



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-21007-CTE13-5.2

21.04.2021

Original: EN

13TH SESSION

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

40th, 41st and 42nd sessions

1. CONTEXT OF THE ACTIVITIES AND TASKS FOR WG TECH (AFTER JUNE 2020)

The session of the Committee of Technical Experts (CTE) planned for 16-17 June 2020 had to be postponed because of the coronavirus pandemic. However, in order to avoid delays in the development of rules, the OTIF Secretariat organised the 40th session of the standing Working Group Technology (WG TECH) and held it remotely on 17 and 18 June 2020. Among other topics, WG TECH discussed and noted the document entitled “Work programme”, which covered the 2020/2021 period. In accordance with this document and the results of the discussion, WG TECH focused its activities accordingly.

2. WG TECH MEETINGS

Since June 2020, the WG TECH has held three remote meetings:

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

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

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

3. DOCUMENTS PREPARED FOR ADOPTION BY CTE

All proposals for the adoption of new UTPs and for modifications to several UTPs in the scope of APTU were drafted by the Secretariat and reviewed by WG TECH.

The following proposals were prepared:

- New UTP concerning train composition and route compatibility checks (UTP TCRC), discussed at the 40th, 41st and 42nd meetings (TECH-20039);
- New UTP concerning infrastructure (UTP Infrastructure), discussed at the 40th, 41st and 42nd meetings (TECH-20040);
- Modification of the UTP LOC&PAS (locomotives and passenger rolling stock), discussed at the 40th, 41st and 42nd meetings (TECH-20041);
- Modification of the UTP WAG (freight wagons), discussed at the 40th, 41st and 42nd meetings (TECH-20042);
- Modification of the UTP PRM (accessibility for people with reduced mobility), discussed at the 40th, 41st and 42nd meetings (TECH-20043).

A detailed description of the proposals and the related preparatory work are set out in the relevant meeting documents for each of the proposals.

4. MODIFICATION OF THE ATMF UNIFORM RULES WITH REGARD TO ENTITIES IN CHARGE OF MAINTENANCE

(Discussed at the 41st and 42nd meetings)

After an analysis, WG TECH concluded that the ATMF UR need to be updated following the full revision of the ECM Regulation (Annex A of ATMF UR, which CTE had adopted in the written procedure and which entered into force on 1 April 2021).

A detailed description of the proposals and the related preparatory work are set out in the related meeting document ([TECH-20045](#)).

5. DISCUSSIONS

In addition to the preparation of proposals for the modification of legal provisions, WG TECH also discussed matters which did not lead to proposals.

5.1 VEHICLE REGISTER INTERFACE SPECIFICATION

(Discussed at the 40th, 41st and 42nd meetings)

WG TECH 40 pointed out the need to explore possibilities to facilitate access to vehicle data between vehicle registers, for example, by developing an IT tool for this purpose.

WG TECH 41 took note of the feasibility analysis of establishing an OTIF/International Vehicle Register initiated by the Secretariat. The analysis would be based on the new specifications concerning vehicle registers (which CTE had adopted in the written procedure and which entered into force on 1 April 2021). The aim of the analysis would be to provide a view on feasibility and the resources that would be required to establish a database or other tool that could connect to the European vehicle register (EVR).

WG TECH 42 took note of preliminary findings with regard to the feasibility analysis. The Secretariat underlined that the Terms of Reference of the feasibility analysis were available to the Contracting States upon request. WG TECH 42 also noted that the OTIF Secretariat would draft the conclusions of the feasibility analysis and submit them to CTE 13.

5.2 TAF – AMENDING THE PROCESS OF REGULARLY UPDATING APPENDIX I TO UTP TAF

(Discussed at the 40th meeting)

Appendix I to UTP TAF makes direct reference to ERA's technical documents published and regularly updated on ERA's website. The process of updating changes in these technical documents differs between the EU and OTIF and therefore had to be aligned as much as possible. In accordance with the formalised process of regularly updating Appendix I to UTP TAF, agreed at the 35th session of WG TECH (September 2018), ERA drafted a document prescribing the objective of the changes and submitted it to the OTIF Secretariat. However, this process needed to be amended so that the relevant proposal could be prepared in OTIF's three working languages 16 weeks before the CTE meeting.

WG TECH 40 agreed with the amended process ([TECH-20020](#)).

5.3 REVISION OF UTP MARKING WITH REGARD TO RAIL/ROAD MACHINES

(Discussed at the 40th and 41st meetings)

Following a request from its previous session, WG TECH 41 discussed further development of the UTP concerning vehicle marking regarding rail/road machine categories. In order to support discussion, the OTIF Secretariat carried out a limited analysis ([TECH-20034](#)). WG TECH 41 noted that standard EN 15746-1 2010 (Track road-rail machines and associated equipment) dealt with the rail/road machine

categories and was being revised, with the results expected in 2022. WG TECH 41 therefore agreed to defer the discussion until after the standard concerned has been revised.

5.4 CROSS-REFERENCE TABLE OF “EU” AND “OTIF” TERMINOLOGY

Since 2017, WG TECH has regularly updated a cross-reference table of OTIF and EU terminology. The table provides an overview of corresponding terms used in APTU, ATMF and EU legislation. The document is reviewed at each meeting and is publicly available on OTIF’s website as a WG TECH working document.

5.5 EU - OTIF EQUIVALENCE TABLE

Since its inception in 2015, the EU-OTIF equivalence table has been a tool that provides an overview of the equivalence and differences between COTIF and EU rules. The table aims to keep track of developments within COTIF and EU legislation so as to anticipate such developments at an early stage. The table is a working document of WG TECH and is usually updated prior to WG TECH meeting in coordination between ERA and the OTIF Secretariat. The document is reviewed at each meeting and is publicly available on OTIF’s website.

5.6 DRAFT AGENDA FOR THE 13TH SESSION OF THE CTE

WG TECH reviewed and approved the provisional agenda for CTE 13 in June 2021 based on a proposal from the OTIF Secretariat. WG TECH suggested including an analysis and review of Annex B to ATMF UR (derogations) in the CTE’s work programme.

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

6.1 GENERAL OVERVIEW OF DEVELOPMENTS IN EU REGULATIONS WHICH MAY AFFECT EQUIVALENCE WITH COTIF

(Discussed at the 40th, 41st and 42nd meetings)

The European Commission announced the start of the so-called *TSI revision package 2020-2022*, i.e. a new procedure to achieve better and faster coordination of the revisions of various TSIs (except TAF TSI and TAP TSI). In practical terms, the European Commission identifies transversal topics that need to be regulated in several TSIs, such as (digital) automatic couplers, derailment detection function, facilitation of combined transport, interfaces between rolling stock and fixed installations, train detection devices, etc. ERA explained to WG TECH the objective and scope of work of the TSI revision package 2020-2022. It also provided a status update of the work of the TWGs. The standing working group aimed to have a preliminary recommendation in September 2021 for completion in 2022.

The European Commission also informed the meeting that ERA would prepare a preliminary report on developments with regard to revision of the TSI. An analysis of the possible impact of the TSI revisions on UTPs would be carried out at a later stage.

6.2 REVISION OF TAF TSI (TELEMATICS APPLICATIONS FOR FREIGHT)

(Discussed at the 41st meeting)

ERA presented an overview of the TAF TSI revision 2020-22. Among other matters, the revision would harmonise the TAF and TAP requirements, rationalise the communication process between RUs and IMs and extend the data exchange to operators for combined transport. The whole process would be finished before 31 December 2021.

The OTIF Secretariat informed WG TECH that merging TAF and TAP at EU level might entail complications at OTIF level, bearing in mind that, unlike TAF, TAP had not been taken over in COTIF.

6.3 THE PROCESS FOR REGISTERING VEHICLES COMING FROM NON-EU CONTRACTING STATES INTO THE EUROPEAN UNION

(Discussed at the 41st meeting)

ERA explained the legal background and architecture of the European vehicle register (EVR). After describing the process for registering vehicles coming from non-EU OTIF CS into the EU in the ECVVR and, in future, in the EVR, ERA shared the link to the relevant registration entities, which non-EU OTIF Contracting States could contact if necessary.