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15TH SESSION

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

46th, 47th and 48th sessions

1. TASKS FOR THE WG TECH FOLLOWING THE 14TH SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS (JUNE 2022)

The 14th session of the Committee of Technical Experts (CTE), which was held on 14 and 15 June 2022, decided its work programme for the 2022/2023 period¹. The standing working group Technology (WG TECH) focused its activities accordingly.

2. WG TECH MEETINGS

Since June 2022, WG TECH has held three hybrid meetings:

- 46th meeting on 16 June 2022
- 47th meeting on 7 September 2022
- 48th meeting on 15 and 16 November 2022

Delegations from the following sixteen Member States took part in the meetings: Austria, Azerbaijan, Belgium, Croatia, France, Germany, Hungary, Italy, Netherlands, North Macedonia, Pakistan, Romania, Serbia, Switzerland, Türkiye 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 and UIC.

3. PROPOSAL FOR THE REVISION OF THE ROP OF THE COMMITTEE

At its 48th session, WG TECH reviewed a proposal for a decision to revise the Committee's Rules of Procedure. The proposed modifications include new requirements concerning the involvement of observers and stakeholders at CTE meetings, the designation of focal points, updating the voting procedure, broadening the Chair's responsibility between sessions of the CTE, and a new procedure to establish a formal list of decisions shortly after each session of the CTE (see TECH-23002-CTE15-3).

4. PROPOSALS FOR BINDING PROVISIONS

The following proposals were prepared by the Secretariat and reviewed by WG TECH:

- Revision of the UTP GEN-E concerning the qualifications and independence of assessing entities, discussed at the 47th and 48th meetings (see TECH-23005-CTE15-6.1)
- Revision of the UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment, 47th and 48th meetings (see TECH-23006-CTE15-6.2)

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

¹ Points 19–21 of the List of decisions of CTE 14 ([Activities > Technical Interoperability > Committee of Technical Experts > Decisions](#))

5. PROPOSALS FOR NON-BINDING GUIDANCE AND RECOMMENDATION

WG TECH reviewed proposals to update the UTP application guides, starting with those related to UTPs relevant to freight wagons. UTP application guides provide explanations of the UTPs and aim to facilitate common understanding of how to apply the UTP requirements.

The following documents were prepared for approval:

- Revision of the application guide for the UTP WAG, discussed at the 46th, 47th and 48th meetings (see TECH-23009-CTE15-7.1)
- Revision of the application guide for the UTP Noise, discussed at the 46th and 47th meetings (see TECH-23010-CTE15-7.2)

6. DISCUSSIONS

In addition to preparing proposals for the adoption of legal provisions and the approval of guidance and recommendations by CTE, the WG TECH also discussed other matters.

6.1 DEVELOPMENT OF THE ANNEXES TO THE EST UR (APPENDIX H TO COTIF)

(Discussed at the 46th and 47th meetings)

CTE 14 requested the Secretariat, in coordination with the WG TECH, to continue developing the Annexes to the new EST Uniform Rules (Appendix H to COTIF), which deals with the harmonised procedure for issuing safety certificates.

Two iterations of a harmonised procedure for issuing safety certificates were prepared for review by CTE 15 (see the Annex to TECH-23011-CTE15-8.1).

6.2 ANALYSIS OF THE NECESSARY LINKS BETWEEN EST UR AND UTP GEN-G

(Discussed at the 46th meeting)

WG TECH reviewed the Secretariat's analysis of the links that are necessary between the EST UR and the Common Safety Method on risk evaluation and assessment (UTP GEN-G). The analysis showed that with the introduction of the EST UR and its annexes, the concept of Safety Management System (SMS) will be introduced into COTIF as well. As a result, the UTP GEN-G, which is applied within the scope of the APTU UR, should extend its application within the scope of the EST UR. Based on this, WG TECH noted that the UTP GEN-G should be revised in order to clarify that its scope should also cover risk evaluation and assessments relating to the SMS within the scope of the EST UR (see TECH-23006-CTE15-6.2 and TECH-23011-CTE15-8.1).

6.3 ANALYSIS OF THE FEASIBILITY OF DEVELOPING SPECIFIC UTP REQUIREMENTS FOR VEHICLES THAT CAN BE USED FREELY IN INTERNATIONAL TRAFFIC

(Discussed at the 47th and 48th meetings)

CTE 14 requested WG TECH to analyse the feasibility of developing specific UTPs, or parts thereof, dedicated to vehicles that can be used freely in international traffic.

WG TECH supported the aim of giving more prominence to specific requirements. However, there was no consensus on creating a specific UTP for this purpose. WG TECH suggested including specific requirements in chapter 0 of UTPs or as an annex to UTPs, or the development of specific guidance,

which could then either be included in the UTP or could exist as a separate document. The analysis and its findings were prepared for review by CTE 15 (see TECH-23012-CTE15-8.2).

6.4 NEXT STEPS IN MONITORING AND ASSESSING IMPLEMENTATION OF THE APTU AND ATMF UR

(Discussed at the 46th and 47th meetings)

CTE 14 requested WG TECH to prepare the next step in monitoring and assessing implementation of the APTU and ATMF UR, which would involve sector associations and assessing entities.

In coordination with the WG TECH, the Secretariat developed the subjects and questions that could be addressed in the form of questionnaires, or in talks with stakeholders, or a combination of both. These are included in a single document for review by CTE 15 (see TECH-23013-CTE15-8.3).

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

(Discussed at the 46th, 47th and 48th 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.

6.6 EU - OTIF EQUIVALENCE TABLE

(Discussed at the 46th, 47th and 48th 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.

6.7 DRAFT AGENDA FOR THE 15TH SESSION OF THE CTE

(Discussed at the 48th meeting)

WG TECH reviewed and approved the provisional agenda for CTE 15 based on a proposal from the Secretariat.

In WG TECH’s view, updating UTP WAG, UTP NOI, and possibly UTP TCRC, should be prioritised in 2023, depending on the voting results of the TSI revision package for 2022.

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

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

(Discussed at the 46th, 47th and 48th 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* and the steps that would follow the vote on the package. WG TECH noted that the European Commission’s Railway Interoperability and Safety Committee (RISC) should discuss and vote on the package in February 2023.

7.2 SAFETY CERTIFICATION PROCESS WITHIN THE EU

(Discussed at the 47th meeting)

ERA gave a presentation on the safety certification process within the EU, which included the application, assessment and supervision processes. Using an example, ERA presented the content and format of the safety certificates it issues.

7.3 ERA'S INFORMATION SHARING SYSTEM

(Discussed at the 48th meeting)

ERA presented the main elements of the future regulation on Common Safety Methods for assessing the Safety Level and the Safety Performance of railway operators at national and EU level (CSM ASLP). It also presented the full scope of the Information Sharing System (ISS), its development cycle, business description and functional approach, the aim of which is to support the sharing of safety data and information between the actors concerned.

7.4 REVISION OF APPENDIX I TO TAF TSI (TELEMATICS APPLICATIONS FOR FREIGHT)

(Discussed at the 48th meeting)

ERA informed the meeting about the ongoing process to update the TAF-related technical documents. These documents, which are published and regularly updated on ERA's website, are referred to in the UTP TAF. As the modification of these references formally entails modification of the UTP TAF, it must be subject to a decision by the CTE. Therefore, ERA would prepare the proposal in accordance with established practice ([TECH-20020-WGT40-5e](#), dated 20 March 2020), and submit it to the Secretariat.

7.5 ERA'S INTERNATIONAL ACTIVITIES

(Discussed at the 46th and 48th meetings)

ERA presented an overview of its activities and its exchange of information with several non-EU OTIF MS as part of the EUMedRail Project and the IPA Project.

WG TECH 48 announced that the Western Balkan region would be allowed to use EVR in the future, free of charge. WG TECH invited ERA to present an update on the transitional measures in the future revised TSIs and EVR.

7.6 INFORMATION ON DEVELOPMENTS CONCERNING THE FUTURE RAILWAY MOBILE COMMUNICATION SYSTEM

(Discussed at the 48th meeting)

UIC presented the status of developments in the Future Railway Mobile Communication System (FRMCS), its specifications and standardisation items, the purpose of which was to modernise and digitalise train-related services. UIC pointed out that FRMCS would in future replace GSM-R and would become an important enabler for rail digitalisation. UIC also presented the *UIC FRMCS Introduction Plan*, according to which implementation of the *First tested version* of the FRMCS is planned for the first half of 2026.