



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-25015-CTE16-6.7**

**15.04.2024**

Original: EN

**16<sup>TH</sup> SESSION**

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Work programme of the Committee of Technical Experts

## 1. INTRODUCTION

This work programme for the Committee of Technical Experts (CTE) should be read together with OTIF's Work Programme for 2024/2025, which is published on [OTIF's website](#).

The CTE's work programme 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 17<sup>th</sup> (2025) session of the CTE, with a look forward to activities beyond 2025.

## 2. DEVELOPMENTS RELATED TO THE APTU UR

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 equivalent to provisions that are developed in the European Union, such as the Technical Specifications for Interoperability (TSIs).

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 (there are currently COTIF rules concerning the subsystems marked with an asterisk \*):

Structural areas	Functional areas
Infrastructure * (UTP INF),	Operation and traffic management * (UTP TCRC)
Energy	Maintenance * (Annex A to the ATMF UR)
Trackside control-command and signalling	Telematics applications for passenger and freight services * (UTP TAF)
On-board control-command and signalling	
Rolling stock * (UTP WAG, UTP LOC&PAS, UTP NOI, UTP Marking, UTP PRM)	

### 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	Amendments anticipated in 2025
UTP GEN-A	Essential requirements	1.12.2017	No
UTP GEN-B	Subsystems	1.6.2019	No
UTP GEN-C	Technical file	1.12.2017	No
UTP GEN-D	Assessment procedures (modules)	1.10.2012	No
UTP GEN-E	Assessing entity - qualifications and independence	1.1.2024	No
UTP GEN-G	Common safety method on risk evaluation and assessment (CSM RA)	1.1.2024	No
UTP WAG	Freight wagons	1.1.2022*	No*
UTP LOC&PAS	Locomotives and passenger rolling stock	1.1.2022	Yes
UTP NOI	Rolling stock noise	1.4.2021*	No*
UTP MARKING	Vehicle marking	1.4.2021	If required

<b>UTP PRM</b>	Accessibility for persons with disabilities and persons with reduced mobility	1.1.2022	Yes
<b>UTP TAF</b>	Telematics applications for freight services	1.1.2023	No
<b>UTP TCRC</b>	Train composition and route compatibility checks	1.1.2022*	No*
<b>UTP INF</b>	Infrastructure	1.1.2022	Yes

*Dates of entry into force marked with an asterisk (\*) are subject to proposals to modify the relevant UTP that have been submitted to the 16<sup>th</sup> (2024) session of the CTE.*

In 2023, the European Union adopted and published revised versions of several technical specifications for interoperability (TSIs). In the same year, the CTE reviewed these revised TSIs and defined the following priorities for revising the UTPs:

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

Points 1 and 2 were mostly covered by the preparation of the draft proposals for decision at the 16<sup>th</sup> session (2024) of the CTE. With regard to the UTP Marking, further analyses are required, as it is not clear whether the revision of TSIs by the EU has affected equivalence between the TSIs and the UTP Marking. Points 3 and 5 will be dealt with at the 17<sup>th</sup> session of the CTE (2025). It is not yet clear when the work regarding point 4 on the UTP TAF can be carried out, as the revision of the TSI at EU level was still ongoing when this work programme was drafted.

The work to update the application guides for various UTPs, which started in 2022, should continue. Guides for the UTPs concerning freight wagons and noise were submitted to the 15<sup>th</sup> session of the CTE in 2023. The guide concerning locomotives and passenger rolling stock was submitted for review at the 16<sup>th</sup> session (2024) of the CTE. In the meantime, the European Union Agency for Railways (ERA) issued a new version of the application guide for the freight wagons TSI. In view of the major importance of freight wagons for OTIF, it is proposed that updating the application guide for the UTP for freight wagons in 2025 be given priority.

## **2.2 POSSIBLE NEW DEVELOPMENTS RELATED TO THE APTU UR**

Since the beginning of the work of the CTE, the focus has been on developing UTPs that are necessary for the harmonised implementation of the ATMF UR, in particular those that are necessary for the admission and use of vehicles in international traffic. As a result of 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 the responsibilities for their 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 the APTU UR 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 relate to operation and use, which are not yet covered by UTPs, such as the energy subsystem, operation and traffic management and telematics applications for passengers.

Before starting to develop any new UTPs, there should be a thorough analysis of whether they are necessary and feasible<sup>1</sup>. 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 2024 or 2025.

### 3. DEVELOPMENTS RELATED TO THE ATMF UR

On the basis of the ATMF Uniform Rules, four subsidiary rules have been developed by the CTE:

Title	Date of entry into force of latest version	Amendments anticipated in 2024/2025
<b>Annex A to ATMF</b> , concerning the rules for certification and auditing of Entities in Charge of Maintenance (ECM)	1.4.2021	No
<b>Annex B to ATMF</b> , rules, guidelines and explanations concerning derogations	1.1.2023	No
<b>Uniform formats of certificates</b> which verify the technical admission of a vehicle or of a type of vehicle according to Article 12 § 1	1.12.2012	No
<b>Specifications for vehicle registers</b> in accordance with Article 13 of ATMF	1.4.2021	Yes (2025)

The specifications for vehicle registers should be reviewed and possibly revised in the light of modifications made by the EU to the rules related to the European Vehicle Register. These revised EU rules are expected to become available by mid-2024.

There are no proposals to revise other provisions that are developed within the scope of the ATMF UR.

### 4. DEVELOPMENTS RELATED TO THE EST UR

In September 2018, at the 13<sup>th</sup> session of the General Assembly, a new Appendix H to COTIF was adopted<sup>2</sup>, 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 the threshold of approvals will be reached. Once this is the case, it will take approximately another year for the provisions to enter into force.

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. The table below gives an overview of the draft Annexes and when CTE reviewed them.

Draft Annex D to the EST UR has been prepared for the CTE's 16<sup>th</sup> session (2024). This is the last of the four Annexes referred to in the EST UR.

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 11<sup>th</sup> CTE [https://otif.org/en/?page\\_id=1115](https://otif.org/en/?page_id=1115). There are also other examples in working documents, such as for the 7<sup>th</sup> CTE concerning the LOC&PAS UTP and for the 8<sup>th</sup> 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>

<b>Title</b>	<b>Subject</b>	<b>Draft text considered by CTE in</b>
<b>Annex A</b>	Common Safety Method for safety management system requirements	2022
<b>Annex B</b>	Common Safety Method on monitoring	2022
<b>Annex C</b>	Harmonised procedures for issuing Safety Certificates	2023
<b>Annex D</b>	Common Safety Method on supervision	2024

No further activities related to the EST UR are proposed in this work programme.

## **5. MONITORING AND ASSESSING IMPLEMENTATION OF THE APTU AND ATMF UR**

At its 13<sup>th</sup> session (2021), the CTE initiated “monitoring and assessing implementation of the APTU and ATMF UR” 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 14<sup>th</sup> session of the CTE (2022).

At its 15<sup>th</sup> session (2023), the CTE approved proposals for the next step in monitoring and assessment, including four questionnaires addressing actors in the railway sector, assessing entities and competent authorities. The CTE also requested the Secretariat to send the four questionnaires to the respective entities specified therein. It also invited the OTIF Secretariat to contact these entities to discuss the topics bilaterally, if necessary. The Secretariat presented its findings in working document TECH-24011 for the 16<sup>th</sup> session of the CTE (2024).

The Secretariat does not currently propose any formal next steps, and suggests focussing on providing competent authorities, assessing entities and other actors with useful information, such as guidance and the handbook discussed under agenda item 6.5 of the 16<sup>th</sup> session of the CTE.

## PROPOSALS FOR DECISION

- The Committee of Technical Experts takes note of document TECH-24015-CTE16-6.7 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, where necessary, and to submit them to the Committee. In particular, this means that the following should be prepared for the 17<sup>th</sup> session of the Committee of Technical Experts:
  1. Proposals for the revision of the UTPs LOC&PAS, PRM, INF and, if required, the UTP Marking;
  2. Proposals to update the application guides to UTPs;
  3. A review of the specifications for vehicle registers and, if required, proposals for their modification;
- The Committee of Technical Experts invites WG Tech to propose any other items it considers relevant for the provisional agenda of the 17<sup>th</sup> session of the Committee of Technical Experts.