



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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Work programme of the Committee of Technical Experts

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 for these developments. This work programme will focus on proposals to be prepared for the 16th (2024) session of the Committee of Technical Experts (CTE), with a look forward to activities beyond 2024.

In addition to setting out the CTE's short-term activities, this document also proposes input for OTIF's forthcoming Work Programme for 2024-2025, that will be drafted by the OTIF Secretariat and, according to Article 15 § 5, letter f) of COTIF, is approved by the Administrative Committee.

2. RULES THAT ARE SUBSIDIARY TO THE APTU UR: UNIFORM TECHNICAL PRESCRIPTIONS

Rules subsidiary to the APTU UR are referred to as Uniform Technical Prescriptions (UTPs). The UTPs contain the requirements related to subsystems. UTPs are based on and are compatible with provisions that are developed in the European Union, such as Technical Specifications for Interoperability (TSIs).

2.1 UPDATING EXISTING UNIFORM TECHNICAL PRESCRIPTIONS

At the time of publication of this work programme, fourteen 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 January 2023*
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 15th (2023) session of the CTE*

In 2023, the European Union is expected to adopt and publish revised versions of several technical specifications for interoperability (TSIs). These revised TSIs will be used to draft proposals to update the OTIF UTPs accordingly. At the time of writing, the date of publication of the TSIs is not known. WG TECH should therefore be mandated to propose updates to UTPs once the corresponding revised TSIs are published.

If it becomes necessary to set priorities, and with regard to the volume of work and the resources available, the following priority for revising UTPs should pertain:

- Those relevant to freight wagons (UTPs WAG, Noise)
- Those relevant to the use of vehicles in international traffic (UTPs TCRC, Marking)
- Those relevant to locomotives and passenger rolling stock (UTPs LOC&PAS, PRM)
- Telematics applications (UTP TAF)
- Other (UTP INF)

The sequence for publishing revised TSIs should be taken into account, i.e. if a TSI on a subject with a lower priority (as per the list above) becomes available, it could be dealt with without delay, instead of waiting for completion of a TSI with a higher priority.

In cooperation with the European Union, the OTIF Secretariat and WG TECH should continue their efforts to define UTP provisions for interchangeable coaches. Compliance with these provisions should facilitate the use of new coaches, similar to how RIC coaches are used. Up to 2016, the CTE made progress on this subject, as reported in document TECH-16012. During 2022, the European Union Agency for Railways (ERA) intensified the work on this subject, with results expected to be included in the 2023 TSI revisions. Linked to this, when revising UTPs, the CTE should take into account the CTE’s decisions related to document TECH-23012-CTE15-8.2 concerning the analysis of the feasibility of giving more prominence to specific UTP requirements for vehicles that can be used freely in international traffic.

The work to update the application guides for various UTPs, which started in 2022, should continue. Guides for the UTPs concerning freight wagons and concerning noise have been proposed to CTE 15. The prioritisation proposed above for UTPs should also apply here. As a next step, therefore, the CTE should address the guides for the UTPs concerning locomotives and passenger rolling stock and concerning accessibility for persons with disabilities and persons with reduced mobility.

2.2 POSSIBLE NEW DEVELOPMENTS UNDER THE APTU UR

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.

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	

Since the beginning of the work of the CTE, the focus has been on developing UTPs that 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, all UTPs related to freight wagons have been given

priority. 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.

The main purpose and use case of the APTU and ATMF UR is to ensure that vehicles are accepted in international traffic by all Contracting States and regional organisations that apply these rules. For this purpose, not only the vehicles, but also the ecosystem of vehicles, including the responsibilities for maintenance and correct use, had to be harmonised.

Once all the vehicle-related provisions became available, the UTPs related to telematics applications for freight services and for infrastructure were adopted.

There is also a legal basis in APTU for the future development of UTPs for fixed/stationary subsystems, such as energy, and track-side control-command and signalling. In addition there are subsystems that are related to operation and use, which are not yet covered by UTPs, such as operation and traffic management, maintenance and telematics applications for passengers.

Before starting to develop any new UTP, there should be a thorough analysis of whether they are necessary and feasible¹. In view of the other activities of the CTE and the Secretariat's workload and resources, it is not proposed to carry out such analyses in 2023 or 2024.

3. RULES THAT ARE SUBSIDIARY TO THE ATMF UR

On the basis of the ATMF Uniform Rules, several subsidiary rules are developed by the CTE. 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)	1 April 2021
Annex B to ATMF, concerning the requirements and procedure for derogations from application of UTP(s) related to a structural or functional subsystem	1 January 2023
Uniform formats of certificates which verify the technical admission of a vehicle or of a type of vehicle according to Article 12 § 1	1 December 2012
Specifications for vehicle registers in accordance with Article 13 of ATMF	1 April 2021

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 CTE.

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 still pending approval by two-thirds of the OTIF Member States. It is not possible to predict when these ratifications will take place. Once this required approval is obtained, it will take approximately another year for the provisions to enter into force.

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 CTE http://otif.org/en/?page_id=1113. There are also other examples in working documents, such as for the 7th CTE concerning the LOC&PAS UTP and for the 8th CTE concerning the TAF UTP.

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

While COTIF traditionally deals mainly with international railway traffic that is based on the exchange of vehicles at border stations, the EST UR will provide the legal basis to support interoperability in terms of complete trains crossing borders. This type of operation has the potential to improve the efficiency of rail transport hugely by reducing transit times and costs as a result of limiting the number of stops and organisational interfaces.

The General Assembly recommended that the CTE prepare proposals for annexes to the EST UR before the EST UR enter into force. The proposals could then be adopted by the CTE 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 Annex A to the EST UR has been reviewed by the 14th session of the CTE;*
- A Common Safety Method on monitoring to be applied by railway undertakings and infrastructure managers and entities in charge of maintenance. → *A draft Annex B to the EST UR has been reviewed by the 14th session of the CTE;*
- 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 combination of the revised UTP GEN-G and the future Annexes to the EST UR will form the 'necessary links' referred to in Article 8 § 3 of the EST UR. For this purpose, working document TECH-23006-CTE15-6.2 will be reviewed at the 15th session of the CTE.*
- A Common Safety Method on supervision to be applied by Supervision Authorities → *This work has not yet started. It should become Annex D to the EST UR;*
- Lastly, Article 8 § 3 of the EST UR refers to harmonised procedures for issuing Safety Certificates. → *A draft proposal for Annex C to the EST UR is set out in working document TECH-23011-CTE15-8.1, which will be reviewed at the 15th session of the CTE.*

The development of future Annex D to the EST UR will finalise the drafting of all the Annexes relating to the EST UR. Nevertheless, drafting Annex D should be accorded lower priority than updating the UTPs. This is because updated UTPs are directly relevant and necessary to maintain equivalence between EU and OTIF rules, whereas the Annexes to the EST UR will only be applied after the EST UR enter into force.

5. MONITORING AND ASSESSMENT OF IMPLEMENTATION

At its 13th session, the CTE initiated monitoring and assessment of the implementation of APTU and ATMF by Contracting States and agreed on a questionnaire. The Secretariat sent out the questionnaire, analysed the responses and reported the results. These results were discussed at the 14th session of the CTE in 2022.

The CTE requested WG TECH to initiate the next step, which would also involve sector associations and assessing entities. Proposals for the next steps are set out in working document TECH-23013-CTE15-8.3.

In accordance with the decisions taken by the 15th session of the CTE and in coordination with WG TECH, the Secretariat should submit a progress report to the next session of the CTE.

6. INPUT TO OTIF'S 2024/2025 WORK PROGRAMME

In general terms, it is proposed that OTIF's Work Programme with regard to the APTU, ATMF and EST UR, should follow the same approach as the CTE work programme.

At its 11th session (12-13 June 2018), the CTE adopted principles to underpin further development of the technical provisions of COTIF. These principles have since been integrated into OTIF's Work Programme and it is proposed to continue doing so. It may however be worth reconsidering and, where possible, simplifying these principles. The following modifications are proposed:

1. Harmonisation of technical provisions of COTIF, which also include requirements related to procedures and operations rules, is most useful if it is implemented over the widest possible geographical scale. It is therefore worthwhile ~~to attract~~ ing new Contracting States. COTIF provisions should make sense and be of use in different geographical areas and between states which may have different legal systems. The structure of railways can differ as well, ranging from competitive open-access to fully integrated state monopolies. COTIF should build a bridge between these differences.
2. Compatibility between the technical provisions of COTIF and the provisions of European Union (EU) law is an important aim, as is the continued mutual acceptance in international traffic of vehicles that comply with either COTIF or EU provisions ~~authorised or admitted in accordance with equivalent provisions~~.
3. States may choose the level of interoperability suitable for them, i.e. the border crossing of vehicles only or of complete trains. The technical provisions of COTIF should cater to requirements at all levels and should therefore be appropriately flexible. However, this also justifies the development of far-reaching interoperability provisions for use only between states which wish to facilitate the ~~cross-border operation~~ interoperability of complete trains.
4. Compatibility with EU legislation must be maintained. This does not mean that all aspects can be taken over, as the provisions must fit within the general scope of COTIF ~~must be complied with~~. For example, elements from EU legislation linked only to market opening, either for services or for products, should not be taken over, as there is no basis for them in COTIF.
5. When revising existing provisions, possibilities for simplification adapted to the scope of COTIF should be considered. This simplification should not affect the acceptance of vehicles in international traffic, including traffic to and from the EU. ~~There may be potential to simplify some existing COTIF provisions which have already been taken over from EU law; for example, those linked to vehicle admission/authorisation (consisting of verifications, declarations, certifications etc.). It could e.g. be analysed, in coordination with sector organisations, whether the different levels related to vehicle admission (i.e. 'interoperability constituents' (IC) level, subsystem level and vehicle level) are actually useful or could be reduced.~~
6. The technical provisions of COTIF should be attuned to the possible accession of additional regional economic integration organisations which meet the conditions of Article 38 of COTIF. Provided the relevant conditions are met, these organisations should be able to enjoy similar legal relations with the technical provisions of COTIF as the EU currently enjoys. ~~In this context, the feasibility of the following should be analysed:~~
 - ~~The current symmetry between EU law and ATMF as set out in Article 3a of ATMF.~~
 - ~~The requirement for a 2-column layout in UTPs as set out in Article 8 § 9 of APTU.~~
7. Any ~~feasibility analysis or~~ proposal for modification of ~~these~~ provisions that regulate legal relations with regional economic integration organisations, such as Article 3a of the ATMF UR, should be accompanied by an analysis of the advantages and disadvantages of the proposal. ~~specific alternative proposals which ensure that no~~ No existing functionality will ~~should~~ be lost, ~~and by an analysis of the advantages and disadvantages of the proposed~~

~~modifications.~~

8. The ~~technical~~ provisions related to vehicles should consist of:
- Prescriptive rules to ensure interoperability, ~~but limited in scope to what is essential in terms of the aims of the Convention and the scope of its Appendices~~ whilst offering maximum freedom of design to allow innovation. ~~This is a well-established principle of the existing UTPs.~~
 - ~~Where relevant, recommended practices for efficient and harmonised~~ Technical solutions, whose application is ~~voluntary~~ optional, for vehicles suitable for free circulation in international traffic. ~~This primarily concerns, but is not limited to, - Examples are Appendix C to the UTP/TSI for 'go everywhere' freight wagons and the draft provisions for~~ interchangeable passenger coaches.

PROPOSALS FOR DECISION

The Committee of Technical Experts takes note of document TECH-23014-CTE15-8.5 and requests the Secretariat, in coordination with the standing working group (WG TECH), to draft proposals for (or modifications to) the technical provisions of COTIF accordingly and submit them to the Committee.

In particular, this means that the following should be prepared for the 16th session of the Committee of Technical Experts:

1. Proposals for the revision of UTPs, where UTPs relevant to the admission and use of freight wagons are given priority;
2. Proposals to update the application guides to UTPs;
3. If feasible, a progress report on the development of Annexes to the EST UR, particularly with regard to a Common Safety Method on supervision to be applied by Supervision Authorities;
4. A progress report on monitoring and assessing implementation of the APTU and ATMF UR.

The Committee of Technical Experts invites WG TECH to propose any other items it considers relevant for the provisional agenda of the 16th session of the Committee of Technical Experts.

The Committee of Technical Experts requests the Secretariat to align OTIF's 2024-2025 Work Programme with the general principles, priorities and scope of work set out in document TECH-23014-CTE15-8.5.