



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-17010-CTE10-5.1b**

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## **PROPOSAL FOR A DECISION TO ADOPT UTP TAF**

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Proposal for a decision by the Committee of Technical Experts to adopt Uniform Technical Prescriptions Applicable to Telematics application for freight services

## **1. BACKGROUND TO THE PROPOSAL**

At its 9<sup>th</sup> session, the Committee of Technical Experts (CTE) agreed that the TAF TSI should be transposed into a UTP.

The TSI makes reference to the appendices that are published and regularly updated on ERA's website, including the data and message model in XML files. It was agreed that the UTP would also refer to the ERA website for these appendices. This way, the legal provisions will become embedded in COTIF, but the IT provisions will be managed by ERA. Provisions should be agreed so that the non-EU Member States of OTIF can be involved in the development of these IT provisions.

Implementation should not be forced upon non-EU Member States; the UTP TAF should instead ensure that if IT investments and developments in the scope of the UTP TAF are made, they are done in a harmonised and compatible way, so as to facilitate international rail traffic.

On this basis a UTP TAF proposal was drafted and reviewed by the Standing Working Group Technology (WG TECH) during its 29<sup>th</sup>, 30<sup>th</sup> and 31<sup>st</sup> sessions.

## **2. BASIS FOR THE DECISION**

In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU, the Committee of Technical Experts (CTE) is competent to take decisions about the adoption of a UTP or a provision amending a UTP.

In accordance with Article 8 § 2 APTU, in principle each subsystem should be subject to one UTP. Where relevant, a subsystem may be covered by several UTP and one UTP may cover several subsystems.

The subsystems are defined in UTP GEN-B and Article 2.6(b) thereof specifies telematics applications for freight services as one of the subsystems.

## **3. PROCESS AFTER THE DECISION**

1. Following the CTE decision to adopt the UTP TAF, the Secretary General will notify the decision to the Member States in accordance with Article 35 § 1 COTIF. This is done by means of a circular letter.
2. Notification is the action that formally initiates the process for entry into force of the modification. Article 35 § 3 and 4 COTIF set out the conditions for the modifications to enter into force following their notification. The entry into force of a modification takes place on the first day of the sixth month following the notification.
3. APTU Article 8 §§ 1 and 3 stipulate that UTP must be published on the Organisation's website at least one month before entry into force. The website will indicate the date of entry into force.

## **4. PROPOSALS FOR DECISION**

The Committee of Technical Experts adopts the following decisions:

1. The UTP TAF as set out in document TECH-16032-CTE10-5.1a is adopted.
2. WG TECH is asked to develop practical arrangements with the EU Agency for Railways so that the non-EU Member States of OTIF that apply the UTP TAF can be involved in the development of the IT provisions related to the UTP TAF.

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