



Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

WG TECH

45th Session

Minutes

Hybrid meeting, 3-4.11.2021

WG TECH 45 SUMMARY

3 - 4 NOVEMBER 2021

- 1. The United Kingdom, in the shape of Mr Vaibhav Puri, was elected to chair the session.**
- 2. The agenda as submitted in document TECH-21028 dated 15 September 2021 and as amended during the session was approved.**
- 3. The Secretariat presented the latest developments in OTIF.**
- 4. The minutes of WG TECH 44, including the European Commission's post meeting notes to clarify their position with regard to vehicle registers, were accepted.**
- 5. Preparation of documents for the Committee of Technical Experts**

WG TECH 45 reviewed all the working documents and discussed comments from delegates, in particular:

- 5.1.** WG TECH agreed with the draft proposal for the revision of **UTP TAF** (TECH-21015, version 3, of 5 October 2021) without further comments and recommended that the draft proposal be submitted to CTE for adoption.
 - 5.2.** With regard to the draft proposal for modification of **Annex B to the ATMF UR** concerning derogations (TECH-21034 of 5 October 2021), WG TECH agreed to it without further comments and recommended that the draft proposal be submitted to CTE for adoption.
 - 5.3.** With regard to the draft **Annex A to EST UR** concerning a CSM on SMS requirements (Appendix H to COTIF) (TECH-21013 version 3 of 5 October 2021), WG TECH further clarified the rules for assessment of leadership and commitment of the RU and recommended that the document be submitted to CTE.
 - 5.4.** WG TECH had no further comments on the draft **Annex B to EST UR** concerning a CSM on Monitoring (TECH-21014 version 3 of 5 October 2021) and recommended that the document be submitted to CTE.
- 6. For discussion**
- 6.1.** Safety certification procedure (document submitted by RS)
 - WG TECH welcomed the document (TECH-21035 of 5 October 2021), which proposed elements to be included in a new Annex to the EST UR with a view to harmonising the content of safety certificates and parts of the procedure for issuing safety certificates between the non-EU OTIF Contracting States.
 - WG TECH asked the OTIF Secretariat to prepare an updated version of the working document for review by WG TECH 46, taking into account the suggestions provided at the meeting.
 - 6.2.** WG TECH took note of the oral progress report by the Secretariat on monitoring and assessing the implementation of APTU and ATMF by the Contracting States. WG TECH encouraged the Contracting States to provide feedback by the deadline of 6 November 2021.
 - 6.3.** Vehicle registers: search and retrieval of vehicle data
 - WG TECH reviewed document (TECH-21017 of 5 October 2021), which illustrated the need for data access. WG TECH was of the view that vehicle data access for relevant actors was necessary and that the vehicle registers should facilitate this.
 - WG TECH requested the OTIF Secretariat to develop the two working documents (TECH-21017 and TECH-21032) further for review by WG TECH 46. Coordination with ERA would be welcomed.
- 7. Developments in EU regulations that are of relevance to COTIF (presented by ERA and the European Commission)**

The meeting took note of two presentations provided by ERA concerning the Joint Network Secretariat (JNS), one on principles and ongoing procedures, and the other on its work concerning occurrences with

broken wheels. WG TECH asked the OTIF Secretariat, in coordination with ERA, to prepare a working document for the CTE on how JNS recommendations could be disseminated further across the OTIF CS.

8. The cross reference table of EU and OTIF terminology was reviewed.

9. The EU – OTIF equivalence table was reviewed.

10. Any other business

WG TECH approved the agenda for CTE 14 as proposed by the OTIF Secretariat and amended it at the session.

11. Next session (WG TECH 47): Bern, 16 June 2022.

DISCUSSION

Welcome by the OTIF Secretariat

Mr Bas Leermakers (head of OTIF's Technical Interoperability Department) who, together with Ms Maria Price and Mr Dragan Nešić, represented the OTIF Secretariat (hereinafter: "the Secretariat"), welcomed all the participants, particularly those attending the session for the first time: Mrs Jakšić and Mr Konjić from Croatia, Mr Ali Shah from Pakistan, Mr Marton from the European Commission, Mr Müller from the German Federal Railways (as a member of the ERA delegation), Mr Kinderis from UIC and Ms Poller from UNIFE. He then opened the 45th session of the standing working group TECH (hereinafter: WG TECH). The meeting was held in a hybrid format. The list of participants is attached to these minutes as [Annex I](#).

The **Secretariat** presented the practical arrangements for the hybrid format of this session of WG TECH.

1 ELECTION OF CHAIR

The **Secretariat** proposed the United Kingdom (Mr Vaibhav Puri) to chair the session. There were no other proposals. Mr Vaibhav Puri accepted the nomination and WG TECH unanimously elected GB, in the shape of Mr Vaibhav Puri, to chair this session.

The **Chair** thanked the participants for the trust they had placed in him.

2 APPROVAL OF THE AGENDA

The Secretariat reminded the meeting that the provisional agenda for WG TECH 45 had been submitted in the invitation letter TECH-21028 dated 15.9.2021. At the meeting, the Secretariat proposed that the following three new items be added to the agenda:

- 6.1. Safety certification procedure (document submitted by RS).
- 7. Presentation of the Joint Network Secretariat (JNS) and its work on broken wheels (ERA).
- 10. Provisional agenda for the 14th session of the Committee of Technical Experts.

WG TECH 45 adopted the agenda as amended at the session ([Annex II – Adopted agenda](#)).

3 INFORMATION FROM THE OTIF SECRETARIAT

The **Secretariat** reminded the meeting of official communications from the previous period:

- Depository notification ([NOT-21008](#)) of the UTPs adopted by the CTE at its 13th session held on 22 and 23 June 2021. The adopted UTPs will enter into force on 1 January 2022, unless one quarter of the Member States formulate an objection before the deadline of 19 November 2021.
- OTIF circular letter (TECH-21026) concerning monitoring and assessment of the implementation of APTU and ATMF UR by CSs. CSs were requested to respond to the questionnaire before the deadline of 6 November 2021. The OTIF Secretariat will analyse the feedback and report to CTE 14 planned for 2022.
- OTIF circular letter (TECH-21027) concerning the ERA consultation on the draft revisions of the TAF TSI and TAP TSI. Non-EU OTIF Contracting States (further in text: non-EU OTIF CS) were asked to provide their views on the preliminary drafts before the deadline of 31 October 2021. A comment was received from GB.
- OTIF circular letter (TECH-21029) concerning the Secretary General's request to be notified of vehicle register details, i.e. the registration entities, the location (internet address) of the vehicle registers and to inform him how eligible users can obtain access to the registered data. The feedback will be published on OTIF's website. The deadline for providing this information is 17 December 2021.

- Depository notification ([NOT-21042](#)) of the modification to Appendix I of the UTP TAF adopted by the CTE at its 13th session held on 22 and 23 June 2021. The adopted modification will enter into force on 1 April 2022, unless one quarter of the Member States formulate an objection before the deadline of 28 February 2022.

The **Secretariat** reminded the meeting of the first meeting of the ad-hoc Committee on Legal Affairs and International Cooperation (the successor to the Working Group of Legal Experts) on 9 and 10 November 2021. The meeting would discuss, inter alia, mutual recognition of ECM certificates, a subject on which WG TECH 39 had requested assistance.

The **Secretariat** also informed the meeting of the outcome of the 15th General Assembly, in particular that the General Assembly had:

- Re-elected Mr Wolfgang Küpper (Germany) as the Secretary General for the period from 1 January 2022 to 31 December 2024.
- Designated the members of the Administrative Committee for the period 2022-2024.
- Established the ad hoc Committee on Legal Affairs and International Cooperation, which will succeed *the ad hoc Committee on Cooperation* and *the Working Group of Legal Experts (GTEJ)* and will continue the work of the latter in the legal field and in the field of international cooperation.
- Instructed the Secretary General, in consultation with the organs of OTIF, to prepare an OTIF long term strategy and submit it for adoption to the 16th General Assembly;
- Set the budget and noted the budget forecast for the period 2022-2027, including the budget for the renovation of OTIF's headquarters.
- Mandated the CTE within its competences:
 - o to take decisions on cooperation with other international organisations and associations, including establishing and dissolving consultative contact groups with other international organisations and associations and monitoring the functioning of contact groups;
 - o to inform *the ad hoc Committee on Legal Affairs and International Cooperation* of its activities on international cooperation and to coordinate such activities with it if need be.

Lastly, the **Secretariat** informed the meeting that the final document of the General Assembly, including all the decisions, was publicly available online: <http://otif.org/fileadmin/new/2-Activities/2A-General-Assembly/2AbFinalDocument/OTIF-21001-AG15-fde-Final%20Document-%26-Add.pdf>.

4 APPROVAL OF THE MINUTES OF THE 44TH SESSION OF WG TECH

Document: [WG TECH 44 PVM](#) Provisional minutes of WG TECH 44

The Secretariat informed the meeting that the provisional minutes had been sent to delegates who had attended the 44th session of WG TECH. Comments had been received from Austria, Germany, Serbia, Switzerland and the Community of European railway and infrastructure companies (CER). For the attention of WG TECH 45, the Secretariat had uploaded a version of the provisional minutes with the comments received before 12 October 2021.

After uploading the provisional minutes, the Secretariat had received comments from ERA and the European Commission concerning point 5.4 Vehicle Registers regarding the outcome of the meeting and the next steps. However, the European Commission had not been present at the session. Nevertheless, the information provided by the European Commission was of such importance to the discussion that the Secretariat proposed to record these comments in the minutes anyway. Following consultations with the Chair and the European Commission, the Secretariat proposed to the meeting that the comments from the European Commission be added to the minutes as post meeting notes. All the post meeting notes were shown on the screen and accepted as part of the minutes. The European Commission thanked the Secretariat for this solution. RS and GB welcomed the post meeting notes.

The **Chair** summarised the discussion and provided explanations, and noted that the minutes of WG TECH 44, including the European Commission's post meeting notes with regard to vehicle registers, were accepted.

5 PREPARATION OF DOCUMENTS FOR THE COMMITTEE OF TECHNICAL EXPERTS

5.1 Draft proposal for revision of UTP TAF (Telematics applications for freight services)

Documents: [TECH-21015 v3](#) Draft for review by WG TECH 45 (version 3 dated 5.10.2021)
[TECH-21033](#) Draft proposal for the CTE's decision

The **Secretariat** informed the meeting about the amendments to the draft UTP TAF, which had been made in track changes and marked in yellow compared to the previous version. These changes were editorial only. In order to prepare the document for the CTE, the Secretariat had drafted a proposal for the CTE's decision. Working document TECH-21015, version 3, would be annexed to TECH-21033 and submitted to CTE 14.

The **Chair** noted that there were no further comments and concluded that the draft proposal for the revision of UTP TAF (TECH-21033 of 5 October 2021) could be submitted to CTE 14 for adoption.

5.2 Draft proposal for modification of Annex B to the ATMF UR (Derogations)

Documents: [TECH-21016 v3](#) Draft for review by WG TECH 45 (version 3 dated 5.10.2021)
[TECH-21034](#) Draft proposal for the CTE's decision

The **Secretariat** informed the meeting that all the changes to draft working document TECH 21016, version 2, had been accepted. New amendments in version 3 had been made in track changes. In addition, the Secretariat had drafted working document TECH-21034 of 5 October 2021, which comprised the draft proposal for the CTE's decision and, as its annex, the draft revised Annex B to the ATMF UR. At the meeting, the Secretariat suggested minor editorial corrections in points 1 and 3 of the draft decisions, but also pointed out that the content would be subject to further editorial examination before being published for CTE 14.

The **Chair** noted that there were no further comments and concluded that the draft proposal for modification of Annex B to the ATMF UR concerning derogations (TECH-21034 of 5 October 2021) could be submitted to CTE 14 for adoption.

5.3 Draft Annex A to the EST UR: Common Safety Method on Safety Management System requirements

Document: [TECH-21013 v3](#) Draft for review by WG TECH 45 (version 3 dated 5.10.2021)

The **Secretariat** presented version 3 of working document TECH-21013. The changes compared to version 2 were highlighted. It reminded the meeting that the document could not be adopted by CTE at the next session, as the EST UR were not yet in force. However, WG TECH should submit a progress report to CTE on the development of this annex to the EST UR.

Article 8 § 3 of Annex A

RS suggested an editorial improvement to Article 2 § 2 a), which was accepted without discussion. Furthermore, it wondered whether the text in Article 8 § 3 needed to take into account Article 5 § 3 of the EST UR and the newly added Article 5 of Annex A to EST UR, which both concerned the mutual acceptance and recognition of assessing results.

The **Secretariat** explained that Annex A to the EST UR would lay down the requirements for the safety management systems (SMS) applicable to each railway undertaking (RU) and infrastructure manager (IM). Compliance with Annex A to the EST UR would be a precondition for receiving a safety certificate. However, there would be other (national) rules to be complied with before a safety certificate could be granted. The validity of the safety certificate could be limited in its scope and subject to particular

conditions. Article 8 § 3 intended to facilitate the decision of competent authorities when issuing a safety certificate to a RU that was already safety certified in another state. It should help to avoid re-assessments. **RS** agreed and noted that there were other parts of the technical documentation that would have to be checked to determine whether they complied with the national rules.

NB Rail agreed with the Secretariat and emphasised that the scope, limitations and conditions associated with the safety certificate issued should be highlighted on the certificate itself. It pointed out that the transport conditions in one state may not be identical to those in another state.

The **Chair** summarised the discussion so far. Assisted by the Chair, the Secretariat proposed the amendment to Article 8 § 3. The WG TECH tacitly agreed with the modifications, which were shown on the screen.

Annex I point 2.1.1 (j) concerning the assessment of Leadership and Commitment

RS suggested removing the newly added text at the end of the section, as it was too detailed. In its view, the assessment of leadership and commitment requirements should be carried out, regardless of where senior managers were located, by the first safety certification authority that assessed the SMS. **RS** was of the opinion that the assessments should be carried out once, and the results be accepted by all other safety certification authorities.

CER was of the view that it would be challenging for the safety certification body in one state to assess the leadership and commitment of the senior management in another state.

NB Rail shared **CER**'s view and emphasised the importance of the geographical scope of the competent authority and its assessments, i.e. whether they were competent to assess leadership and commitment if they were located in another country.

RS pointed to the fact that while the EST UR regulate the procedure for certificates that have already been issued, the point in question in Annex A regulates what to do when the first certificate should be issued.

The **Chair** summarised the discussion so far. He noted that the assessment of leadership and commitment, as part of the SMS assessment, should be carried out by a single safety certification authority in one step and if the senior management is located in another contracting state, the assessment might be difficult and cooperation between safety certification authorities might be necessary. Assisted by the Secretariat, he proposed wording to reflect more clearly the scope of cooperation between the safety certification authorities. The proposal was shown on the screen. **GB** and **NB Rail** supported the proposal.

RS was also satisfied with the new text, which adequately addressed the concerns it had raised.

The **Chair** summarised and concluded this item as follows:

- The RU in question should provide information about the scope, limitations and conditions of the certificate it already holds when requesting additional certification (Article 8 § 3).
- The safety certification authority of the first CS would assess whether the leadership and commitment requirements had been met as an integral part of the SMS assessment process, regardless of where senior management was located. If necessary, the safety certification authority may request cooperation from the safety certification authority of the CS in which the senior management is located. WG TECH modified the text accordingly (Annex I point 2.1.1 (j)).
- WG TECH recommended that the draft document Annex A to EST UR concerning a CSM on SMS requirements (TECH-21013 version 3 of 5 October 2021) be submitted to CTE 14.

5.4 Draft Annex B to the EST UR: Common Safety Method on Monitoring

Document: [TECH-21014 v3](#) Draft for review by WG TECH 45 (version 3 dated 5.10.2021)

The **Secretariat** informed the meeting that all the changes to the draft working document TECH 21014, version 2, and the changes made at WG TECH 44 had been accepted, resulting in version 3 of the document. No further changes were proposed. It reminded the meeting that the document could not be adopted by CTE at the next session, as the EST UR were not yet in force. However, WG TECH should submit a progress report to the CTE on the development of this annex to the EST UR.

The **Chair** concluded that there were no further comments on the draft Annex B to EST UR concerning a CSM on Monitoring (TECH-21014 version 3 of 5 October 2021) and recommended that the document be submitted to CTE 14.

6 FOR DISCUSSION

6.1 Safety certification procedure (document submitted by RS)

Document: [TECH-21035](#) Working document for review by WG TECH 45 (dated 5.10.2021)

RS presented working document TECH-21035, which it had drafted at the invitation of WG TECH 44. It was intended as input for a new annex to the EST UR concerning the procedures, structure, content and validity of safety certificates. It introduced the context, background and basis of the discussion behind the working document, the aim of which was to facilitate further analysis and discussion on the subject. If such a text were to be introduced, the non-EU OTIF Member States' safety certification authorities and RUs would have clear and relevant minimum requirements for the safety certification procedure. The Contracting States themselves would remain in charge of the details.

CH welcomed the development of such a document and emphasised the importance of harmonising the safety certification procedures at EU and COTIF levels.

NB Rail welcomed the possibility of harmonising the procedures, but stressed the importance of including provisions relating to the monitoring of certificates that had been issued. The aim of these provisions would be to coordinate the monitoring of issued certificates and to avoid duplication of work.

The **Secretariat** thanked RS for its efforts and welcomed the proposal. It was a good basis for further development. The Secretariat suggested using a two-column layout to highlight the distinctions between the EU and COTIF provisions and to add more general articles on, e.g., the scope, aim and definitions. The Secretariat was of the view that the document could be revised and prepared for review by the next meeting of WG TECH.

GB welcomed the document and concurred with the Secretariat's observation.

The **Chair** thanked RS (Milan Popović) for drafting the working document and concluded this subject as follows:

- WG TECH welcomed the document (TECH-21035 of 5 October 2021), which proposed elements to be included in a new Annex to the EST UR with a view to harmonising the content of safety certificates and parts of the procedure for issuing safety certificates between the non-EU OTIF Contracting States.
- WG TECH asked the OTIF Secretariat to prepare an updated version of the working document for review by WG TECH 46, taking into account the suggestions provided at the meeting.

6.2 Progress report on monitoring and assessment of the implementation of APTU and ATMF by Contracting States

The **Secretariat** reminded the meeting of the background that had led to circular letter TECH-21026, dated 6 August 2021, in which Contracting States were asked to respond to the questionnaire attached to the circular before 6 November 2021. It provided an oral progress report and mentioned that Slovakia, Germany and Portugal had provided feedback so far. The OTIF Secretariat would analyse the feedback and report its findings to CTE 14.

FR informed the meeting that it would soon provide its feedback to the Secretariat.

The **Chair** noted the oral progress report by the Secretariat on monitoring and assessing the implementation of APTU and ATMF by the Contracting States. On behalf of WG TECH, the Chair encouraged the Contracting States to provide feedback by the deadline of 6 November 2021.

6.3 Vehicle registers: search and retrieval of vehicle data

Documents: [TECH-21017](#) Discussion paper (dated 5.10.2021)
[TECH-21032](#) Draft discussion document (dated 5.10.2021)

The Secretariat presented the documents that had been prepared before it had received comments from the European Commission and ERA concerning the draft minutes of WG TECH 44 (agenda item 4). The Secretariat had drafted modifications to the OTIF vehicle register specifications (TECH-21032) concerning access to vehicle data. The draft modifications would address - at least at a legal level - the issues identified in discussion document TECH-21017.

The **EC** (Spohn Marton) reiterated the EC's position concerning modification of the EU EVR Decision or of OTIF's vehicle register specifications. In terms of additional registration, he pointed out that if the vehicle's data could not be retrieved, the vehicle must be registered in the EVR and the vehicle number did not need to be modified for this purpose. In his view, the current provisions already granted relevant authorities the right of access to the vehicle registers. However, the **EC** (Alice Polo) also mentioned that if there were issues concerning access rights, these should be investigated further.

The **Secretariat** reminded the meeting of the information at TECH-20017 that the problem with access rights had different aspects, e.g. data storage, data retrieval and the legal requirements of both OTIF and the EU. The issue was not only the registration of non-EU vehicles in the EVR; the main point of TECH-20017 was the absence of a legal basis for accessibility to vehicle data for EU vehicles used in international traffic outside the EU. Competent authorities, RUs, IMs, ECMs and keepers in non-EU OTIF CS needed access to data on EU vehicles used in their countries. Access to the data on these specific vehicles, which were stored in the EVR, was necessary. If such access were not available, EU vehicles might also have to be registered in the vehicle registers of the non-EU states where these vehicles are used.

The **EC** (Alice Polo) was of the impression that under the current rules, EVR access rights for non-EU entities would be limited to the competent authorities only, as these were subject to bilateral agreements between the EU and the non-EU OTIF CS. However, after reading the footnote to Table 2 (*EVR Decision, Annex II, point 3.3.2. Table 2, footnote*): *The access rights to data of EVR may be extended to relevant third country entities or intergovernmental organisation when an international agreement to which the European Union is party provides for that*, she suggested investigating in more detail who might be eligible.

The **Chair** noted the EU's position, which was expressed through the reference to the footnote, and noted that a similar approach could be developed for the OTIF vehicle register specifications for the non-EU OTIF CS.

The **Secretariat** welcomed the EC's suggestion and reminded the meeting that the OTIF vehicle register specifications did fall within the scope of the footnote in the EVR decision, i.e. *international agreement to which the European Union is party*. In its view therefore, the footnote referred to offered the EU a legal basis to resolve the matter of data access through the application of OTIF rules. The OTIF vehicle register specifications could be clarified in terms of access rights to make it clear that the relevant entities of non-EU OTIF CS should be granted access to the EVR in order to retrieve data on specific vehicles that are used in the states concerned.

RS welcomed the EC's position. It also supported the Secretariat's suggestion.

UIP was of the view that defining which entities should enjoy access rights to the EVR could be resolved within the existing EU and COTIF legal frameworks by utilising the so-called *Organisation Code*. This code, assigned by ERA to all interested railway actors, regardless of where they were located, could also be used to assign particular access rights to the EVR. The precondition that would allow this would be that the list of organisation codes would have to become a joint EU/OTIF list.

The **Secretariat** welcomed UIP's suggestion, which, in its view, resembled the existing joint EU/OTIF VKM register from both the technical and administrative points of view. It noted that this subject had not been discussed with EC and ERA but could be further developed. It also reminded the meeting that the organisation codes were already referred to in the UTP TAF.

CER expressed its concerns with regard to the duplication of data in different vehicle registers. It reminded the meeting that from June 2024, only direct access to the EVR would be a viable option. In its view, the simplest way to retrieve the data would be to use an IT tool (similar to the DSC of the EVR, for example), which could be located outside of the EVR and other NVRs. Such a tool, with user-friendly access, could provide railway actors with reading rights for vehicle data stored in different registers. The only challenge would be to design an IT tool that would enable data to be searched and retrieved simultaneously from all vehicle registers. In order to support its suggestion, CER suggested a possible vehicle register architecture ([Annex III](#)). **UIC** shared the view expressed by CER.

In response to the architecture presented by CER, which included an OTIF vehicle register, the Secretariat reminded the meeting of the findings described in the working document entitled “*Analysis of the feasibility of establishing an OTIF/International vehicle register*” ([TECH-21009](#)). This document had been submitted to CTE 13. It had concluded that critical information concerning experience with the EVR was missing. Furthermore, the OTIF Secretariat’s budget and resources did not currently support such a development. There would also be legal implications if it were to become a registrar, as well as questions concerning costs for the CS and other users. At present, an OTIF vehicle register was not a viable option to resolve these issues.

The **Chair** thanked the participants for a constructive debate and the useful clarification, summarised the discussion and concluded this point as follows:

- WG TECH was of the view that vehicle data access for relevant actors was necessary and that the vehicle registers should facilitate this.
- WG TECH requested the OTIF Secretariat to develop the two working documents (TECH-21017 and TECH-21032) further for review by WG TECH 46. Coordination with ERA would be welcomed.

7 DEVELOPMENTS IN EU REGULATIONS THAT ARE OF RELEVANCE TO COTIF (PRESENTED BY ERA AND THE EUROPEAN COMMISSION)

Presentation of the Joint Network¹ Secretariat and especially its work on broken wheels (ERA)

ERA (Andreas Schirmer) explained the role and relevance of the Joint Network Secretariat (JNS) procedures within the EU legal framework. This was a forum for reviewing practical problems related to safety, interoperability and the competitiveness of the railway sector (compared to other transport modes). He then explained in detail the differences between *urgent and normal JNS procedures*. The JNS work would start after ERA had been notified of a problem. ERA would then call together the *JNS Panel* that consists of representatives of the NSA, GRB and ERA², which would nominate competent experts for the specific problem that would form the *JNS Task Force*. The JNS Task Force would explore the problem and submit proposed mitigation measures to the JNS Panel. After being endorsed by the JNS Panel, these recommendations, i.e. harmonised action plans, are disseminated and further implemented in accordance with EU law and/or national legislation. Lastly, Mr Schirmer informed the meeting of specific JNS procedures and whether these were finalised, ongoing or still to be initiated.

In a second presentation, an **expert of the JNS task force on broken wheels** (Dirk Müller from DB Systemtechnik) provided the meeting with a summary of the work of the JNS Task Force on broken wheel incidents, which has been underway since 2017. In the period since then, the JNS Task Force had published short-term mitigation measures (in July 2017, as part of the JNS urgent procedure) and long-term mitigation measures (in December 2019, normal procedure). Mr Müller emphasised that this issue went beyond the EU and was also of great importance to the non-EU OTIF CS. The (final) outcome of the JNS Task Force contained proposals for improving related *GCU arrangements, relevant EN standards and WAG TSI requirements*. He noted that the amendments to the last two were still ongoing.

¹ Joint Network refers to the European network of Group of Representative Bodies (GRBs, such as CER, UNIFE, UIRR, and others), National Safety Authorities (NSAs), and National Investigation Bodies (NIBs). For further information: https://www.era.europa.eu/activities/joint-network-secretariat_en

² In such a case, ERA acts as a moderator/facilitator and provides secretariat services.

The **Chair** thanked Mr Schirmer and Mr Müller for the presentations concerning the Joint Network Secretariat and opened the discussion.

IT welcomed the presentation and highlighted the relevance of these activities at EU level.

The **Chair** wondered how the knowledge and information presented could be shared with the non-EU OTIF CS and how experts from those states could be involved in such work. In his view, the non-EU OTIF CS could also be faced with the same problems of broken wheels.

The **Secretariat** welcomed the information provided by ERA and agreed with previous speakers about the importance of sharing the information beyond the EU. However, as an intergovernmental organisation, OTIF drafted legislation, but had no role in operational matters, and the OTIF Secretariat was not an authority that could issue recommendations to its Member States. Consequently, the OTIF Secretariat could not simply forward the JNS recommendations to its Member States without a prior mandate from CTE. It therefore suggested that this subject be presented at the next session of CTE, which should agree on how to disseminate this JNS advice, now and in the future, particularly if it concerned operational matters. With regard to advice to modify the TSIs/UTPs, there was already a well-established practice of coordinated updating of the TSIs and UTPs. Therefore, no specific procedure at OTIF level was necessary to deal with JNS advice to modify TSIs.

ERA (Andreas Schirmer) emphasised that the importance of distributing the JNS outcomes to the non-EU OTIF CS was twofold. Firstly, they concerned safety issues and required a rapid response by the RUs and IMs to mitigate risks. Secondly, they concerned interoperability, because the competitiveness of the railway sector could be jeopardised. The JNS expert (Dirk Müller) was of the view that OTIF should find an effective way to distribute the recommendations, so that the non-EU OTIF CS would be informed in good time and could follow JNS urgent procedure recommendations in the best way.

The **Secretariat** suggested that dissemination of the JNS recommendations to the non-EU OTIF CS should be brought to the attention of CTE 14. It suggested that this item be added to CTE's draft agenda, so that CTE could take a decision on the process. In order to facilitate the discussion, the Secretariat suggested preparing the appropriate working document in coordination with ERA. The Secretariat also reminded the meeting that the non-EU OTIF CS could also communicate their problems to CTE if they had any, in the same way as the JNS on behalf of the EU railway sector.

The **EC** (Alice Polo) informed the meeting that no changes had been made to the revision of the TSIs. The European Commission should receive ERA's recommendations by the end of June 2022 and RISC should discuss them in November 2022.

The **Chair** summarised the discussion and concluded this point as follows:

- WG TECH took note of two presentations provided by ERA concerning the Joint Network Secretariat (JNS).
- WG TECH asked the OTIF Secretariat, in coordination with ERA, to prepare a working document for CTE on how the JNS recommendations could be disseminated more widely throughout the OTIF CS.
- WG TECH was informed that there had been no changes concerning the so-called TSI revision package, which was planned for completion in 2022.

8 CROSS REFERENCE TABLE OF EU AND OTIF TERMINOLOGY

Document: [TECH-17049](#)

Working document for review by WG TECH 45
(dated 5.10.2021)

The document was presented by the **Secretariat**. There were no modifications compared with the version issued for WG TECH 44.

9 EU – OTIF EQUIVALENCE TABLE

Document: [TECH-18024](#) Working document for review by WG TECH 45
(dated 5.10.2021)

The document was presented by the **Secretariat**. There were no modifications compared with the version issued for WG TECH 44.

10 ANY OTHER BUSINESS

Provisional agenda for the 14th session of the Committee of Technical Experts

The **Secretariat** presented a proposal to WG TECH for the agenda of CTE 14. In addition, the Secretariat proposed that item 6 be amended by adding a new item entitled “*Procedure for dissemination of the JNS recommendations*”, which had been discussed and agreed under item 7.

The **Chair** noted that there were no other suggestions and concluded that WG TECH approved the agenda of CTE 14 as proposed by the OTIF Secretariat and as amended at the session ([Annex IV](#))

FR wondered whether the Secretariat would attend the forthcoming 92nd RISC meeting in November 2021, and if so, what its agenda for the meeting would be. The **Secretariat** confirmed that it regularly attends the RISC meetings in its capacity as an observer. At the meetings, the OTIF Secretariat explains the latest developments that have taken place since the last RISC meeting, such as the decisions of the 15th General Assembly, the entry into force of documents adopted by CTE 13, the upcoming work of CTE and the type of documents that would be submitted to the next CTE meeting.

11 NEXT SESSIONS

The following sessions are scheduled to be held remotely or in a hybrid format:

- 14th session of CTE on 14 and 15 June 2022
- 46th session of WG TECH on 16 June 2022
- 5th Joint Coordinating Group of Experts (JCGE) on 6 September 2022
- 47th session of WG TECH on 7 and 8 September 2022
- 48th session of WG TECH on 16 and 17 November 2022

CLOSING REMARKS

The **Secretariat** informed the meeting that it would send the draft minutes to participants following the meeting. The final minutes would be published on OTIF’s website after the deadline for participants to submit their comments. This would be in accordance with the practice established as a result of the previous meeting held in November 2020, which gave the OTIF Secretariat sufficient time to prepare the report of WG TECH for the next CTE.

The **Chair** concluded the 45th session of WG TECH by thanking all the participants for the constructive discussion and the OTIF Secretariat for preparing all the documents on time.

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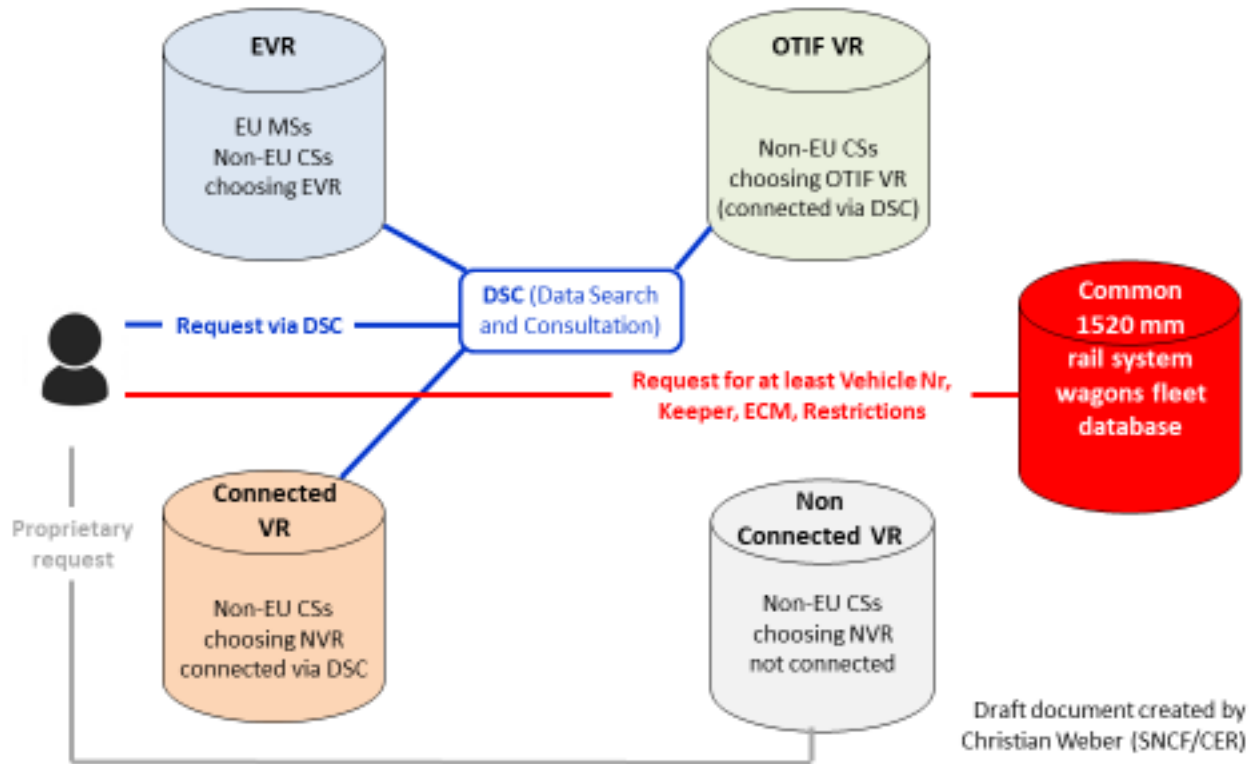
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APPROVED AGENDA

ANNEX II

1. Election of chair
2. Approval of the agenda
3. Information from the OTIF Secretariat
4. Approval of the minutes of the 44th session of WG TECH
5. Preparation of documents for the Committee of Technical Experts
 - 5.1. Draft proposal for revision of UTP TAF (Telematics applications for freight services)
 - 5.2. Draft proposal for modification of Annex B to the ATMF UR (Derogations)
 - 5.3. Draft Annex A to the EST UR: Common Safety Method on Safety Management System requirements
 - 5.4. Draft Annex B to the EST UR: Common Safety Method on Monitoring
6. For discussion:
 - 6.1. Safety certification procedure (document submitted by RS)
 - 6.2. Progress report on monitoring and assessment of the implementation of APTU and ATMF by Contracting States
 - 6.3. Vehicle registers: search and retrieval of vehicle data
7. Developments in EU regulations that are of relevance to COTIF (presented by ERA and European Commission)
 - Presentation of the Joint Network Secretariat and especially its work on broken wheels (ERA)
8. Cross reference table of EU and OTIF terminology
9. EU – OTIF equivalence table
10. Any other business
 - Provisional agenda for the 14th session of the Committee of Technical Experts
11. Next sessions

OTIF Contracting States Vehicle Register Possible architecture



Draft document created by
Christian Weber (SNCF/CER)
V0.1 of 04/06/2021

1. Approval of the agenda
2. Presence and quorum
3. Election of the Chair
4. For information:
 - 4.1. General information from the OTIF Secretariat
 - 4.2. Report from the Committee of Technical Experts' working group TECH
5. Proposals for decisions with legal effect:
 - 5.1. Revision of the UTP TAF (Telematics applications for freight services)
 - 5.2. Modification of Annex B to the ATMF Uniform Rules (Derogations)
6. For discussion
 - 6.1. Progress report on development of the Annexes to the EST UR (Appendix H to COTIF)
 - a) Annex A - Common Safety Method on Safety Management System requirements
 - b) Annex B – Common Safety Method on monitoring
 - 6.2. Procedure for dissemination of the JNS recommendations
 - 6.3. Progress report on monitoring and assessment of the implementation of APTU and ATMF Uniform Rules by Contracting States
 - 6.4. Update on vehicle registers: search and retrieval of vehicle data
 - 6.5. Work programme of the Committee
7. Any other business
8. Next session