



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**

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14TH SESSION

Work programme

1. INTRODUCTION

This work programme should be read together with OTIF's Work Programme for 2022/2023, which is published on the [OTIF website](#).

This document covers the future development of specific rules and the timetable related to these developments. This work programme will focus on proposals to be prepared for the 15th (2023) session of the Committee of Technical Experts, with a look forward to activities beyond then.

2. UNIFORM TECHNICAL PRESCRIPTIONS

2.1 UPDATING EXISTING UNIFORM TECHNICAL PRESCRIPTIONS

At the time of publication of this work programme, fourteen Uniform Technical Prescriptions (UTPs) are in force.

Table 1: Overview of all UTPs

UTP abbreviation	Subject	Date of entry into force of latest version
UTP GEN-A	ESSENTIAL REQUIREMENTS	1 December 2017
UTP GEN-B	SUBSYSTEMS	1 June 2019
UTP GEN-C	TECHNICAL FILE	1 December 2017
UTP GEN-D	ASSESSMENT PROCEDURES (MODULES)	1 October 2012
UTP GEN-E	ASSESSING ENTITY-QUALIFICATIONS AND INDEPENDENCE	1 December 2011
UTP GEN-G	COMMON SAFETY METHOD (CSM) ON RISK EVALUATION AND ASSESSMENT (RA)	1 December 2016
UTP WAG	FREIGHT WAGONS	1 January 2022
UTP LOC&PAS	LOCOMOTIVES AND PASSENGER ROLLING STOCK	1 January 2022
UTP NOI	ROLLING STOCK NOISE	1 April 2021
UTP MARKING	VEHICLE MARKING	1 April 2021
UTP PRM	ACCESSIBILITY FOR PERSONS WITH DISABILITIES AND PERSONS WITH REDUCED MOBILITY	1 January 2022
UTP TAF	TELEMATICS APPLICATIONS FOR FREIGHT SERVICES	1 April 2022*
UTP TCRC	TRAIN COMPOSITION AND ROUTE COMPATIBILITY CHECKS	1 January 2022
UTP INF	INFRASTRUCTURE	1 January 2022

** this UTP is the subject of a proposal to revise it submitted to the 14th (2022) session of the Committee of Technical Experts*

The European Union is further developing several existing technical specifications for interoperability (TSIs). These developments might lead, for example, to the inclusion in these TSIs of new rules concerning digital automatic couplers and derailment detection devices, etc. OTIF is involved in these

developments, with staff from the OTIF Secretariat participating in the working groups of the European Union Agency for Railways (ERA). The European Union also presents developments to OTIF working groups.

These developments will result in proposals to update the OTIF UTPs, but the timing is not yet certain. WG TECH should therefore be given a general mandate to propose updates to UTPs.

At EU level, the criteria for the accreditation of assessment bodies are under review. At OTIF level, only high-level criteria exist for the qualifications and independence of assessing entities, as contained in UTP GEN-E. WG TECH could be requested to analyse whether it is necessary to update UTP GEN-E or whether an accreditation scheme should be made available at OTIF level.

In cooperation with the European Union, the OTIF Secretariat and WG TECH should revive efforts to define UTP provisions for interchangeable coaches. These provisions should replace the technical requirements for RIC coaches. Up to 2016, the Committee of Technical Experts made progress on this subject, as reported in document [TECH-16012](#).

In addition, the application guides for various UTPs should be updated.

2.2 POSSIBLE NEW DEVELOPMENTS UNDER THE APTU UR

UTP GEN-B lists the following subsystems:

Structural areas:	Functional areas:
Infrastructure	Operation and traffic management
Energy	Maintenance
Trackside control-command and signalling	Telematics applications for passenger and freight services
On-board control-command and signalling	
Rolling stock	

Article 8 § 2 of APTU lays down that in principle, each subsystem is subject to one UTP. Where relevant, a subsystem may be covered by several UTPs and one UTP may cover several subsystems.

Since the beginning of the work of the Committee of Technical Experts, the focus has been on the development of UTPs which are necessary for the harmonised implementation of ATMF, i.e. those that are necessary for the admission and use of vehicles in international traffic. Within this focus, priority has been given to all UTPs related to freight wagons. This is justified by the fact that most freight traffic by rail is international and most freight wagons are used internationally. As a second step, UTPs related to locomotives and passenger rolling stock have been developed.

However, there is also a legal basis in APTU for the future development of UTPs for energy, control-command and signalling, operation and traffic management (beyond the new UTP TCRC), maintenance and telematics applications for passengers.

Before starting to develop any of these UTPs, a thorough analysis should be made with regard to whether they are necessary and feasible¹. In view of the Secretariat's other tasks and workload, it is not proposed to carry out such analyses in 2022 or 2023.

¹ For reference, such an analysis was also carried out prior to the development of the UTP infrastructure. See working document 6.2 of the 11th Committee of Technical Experts http://otif.org/en/?page_id=1113

3. UPDATING RULES THAT ARE SUBSIDIARY TO THE ATMF UR

On the basis of the ATMF Uniform Rules, several subsidiary rules may or must be developed by the Committee of Technical Experts. There are currently four sets of rules which are subsidiary to the ATMF UR:

Title	Date of entry into force of latest version
Annex A to ATMF, concerning the rules for certification and Auditing of Entities in Charge of Maintenance (ECM)	01.04.2021
Annex B to ATMF, concerning the requirements and procedure for derogations from application of UTP(s) related to a structural or functional subsystem	01.01.2014*
Uniform formats of certificates which verify the technical admission of a vehicle or of a type of vehicle according to Article 12 § 1	01.12.2012
Specifications for vehicle registers in accordance with Article 13 of ATMF	01.04.2021

**) this UTP is the subject of a proposal to revise it submitted to the 14th (2022) session of the Committee of Technical Experts*

There are no proposals to revise the provisions that are developed within the scope of the ATMF UR. WG TECH should continue to monitor practical issues relating to the retrieval of vehicle data from the vehicle registers and report relevant findings to the Committee of Technical Experts.

4. DEVELOPMENT OF ANNEXES TO THE EST UR (APPENDIX H)

In September 2018, at the 13th session of the General Assembly, a new Appendix H to COTIF was adopted², entitled the EST Uniform Rules. Entry into force of the EST UR is pending approval by two-thirds of the OTIF Member States which, according to previous experience, may take several years. After this required approval is obtained, it will take approximately one year for the provisions to enter into force.

The General Assembly recommended that the Committee of Technical Experts prepare proposals for annexes to the EST UR before the EST UR enter into force. The proposals could then be adopted by the Committee of Technical Experts without delay after the EST UR enter into force.

In accordance with Article 8 § 3 of the EST UR, in order to implement the requirements of the EST UR in a harmonised way, the annexes to be developed must include:

- A Common Safety Method for safety management system requirements to be applied by Safety Certification Authorities when issuing Safety Certificates and by railway undertakings and infrastructure managers when developing, implementing, maintaining and improving their safety management systems. → *A draft has been prepared by WG TECH and will be submitted to the 14th session of the Committee of Technical Experts;*

² <http://otif.org/fileadmin/new/2-Activities/2A-General-Assembly/2AcNotifications/NOT-18001-Ad2-fde-Appendice-H-EST.pdf>

- A Common Safety Method on monitoring to be applied by railway undertakings and infrastructure managers and entities in charge of maintenance. → *A draft has been prepared by WG TECH and will be submitted to the 14th session of the Committee of Technical Experts;*
- The necessary links to the Common Safety Method on risk evaluation and assessment to be applied by the railway undertakings, infrastructure managers and entities in charge of maintenance when making any technical, operational or organisational change to the railway system;
- A Common Safety Method on supervision to be applied by Supervision Authorities.

Furthermore, the Committee of Technical Experts should consider the inclusion of harmonised procedures for issuing Safety Certificates.

At WG TECH, an initial discussion took place with regard to harmonised procedures for issuing Safety Certificates, based on a working document prepared by Serbia. It is proposed that this work should be continued. Furthermore, it is proposed that an analysis be carried out regarding the necessary links between the EST UR and the Common Safety Method on risk evaluation and assessment.

5. MONITORING AND ASSESSMENT OF IMPLEMENTATION

At its 13th session, the Committee of Technical Experts initiated monitoring and assessment of the implementation of APTU and ATMF by Contracting States. The Secretariat will report the results at the 14th session.

WG TECH should be requested to initiate the next step and to involve sector associations and assessing entities.

In coordination with WG TECH, the Secretariat should submit a progress report to the next session of the Committee of Technical Experts.

PROPOSAL FOR DECISION

The Committee of Technical Experts adopts 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.

In particular, this means 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. A 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.

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.

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