



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
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**Commission d'experts techniques
Fachausschuss für technische Fragen
Committee of Technical Experts**

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Proposal for modification of UTP GEN-B (subsystems)

1. INTRODUCTION

In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU, the Committee of Technical Experts (CTE) is competent to take decisions about the adoption of a UTP or a provision amending a UTP.

In accordance with Article 8 § 8 the CTE may adopt UTPs which do not refer to subsystems, such as general provisions, essential requirements or assessment modules.

The proposals are set out in the annex to this document.

2. CONTEXT AND SUBSTANCE OF THE PROPOSAL

Uniform Technical Prescriptions (UTPs) are adopted in accordance with Appendix F to the Convention (APTU). To the extent necessary for the purpose of APTU and Appendix G to the Convention (ATMF), equivalence is established between the UTPs and European Union legislation.

UTP GEN-B lists and describes the subsystems referred to in ATMF. It is equivalent to the corresponding EU provisions in Annex II to Directive (EU) 2016/797 of 11 May 2016 on the interoperability of the rail system within the European Union.

The purpose of UTP GEN-B is to divide the rail system into structural and functional subsystems so that technical and functional requirements can be defined for each of these subsystems. In this sense UTP GEN-B defines the general scope of what structural and functional UTPs may cover. On the one hand vehicles, including the rolling stock subsystem, the on-board part of control-command and signalling and maintenance of rolling stock, are exhaustively covered. On the other hand, infrastructure, energy and track-side control-command and signalling are only covered to the extent related to interfaces with the vehicles.

3. PREPARATORY WORK

At the 10th session of the CTE, it was suggested that UTP GEN-B point 2.1 be modified to include bridges, in addition to the track and points that have already been mentioned. The reasoning was that if interfaces between bridges and vehicles are not managed correctly this may lead to harmful vibrations.

4. JUSTIFICATION FOR THE AMENDMENTS

Before entering into the detail of this provision of UTP GEN-B it is worth recalling that UTP GEN-A contains a general essential requirement 1.4.5. which requires that “*Operation of the rail system must not give rise to an inadmissible level of ground vibrations for the activities and areas close to the infrastructure and in a normal state of maintenance*”. Even though this essential requirement specifically refers to ‘operation’, it is of a general nature and does not therefore concern operation only. It could be interpreted to mean that Contracting States must design and construct any structure used in international traffic in such a way that the essential requirements are complied with. This could be understood to include bridges as well.

The table below reproduces on the left-hand side the provisions of point 2.1 of UTP GEN-B, which were the subject of the discussion in CTE 10, and on the right-hand side the corresponding EU provisions:

COTIF includes infrastructure only to the extent related to interfaces with the vehicles. Therefore, the infrastructure subsystem only includes the track and points.

The track, points, level crossings, engineering structures (bridges, tunnels, etc.), rail-related elements of stations (including entrances, platforms, zones of access, service venues, toilets and information systems, as well as their accessibility features for persons with disabilities and persons with reduced mobility), safety and protective equipment.

The first sentence on the left-hand side establishes the principle that infrastructure is only in the scope of the UTP insofar as interfaces with vehicles are concerned. The second sentence makes this principle clearer by stating that only track and points are concerned. When comparing it with the right-hand side setting out the EU provisions, it can be seen that level crossings and engineering structures (bridges, tunnels, etc.) are not covered in the UTP. This difference may be explained by the fact that these EU provisions concern subjects which have little or no link to the scope of COTIF. More particularly, stations and safety and protective equipment, as well as accessibility, can be regulated at national level without having a detrimental effect on international traffic.

If UTP GEN-B were to be amended to include bridges, the consequence would be that a possible future UTP for infrastructure would have to include parameters concerning bridges. Such a UTP would only be applicable to new bridges, not to existing ones. The admission, supervision and maintenance of infrastructure would remain subject to the provisions in force in the state where the infrastructure is located (Art. 8 § 2 ATMF). It is not obvious that these consequences are desirable.

Against this background WG TECH discussed and agreed that point 2.1 of UTP GEN-B could be amended in a more generic way by stating that COTIF includes infrastructure only to the extent related to interfaces with the vehicles, without entering into further detail. This generic principle would also apply to other subsystems concerning fixed installations, i.e. energy and trackside control-command and signalling.

After such a modification, the Committee of Technical Experts would be competent to decide for each (future) UTP concerning infrastructure, energy or trackside control-command and signalling exactly which interfaces need to be covered.

5. PROPOSALS FOR DECISION

In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU, the Committee of Technical Experts adopts the modifications to points 2.1, 2.2 and 2.3 of the Uniform Technical Prescriptions, general provisions concerning Subsystems (UTP GEN-B) as set out in the annex to this document.

ANNEX

Proposal for text modifications

Points 2.1, 2.2 and 2.3 of the Uniform Technical Prescriptions, general provisions concerning Subsystems (UTP GEN-B) in their version as adopted by the Committee of Technical Experts at its 10th session are amended to read as follows:

“2.1 Infrastructure

COTIF includes infrastructure ~~only~~ to the extent related to interfaces with the vehicles. ~~Therefore, the infrastructure subsystem only includes the track and points.~~

The track, points, level crossings, engineering structures (bridges, tunnels, etc.), rail-related elements of stations (including entrances, platforms, zones of access, service venues, toilets and information systems, as well as their accessibility features for persons with disabilities and persons with reduced mobility), safety and protective equipment.

2.2 Energy

COTIF includes the energy system ~~only~~ to the extent related to interfaces with the vehicles. ~~Therefore, the energy subsystem only includes the overhead lines (catenary) and the quality of the power supplied.~~

The electrification system, including overhead lines and the trackside of the electric consumptions measuring and charging system.

2.3 Trackside control-command and signalling

COTIF includes **trackside control-command and signalling** ~~this only~~ to the extent related to the interfaces with the vehicles.

All the trackside equipment required to ensure safety and to command and control movements of trains authorised to travel on the network.”