
- JUR noted Point 1 of ATMF Annex A, which stated that: *“The equivalence between ECM certificates...shall be limited to the purpose and scope of ATMF UR”*;
- JUR also noted that the interaction between ATMF UR and EU law applies to the whole ATMF UR, including the ECM certificates. When it comes to international traffic between the EU and the non-EU OTIF CSs, COTIF ECM rules might only apply to the entire (international) traffic if the EU ECM rules and COTIF ECM rules are fully equivalent;
- For a more in-depth advisory opinion, WG TECH would need to formulate its questions precisely based on practical concerns, provide a summary of the subject matter and reasons for the request.

7.2. Modifications of the text proposed by CTE 13 concerning the Explanatory Report of the ATMF UR with regard to ECMs

Document: [TECH-22019](#)

In light of the advisory opinion of JUR, which suggested that the words “mutual recognition” should not be used in relation to ECM, and after discussing the matter with the Chair of the Revision Committee, the **Secretariat** suggested that CTE be requested to reconsider the texts it had approved in 2021 concerning the Explanatory Report of the ATMF UR with regard to ECM certificates.

The Secretariat had drafted corresponding proposals, which were modified compared to the proposals set out in the working document for this agenda item. The modified proposals were shown on the screen as follows:

Après examen du document TECH-22019-CTE14-7, la Commission d’experts techniques décide de modifier le libellé qu’elle avait adopté à sa 13 ^e session pour les notes explicatives relatives à l’article 3a des RU ATMF, conformément à l’annexe 2 du document TECH-22019-CTE14-7.	Der Fachausschuss für technische Fragen prüft Dokument TECH-22019-CTE14-7 und beschließt, den von ihm bei seiner 13. Tagung angenommenen Wortlaut der Erläuterungen zu Artikel 3a der ER ATMF gemäß Anlage II des Dokuments TECH-22019-CTE14-7 zu ändern.	The Committee of Technical Experts considered document TECH-22019-CTE14-7 and decides to modify the wording it adopted at its 13 th session concerning the explanatory notes to Article 3a of the ATMF UR in accordance with Annex 2 of document TECH-22019-CTE14-7.
La Commission d’experts techniques prie la Commission de révision de modifier l’article 3a, § 5, et l’article 15, § 2, des RU ATMF ainsi que le Rapport explicatif, conformément aux annexes I et II du document TECH-22019-CTE14-7.	Der Fachausschuss für technische Fragen ersucht den Revisionsausschuss, Artikel 3a § 5 und Artikel 15 § 2 der ER ATMF und die Erläuternden Bemerkungen in Übereinstimmung mit den Anlagen 1 und 2 des Dokuments TECH-22019-CTE14-7 zu ändern.	The Committee of Technical Experts requests the Revision Committee to modify Article 3a § 5 and Article 15 § 2 of the ATMF UR and the Explanatory Report in accordance with Annexes 1 and 2 of document TECH-22019-CTE14-7.

<p>La Commission d'experts techniques considère les modifications à l'article 3a, § 5, et à l'article 15, § 2, des RU ATMF comme urgentes, dans la mesure où les textes actuels peuvent être source d'ambiguïté ou d'incohérence quant à l'acceptation des ECE.</p>	<p>Der Fachausschuss für technische Fragen hält die Änderungen von Artikel 3a § 5 und Artikel 15 § 2 der ER ATMF für dringend erforderlich, da die derzeitigen Texte zu Unklarheiten oder Widersprüchen in Bezug auf die Akzeptanz von ECM führen können.</p>	<p>The Committee of Technical Experts considers the modifications to Article 3a § 5 and Article 15 § 2 of the ATMF UR to be urgent, as the current texts may lead to ambiguity or inconsistency with regard to the acceptance of ECMs.</p>
<p>La Commission d'experts techniques charge le Secrétariat de corriger toute erreur rédactionnelle manifeste dans les trois versions linguistiques des annexes I et II du document TECH-22019-CTE14-7.</p>	<p>Der Fachausschuss für technische Fragen beauftragt das Sekretariat, offensichtliche redaktionelle Fehler in den drei Sprachfassungen der Anlagen 1 und 2 des Dokuments TECH-22019-CTE14-7 zu korrigieren.</p>	<p>The Committee of Technical Experts mandates the Secretariat to correct any obvious editorial errors in the three language versions of Annexes 1 and 2 of document TECH-22019-CTE14-7.</p>

The **Chair** underlined that the proposed modification only concerned the Explanatory Report of the ATMF UR with regard to ECMs.

GB reminded the meeting that it had raised the question of recognising ECM certificates and thanked JUR for its advisory opinion and the OTIF Secretariat for its assistance in the process. It also reaffirmed its understanding that under COTIF, all Contracting States would recognise the certificates of ECMs assigned to vehicles operating in international traffic between EU and non-EU Contracting States. In relation to the words “mutual recognition”, although it did not fully understand the issue, GB endorsed the OTIF Secretariat’s proposal for modifications, bearing in mind that the substance was not altered.

UIC highlighted the importance of the subject for international traffic. In the fore last point of the modified proposal for decision, it requested clarification of the wording: “[...] *the acceptance of ECMs.*” and wondered whether this should not refer to the acceptance of *ECM certificates* instead. The **Secretariat** was of the view that the proposed wording was correct, as in exceptional cases, the RU’s compliance with the ECM rules could also be demonstrated without an ECM certificate (see also Article 3, point 4 of Annex A to ATMF ([ECM Regulation 2021](#))).

The **Chair** acknowledged the advisory opinion provided by JUR. He summarised the discussion and noted that, compared to the proposal for decision in the working document, the modified proposal has small changes, including a mandate for the Secretariat to correct any obvious editorial errors after the meeting.

The Chair read out the modified proposal for decision and concluded that the following decisions were tacitly adopted:

- The Committee of Technical Experts considered document TECH-22019-CTE14-7 and decided to modify the wording it had adopted at its 13th session concerning the explanatory notes to Article 3a of the ATMF UR in accordance with Annex 2 of document TECH-22019-CTE14-7;
- The Committee of Technical Experts requested the Revision Committee to modify Article 3a § 5 and Article 15 § 2 of the ATMF UR and the Explanatory Report in accordance with Annexes 1 and 2 of document TECH-22019-CTE14-7;
- The Committee of Technical Experts considered the modifications to Article 3a § 5 and Article 15 § 2 of the ATMF UR to be urgent, as the current texts may lead to ambiguity or inconsistency with regard to the acceptance of ECMs;
- The Committee of Technical Experts mandated the Secretariat to correct any obvious editorial errors in the three language versions of Annexes 1 and 2 of document TECH-22019-CTE14-7.

8. Next session

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

CTE took note of the following hybrid meeting dates:

WG TECH 46 – 16 June 2022

Joint Coordinating Group of Experts (JCGE) – 6 September 2022

WG TECH 47 – 7-8 September 2022

WG TECH 48 – 16-17 November 2022

CTE 15 – 13-14 June 2023

WG TECH 49 – 15 June 2023

UIC proposed to host a future session of WG TECH at its headquarters in Paris.

The **Chair** concluded that the next session of CTE would provisionally take place on 13-14 June 2023 in Bern. CTE gave the Secretariat flexibility to find other dates if the provisional dates were not practicable, e.g. in case of clashes with other meetings which many delegates had to attend.

CTE also noted that JCGE and WG TECH were competent to decide on their meeting dates, and that therefore, the meeting dates of these meetings were for information only.

Closing remarks

OSJD expressed its appreciation for the invitation and the opportunity of participating in the meeting. It wished all participants all the best in the forthcoming period.

The **Chair** thanked everyone for attending and contributing to the discussions. He expressed his appreciation for the open discussions and the good exchange of knowledge during the session. He also thanked the Secretariat for all its work on preparing the meeting, the interpreters for their excellent work during the meeting, the technical support team from UPU for running the hybrid session successfully, and lastly, the entire OTIF team, who had helped to support and hold the meeting.

On behalf of the delegates, the **Secretariat** thanked the Chair for his excellent work in chairing the CTE meeting.

List of participants**Annex I****I. Gouvernements / Regierungen / Governments****Algérie/Algerien/Algeria**

- M./Hr./Mr. Fatiha **Bouabdallah**
(only 1st day) Directrice du contrôle de gestion des participations à la
SNTF
Société nationale des transports ferroviaires (SNTF)
- M./Hr./Mr. Farid **Halliche** Directeur central transport fret
Société nationale des transports ferroviaires (SNTF)

Allemagne/Deutschland/Germany

- M./Hr./Mr. Martin **Ochs** Leiter Sachgebiet 92 internationale Angelegenheiten
Eisenbahn-Bundesamt (EBA)
- M./Hr./Mr. Philipp **Unger** Technischer Regierungsrat
Eisenbahn-Bundesamt (EBA)

Autriche/Oesterreich/Austria

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

Croatie/Kroatien/Croatia

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

France/Frankreich/France

- M./Hr./Mr. Henri **Lacour** Chargé de mission à l'international
Ministère de la Transition écologique et de la cohésion des
ferroviaires (MTE)
- M./Hr./Mr. Sylvain **Cozette** Chargé d'affaires EPSF
Autorité française de sécurité ferroviaire (EPSF)

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- M./Hr./Mr. Rocco **Cammarata**
(only 2nd day) Head of Technical Standards of Vehicles Office
Agenzia Nazionale per la Sicurezza delle Ferrovie e delle
Infrastrutture Stradali e Autostradali (ANSFISA)

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- M^{me}/Fr./Ms. Monique **van Wortel** Senior advisor international railway affairs
Ministry of Infrastructure and Water Management (IPW)

**Royaume-Uni/
Vereinigtes Königreich/
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M./Hr./Mr. Peter **Coverdale**

Rail Technical Standards Legislation Manager
Department for Transport

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

Director of Sector Strategy
Rail Safety and Standards Board (RSSB)

Serbie/Serbien/Serbia

M./Hr./Mr. Milan **Popović**

Head of the department for rules and authorisation of
structural subsystems
Directorate for Railways

Suisse/Schweiz/Switzerland

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Project Manager Safety and Interoperability
Federal Office of Transport of Switzerland – FOT

Türkiye/Türkiye/Türkiye

M./Hr./Mr. Mustafa **Kırmızıgül**

Head of Certification Department
Ministry of Transport and Infrastructure
Directorate General for Regulation of Transport Service

M./Hr./Mr. Ömer **Tangül**

Head of Transportation Department
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Directorate General for Regulation of Transport Services

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

Transportation and Communication Assistant Expert
Ministry of Transport and Infrastructure

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Translator
Ministry of Transport and Infrastructure
Directorate General for European Union Affairs and
Foreign Relations

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
M./Hr./Mr.	Javier Vicente Fajardo	Project Officer, ERA
M./Hr./Mr.	Lotfi Ghrissa	Project Officer, ERA
M./Hr./Mr.	Christoph Kaupat	Project Officer Networks, International and IMS Unit, 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, Normalisation et Recherche Europe (SNCF) CER / SNCF
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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
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UIC

M./Hr./Mr.	Patrizio Grillo	Head of EU Affairs Union internationale des chemins de fer (UIC)
M./Hr./Mr.	Jozef Fázik	Senior advisor Union internationale des chemins de fer (UIC)

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**V. Interprètes
Dolmetscher
Interpreters**

M^{me}/Fr./Ms. Viviane **Vaucher**
M^{me}/Fr./Ms. Laura **Keller**
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. Election of the Chair**
- 3. Presence, quorum and procedural matters**
- 4. Items for information:**
 - 4.1. General information from the OTIF Secretariat
 - Results of the General Assembly
 - 4.2. Report from the Committee of Technical Experts' working group TECH
 - 4.3. Further information from the OTIF Secretariat
- 5. Items concerning proposals for binding provisions:**
 - 5.1. Revision of the UTP TAF (Telematics applications for freight services)
 - 5.2. Modification of Annex B to the ATMF Uniform Rules (Derogations)
- 6. Items for discussion:**
 - 6.1. Progress report on development of the Annexes to the EST UR (Appendix H to COTIF)
 - a) EST Annex A - CSM on Safety Management System requirements
 - b) EST Annex B – CSM on monitoring
 - 6.2. Procedure for dissemination of the JNS recommendations
 - 6.3. Progress report on monitoring and assessment of the implementation of APTU and ATMF Uniform Rules by Contracting States
 - 6.4. Update on vehicle registers: search and retrieval of vehicle data
 - 6.5. Work programme of the Committee
- 7. Any other business**
 - 7.1. Advisory opinion on mutual recognition of ECM certificates from OTIF's Ad hoc Committee (JUR)
 - 7.2. Modification of the text proposed by the CTE 13 concerning the Explanatory Report of the ATMF UR with regard to ECMs
- 8. Next session**

TECH-22025**Corrections rédactionnelles et linguistiques / Redaktionelle und sprachliche Korrekturen / Editorial and linguistic corrections****Document de séance pour la Commission d'experts techniques des 14 et 15 juin 2022****Sitzungsdokument Fachausschuss für technische Fragen 14.-15. Juni 2022****Room document Committee of Technical Experts 14-15 June 2022**

Point de l'ordre du jour 5.1 Révision de la PTU ATF (applications télématiques au service du fret) (document : TECH-22004)

TOP 5.1 Überarbeitung der ETV TAF (Telematikanwendungen für den Güterverkehr) (Dokument: TECH-22004)

Agenda item 5.1 Revision of the UTP TAF (Telematics applications for freight services) (document: TECH-22004)

N° de la modification Änderungs-Nummer Amendment number	Version linguistique Sprach-Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment	Motif/remarque Begründung/Kommentar Justification/comment
1.	DE	Section 0, point 2), premier paragraphe, page 3 Abschnitt 0, Punkt 2), erster Absatz, Seite 3 Section 0; Point 2); first paragraph; page 3	[...], einschließlich des Daten- und Nachrichtenmodells in XML-Dateien.▪	Modification rédactionnelle (suppression d'un point) redactionelle Änderung (Verschiebung eines Punktes) Editorial modification (full stop deleted)

N° de la modification Änderungs-Nummer Amendment number	Version linguistique Sprach-Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment		Motif/remarque Begründung/Kommentar Justification/comment
2.	EN	Point 1.2, titre, page 7 Punkt 1.2, Titel, Seite 7 Point 1.2; title; page 7	1.2 (R eserved)	Reference documents	Modification rédactionnelle (ajout de parenthèses) redaktionelle Änderung (Hinzufügung einer Klammer) Editorial modification (bracket added)
3.	DE	Point 1.4, page 10 Punkt 1.4, Seite 10 Point 1.4, page 10	[...] geöffnet sind oder dafür genutzt werden ,		Modification rédactionnelle (suppression d'une virgule, ajout d'un point) redaktionelle Änderung (Streichung eines Kommas, Hinzufügung eines Punktes) Editorial modification (comma removed, full stop added)
4.	EN	Point 2.1, premier paragraphe, page 9 Punkt 2.1, erster Absatz, Seite 9 Point 2.1; first paragraph; page 9		Annex II of the Directive (EU) 2016/797, Section 2.6 (b). ;	Modification rédactionnelle (suppression d'un point) redaktionelle Änderung (Streichung eines Punktes) Editorial modification (full stop deleted)
5.	FR	Point 3.3.6, fin de la phrase, page 19 Punkt 3.3.6, Ende des Satzes, Seite 19 Point 3.3.6; end of the sentence; page 19	[...] ne concerne pas le sous-système « Applications télématiques ». ;		Modification rédactionnelle (suppression d'un point) redaktionelle Änderung (Streichung eines Punktes) Editorial modification (full stop removed)

N° de la modification Änderungs-Nummer Amendment number	Version linguistique Sprach-Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment	Motif/remarque Begründung/Kommentar Justification/comment
6.	EN	Point 4.2, quatrième paragraphe, page 21 Punkt 4.2, vierter Absatz, Seite 21 Point 4.2; fourth paragraph; page 21	In addition, other existing standards may be used for the same purpose if there is a specific agreement between the parties involved to allow the use of these standards.	Modification rédactionnelle (ajout d'un point) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)
7.	EN	Point 4.2.1.1, premier paragraphe, page 21 Punkt 4.2.1.1, erster Absatz, Seite 21 Point 4.2.1.1; first paragraph; page 21	[...] according to “Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (CIM)”, “Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (CUV) and valid national rules”.	Modification rédactionnelle (insertion de guillemets et d'un point) redaktionelle Änderung (Einfügung der Anführungszeichen und eines Punktes) Editorial modification (insertion of double quotation and full stop marks)
8.	FR	Point 4.2.2.1, avant-dernier paragraphe, page 24 Punkt 4.2.2.1, vorletzter Absatz, Seite 24 Point 4.2.2.1; penultimate paragraph; page 24	[...] au titre de la gestion du trafic fait l'objet d'accords au niveau local et aux messages connexes.	Modification rédactionnelle (déplacement d'un point) redaktionelle Änderung (Verschiebung eines Punktes) Editorial modification (full stop moved)
9.	EN	Point 4.2.2.5, deuxième paragraphe, page 24 Punkt 4.2.2.5, zweiter Absatz, Seite 24 Point 4.2.2.5; second paragraph; page 24	The definition of the mandatory structure of Path Details Refused message and the elements to be followed are described in the document “TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model” listed in Appendix I.	Modification rédactionnelle (ajout d'un point) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)

N° de la modification Änderungs- Nummer Amendment number	Version linguistique Sprach- Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment	Motif/remarque Begründung/Kommentar Justification/comment
10.	DE	Point 4.2.2.2.7, quatrième paragraphe, page 27 Punkt 4.2.2.7, vierter Absatz, Seite 27 Point 4.2.2.7; fourth paragraph; page 27	Ist ein Alternativvorschlag nicht möglich, muss der IB das EVU unverzüglich unterrichten.	Modification rédactionnelle (ajout d'un point) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)
11.	DE	Point 4.2.2.8, premier paragraphe, page 28 Punkt 4.2.2.8, erster Absatz, Seite 28 Point 4.2.2.8; first paragraph; page 28	= Der Empfänger sendet die [...]	Modification rédactionnelle (suppression d'un point) redaktionelle Änderung (Streichung eines Punktes) Editorial modification (full stop deleted)
12.	DE	Point 4.2.3.1, troisième paragraphe, page 28 Punkt 4.2.3.1, dritter Absatz, Seite 28 Point 4.2.3.1; third paragraph; page 28	[...] weiterhin der Partner für den Meldungs-austausch mit dem IB.	Modification rédactionnelle (ajout d'un point) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)
13.	EN	Point 4.2.3.2, troisième paragraphe, page 26 Punkt 4.2.3.2, dritter Absatz, Seite 26 Point 4.2.3.2; third paragraph; page 26	Minimum elements to be delivered for the message exchange between RU and IM for the purpose Train Composition Are defined in point 5.2 of the UTP TCRC. are defined in chapter 4.2.2.7.2. of Implementing Regulation (EU) 2019/773 (OPE TSI).	Correction linguistique sprachliche Korrektur Linguistic correction

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14.	FR	Point 4.2.3.2, troisième paragraphe, page 28 Punkt 4.2.3.2, dritter Absatz, Seite 28 Point 4.2.3.2; third paragraph; page 28		sont définis au point 4.2.2.7.2 du règlement d'exécution (UE) 2019/773 (STI EXP). z	Modification rédactionnelle (suppression d'un point) redactionnelle Änderung (Streichung eines Punktes) Editorial modification (full stop removed)
15.	EN	Point 4.2.4.2, premier paragraphe, page 28 Punkt 4.2.4.2, erster Absatz, Seite 28 Point 4.2.4.2; first paragraph; page 28	This message must be issued by the IM to the RU, who is running the train, for handover points, interchange points and for the train destination as described in chapter 4.2.4.1. z		Modification rédactionnelle (ajout d'un point, suppression d'une parenthèse) redactionnelle Änderung (Hinzufügung eines Punktes, Streichung einer Klammer) Editorial modification (full stop added, bracket deleted)
16.	DE	Point 4.2.4.3, deuxième paragraphe, page 31 Punkt 4.2.4.3, zweiter Absatz, Seite 31 Point 4.2.4.3; second paragraph; page 31	z Sobald eine (zunächst angenommene) Ursache einer Zugverspätung bekannt wird [...]		Modification rédactionnelle (suppression d'un point) redactionnelle Änderung (Streichung eines Punktes) Editorial modification (full stop deleted)
17.	EN	Point 4.2.6.2, troisième paragraphe, page 31 Punkt 4.2.6.2, dritter Absatz, Seite 31 Point 4.2.6.2; third paragraph; page 31	Based on this ETA and TETA, the Terminal Operator will provide an ETP to the Combined Transport Operator, who will provide the final customer (such as freight forwarders, logistics service providers...) with the same ETP. z		Modification rédactionnelle (suppression d'un point) redactionnelle Änderung (Streichung eines Punktes) Editorial modification (full stop deleted)

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18.	EN	Point 4.2.10.1, premier paragraphe, page 37 Punkt 4.2.10.1, erster Absatz, Seite 37 Point 4.2.10.1; first paragraph; page 37	For the operation of freight trains on all lines open to, or used for international traffic, taking into account the limitation as set out in Section 1.3	the European network.	Modification rédactionnelle (ajout d'une virgule) redaktionelle Änderung (Hinzufügung eines Kommas) Editorial modification (comma added)
19.	EN	Point 4.2.11.1, deuxième paragraphe, page 42 Punkt 4.2.11.1, zweiter Absatz, Seite 42 Point 4.2.11.1; second paragraph; page 42	Over time, this subsystem will see, the growth and interaction of a large and complex Telematics rail interoperability community with hundreds of participating players (RUs, IMs, etc.), which will compete and/or cooperate in serving the market's needs.		Modification rédactionnelle (suppression d'une virgule) redaktionelle Änderung (Streichung eines Kommas) Editorial modification (comma deleted)
20.	EN	Point 4.2.11.4, dernier paragraphe, page 44 Punkt 4.2.11.4, letzter Absatz, Seite 44 Point 4.2.11.4; last paragraph; page 44	(reserved)	Where the Central Repository is in use in conjunction with the TAP TSI, development and changes shall be performed as closely as possible to the implemented TAP TSI in order to achieve optimum synergies.	Modification rédactionnelle (ajout de parenthèses) redaktionelle Änderung (Hinzufügung von Klammern) Editorial modification (brackets added)
21.	EN	Point 4.3.5, en-tête du tableau, page 47 Punkt 4.3.5, Tabellenkopf, Seite 47 Point 4.3.5; table header; page 47	Reference Telematics Applications for Freight /UTP	Reference Telematics Applications for passengers TSI	Modification rédactionnelle (suppression d'une barre oblique) redaktionelle Änderung (Streichung eines Schrägstriches) Editorial modification (removal of a slash)

N° de la modification Änderungs- Nummer Amendment number	Version linguistique Sprach- Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment	Motif/remarque Begründung/Kommentar Justification/comment
22.	EN	Point 4.4.1, dernier paragraphe, page 49 Punkt 4.4.1, letzter Absatz, Seite 49 Point 4.4.1; last paragraph; page 49	<ul style="list-style-type: none"> • the timeliness of data (percent of data available within a specified threshold time frame).<u>2</u> • the required accuracy (percent of stored values that are correct when compared to the actual value).<u>2</u> 	Modification rédactionnelle (ajout de points) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stops added)
23.	DE	Point 4.4.1, dernier paragraphe, page 52 Punkt 4.4.1, letzter Absatz, Seite 52 Point 4.4.1; last paragraph; page 52	<ul style="list-style-type: none"> • für die Datenvollständigkeit (Prozent der Datenfelder, in denen Werte eingetragen sind) und die Datenkohärenz (Prozent der Datenfelder, die in mehreren Tabellen/Dateien/Datensätzen vorkommen und dort überall gleiche Werte aufzeigen); • für die Aktualität der Daten (Prozent der Daten, die innerhalb eines spezifizierten Schwellen-Zeitrahmens verfügbar sein müssen); • für die erforderliche Genauigkeit (Prozent der gespeicherten Daten, die mit den tatsächlichen Werten übereinstimmen). 	Modification rédactionnelle (introduction de puces dans l'énumération des éléments) redaktionelle Änderung (Hinzufügung von Aufzählungspunkten) Editorial modification (introduction of bullet points when listing items)
24.	EN	Point 4.4.2, page 49 Punkt 4.4.2, Seite 49 Point 4.4.2; page 49	The functions of the central repository are defined in chapter 4.2.11. 45	Correction rédactionnelle, correction de la référence redaktionelle Änderung Korrektur des Verweises Editorial modification, Correction of the reference

N° de la modification Änderungs-Nummer Amendment number	Version linguistique Sprach-Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment	Motif/remarque Begründung/Kommentar Justification/comment
25.	EN	Point 4.7.1, premier paragraphe, page 50 Punkt 4.7.1, erster Absatz, Seite 50 Point 4.7.1; first paragraph; page 50	The health and safety conditions of staff required for the operation and maintenance of the subsystem concerned (or the technical scope as defined in paragraph 1.1) and for the implementation of the UTP are as follows:	Modification rédactionnelle (ajout d'une espace) redaktionelle Änderung (Hinzufügung eines Leerzeichens) Editorial modification (space added)
26.	EN	Point 5.3, page 51 Punkt 5.3, Seite 51 Point 5.3; page 51	See chapter 5.2, not relevant for the UTP "Telematics Applications for Freight".	Modification rédactionnelle (suppression de guillemets) redaktionelle Änderung (Entfernung der Anführungszeichen) Editorial modification (deletion of quotation marks)
27.	FR	Point 7.1, premier paragraphe, page 59 Punkt 7.1, erster Absatz, Seite 59 Point 7.1; first paragraph; page 59	[...], renouvelé ou réaménagé, comme c'est habituellement le cas des <u>PTU relatives aux sous-systèmes structurels, sauf indication particulière dans la PTU.</u> PTU STI relatives aux sous-systèmes structurels, sauf indication particulière dans la PTU. STI.	Modification rédactionnelle redaktionelle Änderung Editorial modification

N° de la modification Änderungs- Nummer Amendment number	Version linguistique Sprach- Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment		Motif/remarque Begründung/Kommentar Justification/comment
28.	FR	Point 7.1, troisième paragraphe, page 60 Punkt 7.1, dritter Absatz, Seite 60 Point 7.1; third paragraph ; page 60	[...] pour la mise en œuvre du sous- système ATF sur leur territoire.		Modification rédactionnelle (ajout d'un point) redactionnelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)
29.	EN	Point 7.2.2, page 60 Punkt 7.2.2, Seite 60 Point 7.2.2; page 60		(1) The change requests affecting the documents are submitted either via the Member States or via the representative bodies from the railway sector acting on a European level as defined in Article 38 (4) of Regulation (EU) 2016/796 or via the TAF TSI Steering Committee. or via the TAF TSI Steering Committee.	Modification rédactionnelle (suppression de texte en double) redactionnelle Änderung (Entfernung des doppelten Textes) Linguistic correction (deletion of duplicate text)
30.	DE	Point 5.3, page 64 Punkt 5.3, Seite 64 Point 7.2.2; page 64		1) Die Änderungsanträge für die Dokumente [...] über den TSI- TAF-Lenkungsausschuss eingereicht. [...] 5) Bei Nichtvalidierung teilt [...]Angaben zum Entwurf der beantragten Änderung.	Modification rédactionnelle (ajout de points) redactionnelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stops added)

N° de la modification Änderungs-Nummer Amendment number	Version linguistique Sprach-Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment			Motif/remarque Begründung/Kommentar Justification/comment									
31.	EN	Appendice II Glossaire, page 60 Anlage II Glossar, Seite 60 Appendix II Glossary; page 60	<table border="1"> <tr> <td data-bbox="846 475 981 555">ETP</td> <td data-bbox="992 475 1485 555">Estimated Time of Pick-Up (at arrival intermodal terminal)</td> <td data-bbox="1496 475 1608 555">Idem--</td> </tr> <tr> <td data-bbox="846 563 981 643">Handover point</td> <td data-bbox="992 563 1485 643">Location of train's journey or between two paths [...].</td> <td data-bbox="1496 563 1608 643">Idem--</td> </tr> <tr> <td data-bbox="846 651 981 722">Planning IM</td> <td data-bbox="992 651 1485 722">The Planning IM (PIM) is the Infrastructure Manager who is responsible [...].</td> <td data-bbox="1496 651 1608 722">Idem--</td> </tr> </table>			ETP	Estimated Time of Pick-Up (at arrival intermodal terminal)	Idem--	Handover point	Location of train's journey or between two paths [...].	Idem--	Planning IM	The Planning IM (PIM) is the Infrastructure Manager who is responsible [...].	Idem--	Correction linguistique (suppression de tirets) sprachliche Korrektur (Entfernung der Gedankenstriche) Editorial modification (deletion of dashes)
ETP	Estimated Time of Pick-Up (at arrival intermodal terminal)	Idem--													
Handover point	Location of train's journey or between two paths [...].	Idem--													
Planning IM	The Planning IM (PIM) is the Infrastructure Manager who is responsible [...].	Idem--													
32.	EN	Appendice II Glossaire, page 60 Anlage II Glossar, Seite 60 Appendix II Glossary; page 60	<table border="1"> <tr> <td data-bbox="846 791 981 927">IM</td> <td data-bbox="992 791 1350 927">An IM can assume the roles Responsible IM and/or Planning IM.</td> <td data-bbox="1361 791 1608 927">An IM can assume the roles of Responsible IM and/or Planning IM.</td> </tr> </table>			IM	An IM can assume the roles Responsible IM and/or Planning IM.	An IM can assume the roles of Responsible IM and/or Planning IM.	Modification rédactionnelle (ajout d'un point) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)						
IM	An IM can assume the roles Responsible IM and/or Planning IM.	An IM can assume the roles of Responsible IM and/or Planning IM.													
33.	FR	Appendice II Glossaire, page 70 Anlage II Glossar, Seite 70 Appendix II Glossary; page 70	<table border="1"> <tr> <td data-bbox="846 1018 981 1185">Candidat</td> <td data-bbox="992 1018 1417 1185">Toute entreprise ferroviaire, [...]</td> <td data-bbox="1429 1018 1608 1185">[...] du candidat responsable et/ou de l'EF responsable.</td> </tr> </table>			Candidat	Toute entreprise ferroviaire, [...]	[...] du candidat responsable et/ou de l'EF responsable.	Modification rédactionnelle (ajout d'un point) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)						
Candidat	Toute entreprise ferroviaire, [...]	[...] du candidat responsable et/ou de l'EF responsable.													

N° de la modification Änderungs-Nummer Amendment number	Version linguistique Sprach-Fassung Language version	Point actuel (section et page) Aktueller Punkt (Abschnitt und Seite) Current point (section and page)	Modification Änderung Amendment			Motif/remarque Begründung/Kommentar Justification/comment						
34.	FR	Appendice II Glossaire, page 83 Anlage II Glossar, Seite 83 Appendix II Glossary; page 83	<table border="1"> <tr> <td data-bbox="835 464 981 576">Point d'entrée de GI</td> <td data-bbox="981 464 1420 576">Section où le train de TC quitte la zone du terminal intermodal et entre sur le premier réseau de GI public.</td> <td data-bbox="1420 464 1599 576"><i>idem</i></td> </tr> <tr> <td data-bbox="835 576 981 687">Point de sortie de GI</td> <td data-bbox="981 576 1420 687">Section où le train de TC quitte le dernier réseau de GI public et pénètre dans le terminal d'arrivée.</td> <td data-bbox="1420 576 1599 687"><i>idem</i></td> </tr> </table>			Point d'entrée de GI	Section où le train de TC quitte la zone du terminal intermodal et entre sur le premier réseau de GI public.	<i>idem</i>	Point de sortie de GI	Section où le train de TC quitte le dernier réseau de GI public et pénètre dans le terminal d'arrivée.	<i>idem</i>	Modification rédactionnelle (ajout d'un point) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)
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35.	DE	Appendice II Glossaire, page 92 Anlage II Glossar, Seite 92 Appendix II Glossary; page 92	<table border="1"> <tr> <td data-bbox="835 751 981 895">Zentralspeicher (Repository)</td> <td data-bbox="981 751 1420 895">[...] und Abruf-Software für den Zugriff auf die gespeicherten Daten.</td> <td data-bbox="1420 751 1599 895"><i>idem</i></td> </tr> </table>			Zentralspeicher (Repository)	[...] und Abruf-Software für den Zugriff auf die gespeicherten Daten.	<i>idem</i>	Modification rédactionnelle (ajout d'un point) redaktionelle Änderung (Hinzufügung eines Punktes) Editorial modification (full stop added)			
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