



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

**Commission d'experts techniques
Fachausschuss für technische Fragen
Committee of Technical Experts**

TECH-19007-CTE12-4.1

11.04.2019

Original: EN

12TH SESSION

Report from the Committee of Technical Experts' standing working group
Technology (WG TECH)

Sessions 35, 36 and 37

1. TASKS FOR THE WG TECH FOLLOWING THE 11TH SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS (JUNE 2018)

The 11th session of the Committee of Technical Experts (CTE 11), which was held on 12 and 13 June 2018, discussed and approved the document entitled “Work programme for the CTE 2018/2019”. In accordance with the results of the discussion, the standing working group Technology (WG TECH) focused its activities as described in this document.

2. WG TECH’S MEETINGS

The WG TECH held three meetings:

- 35th meeting on 11 and 12 September 2018 in Bern (Ittigen)
- 36th meeting on 27 and 28 November 2018 in Brussels
- 37th meeting on 5 and 6 February 2019 in Bern.

Delegations from the following 9 Member States took part in the meetings: Belgium, Bosnia and Herzegovina, France, Germany, Italy, Romania, Serbia, Switzerland and the United Kingdom.

The European Commission’s DG MOVE, ERA, GCC, OSJD, and the international non-governmental organisations CER, NB-Rail, UIC, UIP and UNIFE were also represented at the meetings.

3. THE FOLLOWING DOCUMENTS WERE PREPARED FOR ADOPTION BY THE CTE:

3.1 NVR SPECIFICATION

(Discussed at the 36th and 37th meetings)

With the aim of maintaining equivalence between the COTIF NVR Specification (NVR 2015) and the EU’s modified NVR Decision of relevance to the NVR specification¹, the OTIF Secretariat prepared the draft NVR specification and submitted it for discussion at WG TECH. WG TECH considered modifications at its 36th and 37th sessions and proposed some amendments which were mainly procedural modifications and clarifications. WG TECH 37 also noted the information provided by DG MOVE that from 16 June 2021, the European Union Agency for Railways (ERA) would no longer update and maintain the ECVVR². WG TECH 37 agreed to forward the modified draft NVR specification to the CTE 12 with a proposal for decision.

3.2 UTP TAF

(Discussed at the 35th and 37th meetings)

The UTP TAF makes reference to technical documents that are published and regularly updated on ERA’s website. Such a reference was included in the UTP so that the IT provisions are enshrined in COTIF, but managed by ERA. As the modification of these references formally constitutes a modification of the UTP TAF, it must be subject to a decision by the CTE.

WG TECH 35 discussed establishing a formalised process for the approval of modifications related to Technical Documents of UTP TAF referred to in Appendix I and which do not affect the core text of the UTP. The process complies with the timelines and rolling plans for both the change requests at ERA

¹ In accordance with its fourth railway package, on 25 October 2018 the EU had adopted amendments to the NVR Decision (Commission Implementing Decision (EU) 2018/1614 of 25 October 2018).

² European Centralised Virtual Vehicle Register – composed of two parts: Virtual Vehicle Register (VVR), which is the central search engine in ERA, and NVRs, which are local national vehicle registers.

and the decision-making within OTIF. WG TECH 35 agreed that regular UTP TAF updates would follow this procedure in the future.

In accordance with the formalised process agreed at WG TECH 35, ERA has drafted and submitted to the OTIF Secretariat the document with the change requests. WG TECH 37 discussed the document and decided to submit it to the CTE 12 with a proposal for decision.

4. WG TECH DISCUSSED THE FOLLOWING SUBJECTS:

4.1 DRAFT UTP COVERING INFRASTRUCTURE

(Discussed at the 35th, 36th and 37th meetings)

Following CTE 11, the WG TECH developed prescriptions in the form of UTP. The EU Technical Specifications for Interoperability concerning infrastructure (INF TSI) were used as a basis for the development of the UTP. The scope of UTP was limited to lines intended to be used for international traffic, then to stations, but limited to what is defined under COTIF and, lastly, to parameters that are relevant in terms of route compatibility with vehicles. The admission of infrastructure and supervision of its maintenance was excluded from the scope of COTIF.

The procedure for assessing route compatibility should be aligned with UTPs, as far as they exist, or in the absence of UTP requirements, Contracting States should develop and publish their own rules, including relevant assessment procedures. It should be ensured by the Contracting States that the assessment is carried out by the competent authority.

WG TECH was also of the view that the Contracting States should be recommended to apply the UTP INF on all new lines which will be open for international traffic and on existing lines used mainly for international traffic and that the information on these lines should be publicly available.

Although the draft UTP was ready to be submitted to the Committee of Technical Experts in 2019, WG TECH suggested postponing the adoption of the UTP INF because in the first half of 2019, a modified INF TSI would be adopted. WG TECH was of the view that it would be preferable to align the UTP INF with the latest INF TSI, which will become available in the course of 2019. As a consequence, a proposal for adoption will be submitted to CTE 13 in 2020.

4.2 NATIONAL TECHNICAL REQUIREMENTS – ANALYSIS OF THE NEED FOR FURTHER ACTION

(Discussed at the 35th, 36th and 37th meetings)

Following the decision of the CTE 11, WG TECH analysed and discussed whether it was necessary to take action in terms of the provisions of COTIF relating to National Technical Requirements (NTRs). The discussion revealed that both NTRs and specific cases continue to be necessary and should be more transparent. In order to highlight the issue, WG TECH suggested that CTE should remind states of their obligations under Article 12 of APTU to notify their NTRs. WG TECH also suggested that the document prepared by the OTIF Secretariat should be submitted to the CTE with a view to publishing it as an explanatory document on the OTIF website.

4.3 PLANNING CONCERNING THE ALIGNMENT OF THE UTPs WITH THE TSIs REVISED IN 2019

(Discussed at the 37th meeting)

WG TECH highlighted the importance of maintaining the established equivalence between the relevant TSIs and UTPs, bearing in mind the developments in EU regulations on implementing the fourth railway package. It suggested that there should also be proposals to amend the UTPs. In view of the lack of resources and the number of meetings, it was not possible to propose amendments to all UTPs at once,

so prioritisation was required. WG TECH agreed to prioritise the process of revising the UTPs by starting with the so-called “freight package” UTPs (UTP WAG, UTP NOI, UTP Marking) and then continue with the other UTPs. However, the priorities would have to remain flexible. The outcome of these discussions was used to draft the CTE Work Programme submitted to CTE 12.

4.4 CROSS REFERENCE TABLE OF “EU” AND “OTIF” TERMINOLOGY

In order to assist those who work with COTIF and EU law in the field of vehicle admission and maintenance processes, WG TECH introduced and regularly updates this table. The table is a working document of WG TECH. It lists several different terms and their meanings and takes into account the different wording relating to technical requirements for rolling stock that apply in OTIF Member States and the EU.

4.5 EU - OTIF EQUIVALENCE TABLE

WG TECH kept the equivalence table up to date, highlighting its value to the railway sector and as a tool for checking equivalence between OTIF and EU legislation.

4.6 DRAFT AGENDA FOR THE 12TH SESSION OF THE CTE

WG TECH reviewed and approved the provisional agenda for CTE 12.

5. PRESENTATIONS GIVEN BY MEMBER STATES AND ORGANISATIONS AT WG TECH MEETINGS

DEVELOPMENTS IN EU REGULATIONS WHICH MAY AFFECT EQUIVALENCE WITH COTIF AND DISCUSSION ON NEXT STEPS

5.1 GENERAL OVERVIEW

(Discussed at the 35th, 36th and 37th meetings)

The European Commission presented the progress report on the implementation status of the EU’s fourth railway package. The following subjects had been discussed and voted on in the EU at Railway Interoperability and Safety Committee (RISC) meetings: LOC&PAS TSI, WAG TSI, INF TSI, ENE TSI, SRT TSI, NOI TSI, CCS TSI, ERATV and RINF (the so-called *TSI package*) at RISC 84 (January 2019). The following subjects would be discussed at RISC 85 (April 2019): OPE TSI and ECM. WG TECH also noted that from *16 June 2019* a new regime for Vehicle Authorisation and the Single Safety Certificate would start in the EU.

5.2 DEVELOPMENT OF EUROPEAN VEHICLE REGISTER (EVR) AND ITS CONNECTION TO THE NATIONAL VEHICLE REGISTERS (NVRs)

(Discussed at the 35th and 36th meetings)

ERA presented developments within the EU with regard to the registers. EVR had been adopted at RISC 82 in June 2018. From June 2021 NVRs would be discontinued in the EU and replaced by a central EVR, which would be developed by ERA. The ECVVR would also be disconnected and would no longer be updated and maintained. WG TECH underlined the importance of maintaining the interface between the EVR and the NVRs of non-EU states. In the absence of such an interface, the reciprocal acceptance of vehicles would be jeopardised. This would impact the use of vehicles and possibly international traffic. Possible solutions for supplementing the standard software and translation engines were still being discussed.

This work was linked to the COTIF specifications for the National Vehicle Register ([NVR 2015](#)).

5.3 DEVELOPMENT OF EVR AND CONSEQUENCES FOR THE OTIF NVRs

(Discussed at the 37th meeting)

In order to facilitate the discussion concerning registers, the OTIF Secretariat prepared the relevant document for discussion, together with DG MOVE and ERA³. The document described the development of the EU centralised Vehicle Register (EVR), which will be operational from mid-2021, and reflected on the consequences for connectivity and data exchange with other existing NVRs of the non-EU Contracting States. It also looked at several possible scenarios to ensure that in future, the relevant vehicle data could continue to be exchanged between the Contracting States. WG TECH 37 noted that scenario 3, in which the EVR and NVRs of some non-EU OTIF CS would coexist, and scenario 1, in which there would be a single OTIF/EU vehicle register, were the best options and should be analysed further. For scenario 3, the VVR would have to be maintained, in which case the security of vehicle data should be analysed, as well as maintenance of the VVR and how the costs of this work would be covered.

5.4 ROUTE COMPATIBILITY – STATUS UPDATE ON MODIFICATIONS TO LOC&PAS TSI AND THE WAG TSI AND DEVELOPMENTS CONCERNING THE RINF AND ERATV REGISTERS

(Discussed at the 35th meeting)

The European Commission informed the meeting about the latest information on vehicle authorisation and route compatibility checks under the EU's fourth railway package. It was pointed out that the new process for vehicle authorisation in the EU included network compatibility checks referred to as *technical compatibility* (including tests on infrastructure). The other type of compatibility check concerned *route compatibility*, where the compatibility of the (already authorised) vehicle is checked against the route where the vehicle would operate. For the latter, the check is carried out under the sole responsibility of RUs in line with infrastructure (RINF) parameters. With regard to the IMs' and RUs' responsibilities and obligations in terms of route compatibility checks, complementary provisions in OPE TSI would be developed.

5.5 FREIGHT NOISE ABATEMENT – STATUS OF REVISION PROCESS AND ENSURING CONTINUED COMPATIBILITY WITH COTIF AFTER ADOPTION

(Discussed at the 35th and 36th meetings)

The European Commission provided the meetings with the latest information on freight noise abatement. Following the EC's request to revise NOI TSI, with the aim of extending its application to existing wagons, ERA had finalised its work and published a recommendation in June 2018. It was discussed at the EC expert group (consisting of representatives of MS and the sector) in September 2018 and at RISC 83 in November 2018 and RISC 84 in January 2019. It was anticipated that the NOI TSI would be put to a vote at RISC 85 in April 2019 and would enter into force in June 2019.

The OTIF Secretariat issued a position paper in the context of ERA's consultation on the revision of the TSI Noise, in which it explained that "quieter routes" were compatible with COTIF. However, criteria to define "quieter routes" would not be suitable for the scope of COTIF, meaning that non-EU CS would be free to define their own criteria.

5.6 PRESENTATION OF DEVELOPMENTS REGARDING NATIONAL TECHNICAL RULES AT EU LEVEL

(Discussed at the 36th meeting)

ERA presented to WG TECH the progress on abolishing national (binding) rules that constitute a potential technical, administrative or regulatory barrier to the Single European Railway Area (SERA). Once all the rules had been abolished, and in accordance with the fourth railway package, ERA would proceed with the development of the Single Rules Database (SRD) and the migration of data from the

³ *Development of EU centralised vehicle register (EVR) and consequences for the OTIF national vehicle registers after 2021* (link: http://otif.org/fileadmin/new/2-Activities/2E-Technical-Interoperability/2Eb-Working-Group-Tech/2Eb2_Workingdoc_WGTECH/2018/TECH-18035-WGT37-%20document%20for%20discussion%20EVR%20consequences%20to%20NVR.pdf).

Reference Document Database (RDD) and database for the Notifications using Information Technology (Notif-IT). WG TECH noted the state of play and remarked that new rules may be established due to the new procedures related to route compatibility.

5.7 ECM REGULATION – STATUS OF REVISION PROCESS AND ENSURING CONTINUED COMPATIBILITY WITH COTIF AFTER ADOPTION

(Discussed at the 37th meeting)

WG TECH 37 was informed that the EU intends to extend the scope of ECM certification to all vehicles, with some exceptions. For RUs that carry out the maintenance of their rolling stock in-house, certification could be done through the Safety Management System. A vote on the revised text was expected at EU level in April 2019. WG TECH noted that the consequences for COTIF of extending the scope of ECM certification were not clear and should be analysed and taken into account. WG TECH suggested that the EU's development of the ECM specification and the next steps should be discussed at future WG TECH meetings.
