



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

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

**TECH-22003-CTE14-4.2**

**14.04.2022**

Original: EN

**14<sup>TH</sup> SESSION**

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

43<sup>rd</sup>, 44<sup>th</sup> and 45<sup>th</sup> sessions

## **1. CONTEXT OF THE ACTIVITIES AND TASKS FOR WG TECH (AFTER JUNE 2021)**

The coronavirus pandemic continued to influence the meeting logistics of the Committee of Technical Experts (CTE) and Working Group Technology (WG TECH) meetings in 2021. CTE 13 was successfully held remotely on 22 and 23 June 2021, at which time all of the proposals that had been submitted, as well as the work programme for 2021-2022, were adopted. WG TECH executed its activities in accordance with the work programme.

## **2. WG TECH MEETINGS**

Since June 2021, WG TECH has held two remote and one hybrid meetings:

- 43<sup>rd</sup> remote meeting on 23 and 24 June 2021
- 44<sup>th</sup> remote meeting on 8 and 9 September 2021
- 45<sup>th</sup> 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, Turkey and the United Kingdom.

The meetings were also attended by the European Commission's Directorate-General for Mobility and Transport and the European Union Agency for Railways. The following international organisations and associations also took part in the meetings: CER, NB-Rail, OSJD, UIC, UIP and UNIFE.

## **3. DOCUMENTS PREPARED FOR ADOPTION BY CTE**

The following two proposals, drafted by the Secretariat and reviewed by WG TECH, were prepared for adoption by the Committee of Technical Experts:

- Revision of UTP concerning telematics applications for freight services (UTP TAF), discussed at the 43<sup>rd</sup>, 44<sup>th</sup> and 45<sup>th</sup> meetings ([TECH-22004](#));
- Modification of Annex B to the ATMF Uniform Rules (Derogations), discussed at the 43<sup>rd</sup>, 44<sup>th</sup> and 45<sup>th</sup> meetings ([TECH-22005](#)).

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

## **4. 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.

### **4.1 PREPARATION OF ANNEXES TO THE EST UR**

(Discussed at the 43<sup>rd</sup>, 44<sup>th</sup> and 45<sup>th</sup> meetings)

CTE 13 requested the Secretariat, in coordination with the standing working group (WG TECH), to develop the annexes to the new EST Uniform Rules (Appendix H to COTIF), which deals with the safe operation of trains in international traffic.

In three iterations, the Common Safety Method on Safety Management System requirements (TECH-22007: Annex A to EST UR) and the Common Safety Method on monitoring (TECH-22008: Annex B to EST UR) were prepared for review by CTE 14.

## **4.2 MONITORING AND ASSESSMENT OF THE IMPLEMENTATION OF THE APTU AND ATMF UR**

(Discussed at the 45<sup>th</sup> meeting)

CTE 13 initiated monitoring and assessment of the implementation of the APTU and ATMF UR by Contracting States. It approved a questionnaire to this end, which was sent to all Contracting States on 6 August 2021. Contracting States were requested to respond by 6 November 2021.

The Secretariat gave a short status update at the 45<sup>th</sup> meeting, but as this meeting was held a few days prior to the deadline for responses to the questionnaire, not all responses had been received. After the 45<sup>th</sup> meeting, the Secretariat prepared a progress report for CTE 14 (working document TECH-22010).

## **4.3 VEHICLE REGISTER INTERFACE SPECIFICATION**

(Discussed at the 43<sup>rd</sup>, 44<sup>th</sup> and 45<sup>th</sup> meetings)

**WG TECH 43** took note of the Secretariat's presentation, which illustrated a practical need for access to vehicle data kept in various vehicle registers, on the one hand, and showed nine scenarios for access to vehicle data, depending on where the vehicle had been registered, on the other. Following the discussion, WG TECH requested the Secretariat to prepare a working document to facilitate further discussion.

**WG TECH 44** took note of the working document, in which the Secretariat proposed that the following be considered:

- Development of guidelines and/or modifications to the OTIF Specifications for vehicle registers on the basis of practical use cases, with the aim of avoiding the additional registration of vehicles.
- The OTIF rules require that the Contracting States should make it possible for all eligible foreign actors to retrieve vehicle data on any vehicle that they have registered and which is used internationally. However, EU states are instead bound by the requirements of the EU EVR Decision.
- Vehicle data in the EVR should also be accessible to eligible actors in the non-EU Contracting States that do not use the EVR, but on whose territory the EVR-registered vehicle is used. Without access to the EVR vehicle data, these non-EU Contracting States would be entitled to require that the vehicle data must also appear in their own registers. This would mean additional registrations.
- Access to foreign vehicle data should be limited to vehicles that are actually used in the Contracting State concerned.
- The *area of use* of a vehicle could serve as an indicator of where the vehicle will be used.
- The OTIF Specifications should be revised to this end.

The European Commission was not present at this meeting. After the meeting however, it indicated that, in its view, it was not necessary to modify the OTIF Specifications because the specifications already fulfilled the purposes indicated in the working document.

**WG TECH 45** noted two documents: the updated version of the Secretariat's discussion paper concerning vehicle register access and the draft suggestions for modifications to the OTIF Specifications for vehicle registers that would give relevant authorities the right to access the vehicle registers. At the meeting, the European Commission reiterated its view that the current provisions already granted relevant authorities the right of access to the vehicle registers. However, the European Commission also pointed out that if there were issues concerning access rights, these should be investigated further. WG

TECH concluded that vehicle data access for relevant actors was necessary and that the vehicle registers should facilitate this. Therefore, WG TECH asked the Secretariat to develop the two above-mentioned working documents further (TECH-21017 and TECH-21032) for review by WG TECH 46.

A detailed discussion on the vehicle registers is recorded in the minutes of the relevant meetings.

#### **4.4 SAFETY CERTIFICATION PROCEDURE (DOCUMENT SUBMITTED BY RS)**

(Discussed at the 45<sup>th</sup> meeting)

WG TECH welcomed a working document prepared by Serbia. The document suggested the introduction of a new annex to the EST Uniform Rules with a view to harmonising the content of the safety certificate and parts of the procedure for issuing safety certificates between the non-EU OTIF Contracting States. Following the discussion, WG TECH asked the Secretariat to prepare an updated version of the working document for review by WG TECH 46.

#### **4.5 CROSS-REFERENCE TABLE OF “EU” AND “OTIF” TERMINOLOGY**

(Discussed at the 43<sup>rd</sup>, 44<sup>th</sup> and 45<sup>th</sup> meetings)

Since its introduction in 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*.

#### **4.6 EU-OTIF EQUIVALENCE TABLE**

(Discussed at the 43<sup>rd</sup>, 44<sup>th</sup> and 45<sup>th</sup> meetings)

The equivalence table of EU/OTIF regulations has served as a tool for providing an overview of the equivalence and differences between COTIF and EU rules since 2015. The table aims to keep track of COTIF and EU legislative changes in order to anticipate the changes at an early stage. The table is a *WG TECH working document*, which is usually updated prior to the 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.

#### **4.7 DRAFT AGENDA FOR THE 14<sup>TH</sup> SESSION OF THE CTE**

(Discussed at the 45<sup>th</sup> meeting)

Based on a proposal from the OTIF Secretariat, WG TECH reviewed and approved the provisional agenda for CTE 14 in June 2022. WG TECH suggested including a procedure for dissemination of the JNS recommendations, now and in the future, particularly if it concerned operational matters.

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

#### **5.1 GENERAL OVERVIEW OF DEVELOPMENTS IN EU REGULATIONS WHICH MAY AFFECT EQUIVALENCE WITH COTIF**

(Discussed at the 43<sup>rd</sup>, 44<sup>th</sup> and 45<sup>th</sup> meetings)

The European Commission and ERA gave progress reports on the revision of TSIs as part of a so-called *TSI revision package 2020–2022*. WG TECH noted that the European Commission should receive

ERA's recommendation by the end of June 2022, and the European Commission's Railway Interoperability and Safety Committee (RISC) should discuss it in November 2022.

WG TECH also noted the information on whether and how the non-EU OTIF Contracting States were involved in the work of ERA on behalf of the OTIF Secretariat.

## **5.2 PROCEDURE FOR DISSEMINATION OF THE JNS RECOMMENDATIONS**

(Discussed at the 45<sup>th</sup> meeting)

WG TECH took note of information provided by ERA concerning principles and ongoing procedures of the Joint Network Secretariat (JNS), especially its work concerning occurrences with broken wheels. WG TECH asked the Secretariat to prepare a working document for the CTE on how JNS recommendations or any other problem registered within a non-EU OTIF Contracting State could be shared with all OTIF Contracting States.

A detailed description of the subject with the proposed further steps are set out in the relevant meeting document for CTE 14 (TECH-22009).