Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

WG TECH

30th Session

The Minutes

Bern, 16-17.11.2016

DISCUSSIONS

Welcome by the OTIF Secretariat

Mr Bas Leermakers (head of OTIF's technical department) welcomed all the participants (List of participants Annex I), particularly those attending WG TECH for the first time: Mr Spinu, Mr Micu and Mr Floroiu from Romania, Mr Bylander from Sweden, Mr Attinger from Switzerland, Mr Schneemann from the International Rail Transport Committee (CIT) and Mr Handel from NB-Rail[1]. A warm welcome was also extended to Mr Nariman and Mr Mehdiyev of the Azerbaijani delegation, who participated as observers because Azerbaijan does not apply APTU and ATMF. He then opened the 30th session of WG TECH in Bern.

1. APPROVAL OF THE AGENDA

The **Secretariat** explained that the provisional agenda had been sent to participants with the invitation on 15 September 2016 (circular TECH-16038). In addition, it asked that the agenda be amended by moving item 9b) to follow item 5, as Mr Handel was only able to attend for one day. Since there were no objections, the agenda was adopted accordingly.

Conclusion: WG TECH approved the agenda for the 30th session (Annex II).

2. GENERAL INFORMATION (FROM THE OTIF SECRETARIAT)

The **Secretariat** introduced Ms Milena Milačić from Montenegro, the fourth trainee in OTIF´s in-house training programme and announced OTIF´s next trainee, Ms Jana Ćirković, from Serbia. It informed the meeting that the programme is open to new candidates from April 2017 and invited other non-EU OTIF MS to apply for this programme and benefit from it.

The **Secretariat** reminded the meeting that the amendments to the UTPs adopted at CTE 9, i.e. UTP GEN-G (CSM RA) and UTP WAG, would enter into force on 1 December 2016.

The **Secretariat** also gave a progress report with regard to the joint OTIF/COM RID-ATMF working group. The working group´s next and probably final meeting was planned for the beginning of 2017, where the alignment of the vehicle requirements in RID with the general vehicle requirements (TSI/UTP) will be discussed further.

The meeting was also informed about the two "workshop awareness days" – "COTIF – Presentation of unified railway law", held on 27 October 2016 in Cairo and on 2 November 2016 in Jerusalem, jointly organised by the OTIF Secretariat and the EUROMED Project[2], with the participation of the CIT.

In connection with the current geographical scope of COTIF and its Appendices, the meeting was informed that there were no changes since the previous 29th WG TECH meeting.

3. ELECTION OF CHAIR

The **Secretariat** nominated Switzerland (Mr Roland Bacher) to chair the session. No other nominations were proposed. Mr Roland Bacher accepted the nomination and WG TECH unanimously elected CH, in the shape of Mr Roland Bacher, to chair this session.

The Chairman thanked participants for the confidence it had placed in him.

[1] NB-RAIL – Coordination Group of Notified Bodies for Directive 2008/57/EC on Railway Interoperability

[2] The EUROMED Invest project aims to develop lasting business relations, investments and business partnerships between the two shores of the Mediterranean, i.e. EU MS and Algeria, Egypt, Israel, Jordan, Morocco, Palestine, Syria*, Tunisia and Turkey

4. APPROVAL OF THE MINUTES OF THE 29TH SESSION OF WG TECH

Document: WG TECH 29 PVM with comments Provisional Minutes of the 29th session

On 3 October 2016, the **OTIF Secretariat** had sent the provisional minutes to delegates who had attended the 29th session of WG TECH (7-8 September 2016). It uploaded for the attention of WG TECH 30 a version of the minutes with the comments received by 25 October. Comments were received from CH, The European Commission (EC) and the EU Agency for Railways (ERA). The comments submitted reflected more clearly what was said at the meeting, but did not alter the substance. The minutes, including the amendments, were approved.

The representative of the EC informed the meeting that the acronym "ERA" could continue to be used for the EU Agency for Railways, except in legal texts.

Conclusion: The minutes of the 29th session of WG TECH were approved with the correction requested by CH, EC and ERA.

5. COMMENTS FROM THE MS ON DOCUMENT PROPOSED FOR CTE 10

Document: TECH-16032-WGT30-draft UTP TAF The working document

The **Secretariat** informed the meeting that it had received comments since the previous meeting and the meeting document included these comments in track changes. In addition, the Secretariat had received comments from CH only a few days before the WG TECH 30 meeting, but these were not included in the meeting document.

CH was of the opinion that in chapter 0, wagon keepers should be included in the communication process between RU and IM and that there should be further analysis on who is in charge of steering the harmonisation process.

With regard to point 4.2.1.1, **DE** suggested that it was not desirable to specify different requirements in UTP and TSI. In its opinion, the text should be "in full width". If there were a legal problem concerning the TSI text, it should first be discussed and resolved within the relevant ERA working party on TAF TSI, and then be discussed within OTIF, if necessary.

UIP agreed with DE to the extent that a two column layout could create ambiguities. He was of the view that besides the CIM Uniform Rules, which define the content of the consignment note, the UTP TAF should define the exchange of data. With regard to the definition of "Lead Railway Undertaking" (LRU) in Appendix II (Glossary) on page 63, he questioned whether it was necessary to clarify this further, as EU law already included an appropriate definition.

CIT supported the two-column layout because it was of the view that the right-hand (TSI) side in point 4.2.1.1 should be clarified further. In practical terms, the customer would only send the logistics data of the consignment note and not the commercial information contained in the consignment note. With regard to the definition of LRU, he noted that this topic was also related to point 2.3.2, where the LRU´s obligations were noted. In his view, which was based on CIM UR, the **carrier** should not be limited only to the RU or LRU, as its functions could differ[3].

The **Secretariat** was of the opinion that the contractual relations for international carriage of goods by rail are governed by CIM UR, i.e. by contractual law. UTP should not add obligations concerning the consignor-carrier relationship. In particular, it should not impose obligations that go beyond what is required by CIM. The proposed two-column layout in the working document would avoid ambiguity within COTIF. For this reason, the Secretariat believed either that there should be a two-column layout in points 2.3.2 and 4.2.1.1 or that the TSI should be modified in accordance with the draft UTP in order to avoid a two-column layout.

[3] E.g. contractual carrier or successive carrier, or in a specific case when the carrier is not the RU: successive carrier, substitute carrier and auxiliary to the carrier, within the meaning of a person for whom the carrier is liable.

With regard to the additional elements added to the Glossary (Appendix II), it explained that it was necessary to explain the difference between "carrier", as defined in CIM, and "LRU", as used in the TAF specifications. It suggested a note to explain that the glossary was for information only (and not to be confused with legal definitions).

The representative of the EC was of the view that further analysis of the legal consequences of 2.3.2 and 4.2.1.1 was required. In her opinion, this topic should be analysed and discussed between the OTIF Secretariat, EC and ERA. This was supported by the Secretariat.

The Chairman noted that the draft UTP TAF was well advanced and, pending a few remaining questions, was on schedule for adoption at CTE 10. The OTIF Secretariat, together with the EC and ERA, should analyse whether the commercial information should be included as consignment note data (point 4.2.1.1.) and whether the term "Lead Railway Undertaking" should be amended (point 2.3.2 and Appendix II (Glossary), and should inform the next WG TECH meeting how to proceed further. Three options to deal with this issue were identified:

1. Allow a difference between the UTP and TSI (as in the draft working document)
2. Align the draft UTP with the TSI (full width text)
3. Change the TSI to address the concerns that had been identified.

9. DEVELOPMENTS IN EU REGULATIONS WHICH MAY AFFECT EQUIVALENCE WITH COTIF AND DISCUSSION ON NEXT STEPS

b) Monitoring of Notified Bodies

Document: TECH-13039-WGTECH30-monitoring NoBos Monitoring of Notified Bodies

Mr Christoph **Handel**, the chairman of the association of Notified Bodies for railways, the **NB-Rail Association**, introduced the meeting to the tasks and organisation of the NB Rail Coordination Group and NB-Rail Association, their role in the market and their vision. With regard to the NB Rail Coordination Group, after explaining its legal background, he provided the meeting with more detail about the working and decision-making process. Its main task is harmonisation and clarification of the EC verification procedures, which in practice results in the following documents being issued:

- Recommendations for Use (RfU):
    a. To clarify and interpret the TSIs, and
    b. To provide a common understanding and examples of good practice.
- Question and Clarifications (Q&Cs):
    a. To record questions or concerns about legislation and the TSIs (e.g. errors),
    b. To require action, approval or input from bodies external to the EU

    The last two bullet points result in the EC/ERA´s "Technical Opinion", which provides a solution to the particular problem.

With regard to the NB-Rail Association, he explained that its main tasks are to support the NB Rail Coordination Group, to be an interface with other stakeholders, to participate in ERA´s working party meetings and to take part in the decision-making process related to the TSIs.

He reminded the meeting about the tasks and prerequisites of the Notified Bodies (NoBos), which are equivalent to the Competent Authorities (assessing entities) under COTIF, and highlighted the importance of exchanging information on experiences between NoBos and assessing entities. He also mentioned a recently developed monitoring scheme for NoBos.

The **Secretariat** reminded the meeting that assessing the conformity of the vehicle with all the applicable requirements in accordance with ATMF is the task of the assessing entity. In OTIF MS which are also members of the EU, the role of the assessing entity is performed by NoBo. Some non-EU OTIF MS also use this model, e.g. Switzerland. In accordance with UTP GEN-D point 1.3.2, the competencies of NoBos

are also recognised in COTIF. As a result, Competent Authorities of non-EU OTIF MS may choose to outsource (some or all) UTP conformity assessment to NoBos[4].

With regard to the document it issued, the Secretariat reminded the meeting that "Admissions" (COTIF) and "Authorisations" (EU) of vehicles are equally valid in terms of using vehicles in international transport. Therefore, it is necessary that vehicles admitted under COTIF or under EU law are designed, built and inspected with equal precision and care. The document discusses in how far is the process of improving the systematic oversight on conformity assessment bodies on the EU side, with regard to the increasing role of ERA, are relevant to COTIF and how the results could be of use to the non-EU OTIF MS. It also reminded the meeting that, as COTIF was a Convention between sovereign States, the OTIF Secretariat had no competence (like ERA or the Commission had in the EU) to supervise and monitor the Competent Authorities or assessing entities. Therefore, the Secretariat proposed the following course of action:

1. To establish a link between NB-Rail and the non-EU assessing entities, with the assistance of the European Commission.
2. To publish and promote the existing accreditation scheme for NoBos among non-EU Competent Authorities as an example of best practice, with the suggestion they use the scheme *mutatis mutandis* to verify the competences of persons and organisations working in the field of UTP conformity assessment. This action could be executed by the OTIF Secretariat in coordination with the ERA.
3. To follow closely the development of the monitoring scheme for NoBos and keep WG TECH updated on the results. This action could be executed by the OTIF Secretariat in coordination with the ERA.
4. Once the work is finished at EU level, to make available to non-EU Competent Authorities the experience and best practices concerning implementation of the monitoring scheme at EU level and to promote using it as a basis for consistently monitoring the quality of conformity assessment at national level by non-EU OTIF CS. This action could be executed by the OTIF Secretariat in coordination with the ERA.
5. To discuss whether and how coordinated monitoring of assessing entities should be established within the framework of COTIF.
6. To consider the need for changes to the UTP GEN-E on assessing entities, in relation to the EU changes within the fourth railway package. This task is part of a wider activity to consider the need for alignment between COTIF and the EU provisions as part of the fourth railway package.

The **Secretariat** reminded the meeting that it kept WG TECH informed about developments in the monitoring scheme (point 3). Furthermore, the development of monitoring schemes among non-EU OTIF Competent Authorities and assessing entities, as suggested in points 4 and 5, would be possible under COTIF, but only after they had been completed in the EU. It also explained that the monitoring of assessing entities had not yet been initiated in the EU. The Secretariat should first monitor the results in the EU before taking further steps within OTIF.

The **Chairman** thanked the Secretariat for the introduction and noted that this is a very important subject. He reminded the meeting that it is important that the process and quality of vehicle approvals is coordinated between EU and non-EU Member States in order to establish and maintain the necessary confidence that other Governments are meeting their obligations under COTIF. The chairman proposed that WG TECH should first discuss whether the 6 points proposed above were correct and complete and then discuss how to proceed further.

[4] For further information, please consult the explanatory document on ATMF 2015, published on OTIF´s website: http://www.otif.org/fileadmin/user_upload/otif_verlinkte_files/06_tech_zulass/05_Explanatory_docs/CTE8_6_2_e_validated_ATMF_explanatory_document.pdf

The representative of the EC reminded the meeting that the project to develop the monitoring system for NoBos was presented at WG TECH 29[5]. The EC expected that it would further improve the admission and assessment processes. The EC welcomed the further development of this subject within OTIF.

DE welcomed the document and supported an initiative on coordinated monitoring. It wondered if it would be possible to have a cross-cutting audit between non-EU assessing entities and Competent Authorities, so that they can learn from each other. Lastly, DE asked whether the coordination work would also cover the CSM assessment bodies.

UIP also welcomed the document. UIP was of the view that it was important to ensure equivalent conformity assessment processes and the mechanisms described were intended to maintain the necessary confidence and trust between the authorities. The introduction of the document could have been written more clearly to point out that this was the aim. UIP also underlined that there was no need for additional regulations.

NB-RAIL wondered whether COTIF regulates coordination between the assessing entities. He informed the meeting that NB-Rail was discussing extending its scope to CSM bodies, in a similar manner as for the NoBos. Mr Handel announced that, following contacts with the OTIF Secretariat and discussions at WG TECH, NB-Rail would invite OTIF non-EU assessing entities to participate in its meetings concerning rolling stock. NB-Rail would coordinate with the OTIF Secretariat in order to extend the invitation to non-EU assessing entities.

On behalf of WG TECH, the **Chairman** thanked Mr Handel for his presentation and clarification of NB-Rail's activities and for the invitation to non-EU assessing entities. He summarised the discussion and **concluded this item as follows**:

1. On OTIF´s website, the Secretariat would include a link to the EU´s Notified Bodies – NANDO database.
2. WG TECH noted that the non-EU assessing entities would be invited to future NB-Rail meetings concerning rolling stock.
3. NB-Rail would be invited, in the same capacity as other sector associations and organisations, to participate in relevant OTIF meetings, such as WG TECH and CTE.
4. WG TECH also noted the importance of future coordination between the EU and non-EU assessing entities.
5. WG TECH noted that no delegation had made any comments on the course of action suggested in the document and the 6 points it set out, i.e. on item 4 of TECH-13039-WG TECH 30 – monitoring NoBos.
6. The Secretariat would prepare information for the CTE on the aim and subsequent steps in the process of improving the systematic oversight on non-EU assessing entities.

6. DEVELOPMENT OF INTEROPERABILITY BEYOND THE EU

The **Secretariat** reminded participants of the activities that had preceded the meeting. In summary, the idea was to develop COTIF, and in particular ATMF, so that it provides rules for international traffic based on the exchange of vehicles at border crossing stations, as well as rules for running complete trains across borders between States that wish this kind of operation. For this to take shape, rules concerning safety, operations and access conditions should be drafted.

Based on the discussion so far, the OTIF Secretariat suggested that the further work could be divided into two parts:

1. Extending the scope of ATMF to include safety and operational provisions concerning the cross-border operation of trains:
    a. To define high-level tasks and responsibilities

[5] Report of WG TECH 29, page 9

   b. To mandate the further development of subsidiary rules (similar to UTPs)
   c. To provide rules analogous to those of the EU interoperability and safety directives.

2. Develop a new legal instrument under COTIF (e.g. a new Appendix) concerning access conditions:

   a. Each State would declare which lines are open to interoperable trains (if any)
   b. Parallelism with the EU access directive would be achieved (licensing, track access, etc.)
   c. Would be developed by a dedicated working group.

UIP was of the view that the interoperability of trains should reflect the interoperability of wagons to be used on different networks at operational level, rather than seeking to achieve the free movement of trains. It expressed concern as to how all the necessary provisions for trains relating to its use of the infrastructure should be defined (similar to the CUI and CUV Uniform Rules for vehicles) and wondered whether ATMF was the right place for such requirements.

CER agreed that it was necessary to achieve a parallel with the EU directives, but extending the scope of ATMF was not sufficient, as the subject of interoperability was not linked to ATMF alone. In his opinion, it would be difficult to achieve full equivalence with EU law, which would require, for example, a similar legal architecture. CER was also concerned amending ATMF would result different topics' being combined within a single document.

The representative of the EC was of the opinion that as well as further clarification of the high-level tasks and responsibilities and subsidiary rules for operations and safety (point 1), harmonisation of the access conditions (point 2) with EU law was also very important. She agreed with the Secretariat's proposal that access conditions should be drafted by a special working group with clear terms of reference approved by the General Assembly.

The **Secretariat** explained that the concept of 'interoperability' could be divided into two sets of regulatory developments. Firstly, as ATMF already sets out the requirements for vehicle admissions, usage and maintenance, it would be pragmatic to add to ATMF provisions concerning the safe operation of trains. These provisions would set out the operational and safety rules and responsibilities to be applied when a train is operated across borders. It would mean extending the scope of ATMF, building on the elements which are already governed by ATMF. This version of ATMF with an extended scope would not deal with network access rights. CTE could start drafting the extended ATMF. Secondly, the provisions concerning network access conditions could be in the scope of a new Appendix. These provisions would define whether and under which conditions a foreign railway undertaking would obtain access to a State's network. It should be underlined that only States that wish to open their network to foreign railway undertakings would apply the Appendix. The drafting of a new Appendix covering access conditions could be the task of a specific working group, established by the Revision Committee.

DE reminded the meeting about the activities that had preceded the development of interoperability within EU and noted that this would be a big step for COTIF. DE wondered whether the order of points 1 and 2 proposed by the OTIF Secretariat should be changed, i.e. first develop access conditions and only then the operational and safety provisions. He wondered whether the operational and safety provisions would be of any use if the access conditions were not established beforehand.

UIP agreed with DE. It reminded the meeting that COTIF 1999 was a response to the 1991 EU railway reform in order to ensure compatibility and free movement of vehicles. UIP asked how far OTIF wished to proceed in this matter (i.e. interoperability beyond the EU), and reminded the meeting that railways in non-EU OTIF MS are often organised by a single operator, with no opportunity for other railways to access the network. He highlighted the importance of clarity in terms of the IMs' and RUs' obligations. He also noted that the licensing process preceded a Network Statement, which was the second step.

The **Secretariat** replied to DE's and UIP's suggestion that the ATMF, with an extended scope, could also be used for States that have concluded bilateral or multilateral agreements concerning the access conditions to their networks. The idea was that ATMF with an extended scope would further define and harmonise the relations and responsibilities between IMs and RUs. The Secretariat was therefore of the view that ATMF could also be of use without COTIF provisions concerning network access.

CH preferred not to discuss the scope now, as the discussion was premature. It was of the view that the meeting should discuss a set of the rules that would allow recognition of licenses and certificates.

The **Secretariat** once again highlighted that market opening had never been mentioned or suggested and that this subject was not on the agenda for discussion. The basic idea behind interoperability beyond the EU was to make it easier to use railway lines interoperably, so that from a technical and safety perspective, trains could cross borders without interruption. It would be up to each State to decide whether it wanted to make use of these provisions and if so, whether it wanted to have cross-border trains on the basis of market opening or on other terms. It reminded the meeting that the IMs' and RUs' responsibilities and procedures in terms of how to interact and exchange information were, to a great extent, already defined in ATMF.

If, for example, two or more States wished to allow access to each other's networks, they would need common provisions to enable such access. A single multilateral agreement would avoid several potentially incompatible bilateral agreements. The Secretariat presented the concept planning. Part 1, extending the scope of ATMF, could be discussed at the CTE and Revision Committee in 2017 and could be adopted at the General Assembly in 2018. Part 2, concerning the access conditions, could first be discussed by the Revision Committee in 2017. Following that discussion, a working group could be set up to discuss the pertinence of such new rules. It could then ask the General Assembly in 2018 for a mandate to develop a new legal instrument including competencies, the Revision Committee in 2020 could review and validate the working group´s draft on access conditions and propose that the General Assembly in 2021 adopt a new legal instrument (Concept planning Annex III).

The **Chairman** noted the OTIF Secretariat´s concept planning and asked participants whether WG TECH should wait for the General Assembly in 2021 to adopt access rules and then start a discussion on extending the scope of ATMF, or whether this should be done in parallel.

DE wondered whether a specific working group had to be set up. He reminded the meeting of the ad-hoc safety subgroup which had drafted the last revision of ATMF and which had introduced Article 15a.

The **Secretariat** was open to any working method, whether or not it involved a dedicated working group. It offered to provide a first draft of ATMF in its extended scope for the next WG TECH meeting.

The representative of the EC reminded the meeting that the concept of interoperability beyond the EU had been supported by the General Assembly in 2015, i.e. by the non-EU OTIF MS as well, and that it had been discussed at CTE 9, which had agreed that it should be developed further. She reiterated the position that the work on access conditions would have to be carried out by the special working group independently of the CTE.

The **Chairman** noted the EC´s comment, summarised the discussion and **concluded this item as follows**:

1. WG TECH noted the concept planning suggested by the OTIF Secretariat, and in particular the separate development of ATMF with an extended scope, followed by the development of access conditions.
2. WG TECH emphasised that it would not discuss market access and market opening and would leave this to other forums.
3. WG TECH noted the two layers of requirements to be developed further:
    a. The technical/operational requirements intended to support bilateral operations, probably in the form of an extension of the scope of ATMF.
    b. The access requirements, which would not be developed under the auspices of the WG TECH, but would follow the relevant decision of the General Assembly.
4. Together with the EC and ERA, the OTIF Secretariat would prepare a first draft of ATMF with the extended scope and present it at the next WG TECH meeting.

7. PROVISIONS CONCERNING THE TRANSFER OF VEHICLE REGISTRATIONS BETWEEN NVRs

The **Secretariat** reminded the meeting that based on a question from RS, WG TECH 29 had identified the need to make it possible the transfer of vehicle registrations between NVRs and had been requested that

ERA discuss this subject at its 20th WP RVRR[6], bearing in mind that so-called "register hopping" should be avoided. The Secretariat suggested that following ERA´s recommendation to amend the NVR Decision, the same conditions should be taken over by OTIF. In practical terms, WG TECH would first discuss the proposal and then it would be submitted to the CTE 10 for decision (13-14 June 2017).

Mr Andreas **SCHIRMER** of **ERA** informed the meeting of the WP RVRR proposal, as follows:

> "The EVN[7] may be changed at the request of the keeper through a new registration of the vehicle in the NVR of a different Member State *[connected to the ECVVR]* and subsequent withdrawal of the old registration.
>
> Such change of EVN is without prejudice to the application of Articles 21 to 26 of Directive 2008/57/EC as far as the authorisation procedures are concerned.
>
> The administrative costs incurred to change the EVN shall be covered by the keeper requesting the change of EVN.
>
> This provision is applicable until the European Vehicle Register referred to in Article 47(5) of Directive (EU) 2016/797 is operational."

He also highlighted that this proposal would only work if the NVRs were connected to the ECVVR[8] and if the vehicle were also authorised (admitted in operation) in the MS where the "receiving" NVR is located. Furthermore, he informed the meeting that ERA would submit its relevant recommendation to the Commission before 31 December 2016.

The representative of the EC confirmed that once the relevant recommendation had been received, the RISC would discuss it (most likely at RISC 78 in January 2017) and subsequently formally proposed for adoption it in accordance with the legal framework within the EU.

The **Chairman** thanked Mr Schirmer for the presentation on the WP RVRR proposal and opened the discussion.

The **Secretariat** suggested that the WP RVRR proposal needed further clarification on the last point, as it was unclear what would happen after the EVR became operational, and this (last) sentence could not be transposed into COTIF.

DE reminded the meeting that the discussion in WP RVRR was not yet finished. It also requested that the WP RVRR should clarify further preconditions that would allow the transfer of registration and the related procedure in this regard.

FR agreed with DE and noted that WP RVRR had not set a clear timeframe to amend the NVR. It also noted that the relevant documents required for the transfer of registration should also be harmonised.

UIP noted that there was a requirement for the transfer of registration, but agreed with DE and FR that the relevant documents and procedure should be developed further at WP RVRR. He was of the opinion that requests for the transfer of registration would not be frequent, as it would also be a huge burden for applicants. He was of the view that the last sentence of the WP RVRR proposal could even be deleted. In addition, he also explained some of the reasons that might lead to the transfer of registrations, i.e. the applicable national rules, not only for authorisations, but also operational rules, restrictions to the effect that a particular workshop must be used for maintenance, etc. UIP was of the opinion that all justified cases for the transfer of registers should be listed.

IT agreed with previous speakers that the process of transferring registration should be clarified. He asked whether the European vehicle authorisation process would be affected.

CH wondered whether this proposal would prevent "register hopping", as this was one of the aims.

---

[6] The 20th Working party meeting on rationalisation of vehicle related registers was held on 18 October 2016

[7] European Vehicle Number, which is equivalent to COTIF´s Unique Vehicle Number

[8] European Centralised Virtual Vehicle Register

ERA informed the meeting that the next WP RVRR was planned for 22 November 2016 and asked whether the Secretariat could forward the comments[9].

The **Chairman** summarised the discussion and **concluded this item as follows**:

1. WG TECH took note of the proposal of the WP RVRR, including the text between brackets [*connected to the ECVVR*]
2. The last sentence of the WP RVRR´s proposal needs further clarification as it is unclear what would happen after the EVR becomes operational and this sentence cannot be transposed into COTIF.
3. The participants said it was necessary to define/clarify:
    a. more details concerning the conditions for justifying a transfer, the documents required, etc.
    b. the timeframe for amending the NVR.
4. WG TECH noted that this was a good example of the cooperation between the OTIF Secretariat, the European Commission and ERA, as this topic was originally initiated by RS, transmitted through the OTIF Secretariat to EC and ERA and again discussed within WG TECH.

8. UTP GEN-G[10]: DRAFT EXPLANATORY DOCUMENT

Document:	TECH-16037-WGT30-Expl doc UTP GEN-G	Draft explanatory document UTP GEN-G

The **Secretariat** had prepared document TECH-16037-WGT30-Expl doc UTP GEN-G, which is intended as an addition to the guidance that is already available. The document explained when the UTP GEN-G should be applied, and by whom, as this may sometimes differ between COTIF and the legal system within the EU. It does not go into detail on how risk analysis and risk evaluation should be performed, as that is similar in COTIF and EU legislation. This is comprehensively documented on ERA´s website and that guidance could be used within the scope of COTIF as well. ERA´s guidance on assessment bodies is also available on the OTIF website.

DE thought it was a good document, but suggested that the first sentence of the fourth paragraph of chapter 2 should be more precise. This sentence mentioned that changes may be of a technical, operational or organisational nature. He was of the view that, if all changes were to be described, changes to maintenance could be also mentioned, but it may be easier to refer to "changes of a various nature". In addition, he commented that the UTP GEN-G verification procedure should include assessment not only of the process, but of the results as well.

CER supported DE and suggested that the document should use the same terminology as used in the EU; in particular it should refer to "subsystem" instead of "system" in the sentence referred to by DE.

The **Chairman** summarised the discussion and **concluded this item as follows**:

1. WG TECH accepted the remarks and suggestions from DE and CER and requested the OTIF Secretariat to include them in an updated version.
2. WG TECH invited the OTIF MS to send any comments they might have in the following two weeks.
3. In line with good practice, the Secretariat would only publish it on OTIF´s website once it had been reviewed by the CTE.

[9] Post meeting note: On 18 November 2016, the OTIF Secretariat sent ERA an email with the information requested

[10] Uniform Technical Prescriptions General provisions – common safety method (CSM) on risk evaluation and assessment (RA) of 1.1.2014

9. DEVELOPMENTS IN EU REGULATIONS WHICH MAY AFFECT EQUIVALENCE WITH COTIF AND DISCUSSION ON NEXT STEPS

a. EU noise reduction strategy

At the last meeting, WG TECH 29 requested that the OTIF Secretariat obtain information regarding the number of wagons which are equipped with cast iron brake blocks (CIBB) and which are thus considered noisy, and those which are equipped with composite brake blocks (CBB) and are thus considered silent. The **Secretariat** presented the answers received from the competent authorities of CH and RS: 42,151 (60%) of all wagons operated on CH's network[11] were equipped with CIBB, of which only 14 were from non-EU OTIF MS. On the other hand, 14,508 (84%) of the wagons registered in CH were equipped with CBB. In RS 4,570 (97%) of wagons registered for international traffic were equipped with CIBB and all of them were admitted to operation before 1 December 2012, i.e. before the introduction of the UTP WAG[12].

With regard to this item, the **Chairman** suggested that WG TECH should first discuss factual data, followed by comments on the document submitted, if any, and then the aims of noise abatement. The Chairman´s suggestion was tacitly adopted.

Document: TECH-16041-WGT30 noise retrofitting and COTIF Noise retrofitting and COTIF

The **Secretariat** introduced the document to the meeting. Based on WG TECH 29´s request, the OTIF Secretariat had analysed ATMF and after consulting ERA and COM, had presented its findings in the document. The document explained how new noise requirements, in particular the retrofitting of brake blocks, can or cannot be imposed retroactively for existing vehicles. The document illustrated that retroactive fitting could entail several legal and procedural difficulties:

1. If future EU rules were to require retrofitting, in principle these rules would not automatically be applicable to wagons coming from non-EU OTIF MS, even when entering the EU.
2. "Grandfather Rights" for existing wagons are enshrined in both EU law at the level of the Directive and in COTIF at the level of ATMF.
3. CTE has the competence to impose, for duly justified reasons, retroactive requirements for vehicles predating the ATMF (e.g. older RIV wagons).

As an alternative to imposing retrofitting, the document suggested the concept of "**silent freight corridors**", where the basic idea is to define pass-by noise as a parameter of compatibility between the network and the vehicle. The idea is that States can define lines as being compatible with silent wagons only and the RUs will be responsible for ensuring this compatibility.

ERA´s Task Force (TF)[13] on noise had included in its draft report the OTIF Secretariat´s arguments and reasoning concerning COTIF, so that these elements were also transparent during the EU decision-making process. The "silent corridors" approach, or "silent sections of the network" as it is referred to in the ERA report, was also now one of the options in the report. The TF´s report will be used in future by an ERA working party that will prepare the revision of the NOI TSI, i.e. to issue the recommendation to the EC.

The **Chairman** thanked the Secretariat for the introduction and noted that, as a result of the ERA taskforce, there were three options on the table:

1. Silent corridors/silent sections of the network (route compatibility)
2. The introduction of deadlines for retrofitting wagons:
    a. The first deadline for internationally used wagons (until end of 2021)
    b. The second deadline for wagons only used nationally (until end of 2025), it being understood that OTIF is only concerned with wagons used in international traffic.
3. A combination of the above.

[11] January – June 2016

[12] All wagons admitted to operation after 1 December 2012 were considered silent

[13] Task Force (TF) on the applicability of NOI TSI to existing wagons

The **Chairman** asked whether participants would like to add anything which would complete the picture for the forthcoming discussion. He then opened the discussion.

ERA thanked the OTIF Secretariat for the good overview provided in this document. It reminded the meeting that a number of EU MS were confronted with requests from the public to reduce noise. This had resulted in the creation of the ERA TF on noise. It confirmed that the TF on noise was discussing two options: to retrofit all vehicles, and silent corridors. The latter option had two open points: one was how to define silent corridors and its parameters without affecting the interoperability of the EU´s network and the other concerned the consequences if the EU MS declared their whole network to be "silent". ERA also mentioned that a discussion on silent corridors had been initiated with the EC legal service and that the TF on noise would continue its work in 2017.

UIP was of the view that the framework for noise abatement was not very clear. It noted that both approaches, i.e. to reduce noise by retrofitting all wagons, and silent corridors, created legal challenges. In addition, the level of the discussion had been changed, as discussion of NOI TSI had been extended to include other (EU) directives: the Environmental Noise Directive (END), the Interoperability Directive (IoD) and a Single European Railway Area Directive (Track access Directive).

CH agreed with UIP. It also said that international wagons should be silent.

The representative of the EC welcomed the proposed document, in which the intention of resolving the problem was clearly stated. She informed the meeting that at the RISC 78 meeting, the EU Member States had not been opposed to the silent sections approach, which would be analysed further. She also informed the meeting that the EC´s legal service would carefully examine all possible solutions in relation to EU law. She also confirmed that this topic was still under discussion within the TF for noise.

DE confirmed that discussions were ongoing within EU and that it would result in a proposal setting out various options, which would be useful for all EU MS. It wondered what the consequences of the retrofitting option would be for the COTIF legal system. With regard to point 3.3 on page 7 and the last bullet point on page 8, DE asked if the Secretariat could emphasise even more in the document that all wagons which were admitted in accordance with the UTPs (since 1.12.2012, when the first set of UTPs for wagons entered into force) were in fact silent and that for vehicles not admitted in accordance with the UTPs, it was possible to impose a retroactive requirement. It also asked whether it was necessary to clarify further the term "for duly justified safety and interoperability reasons".

CER questioned the concept of differentiating wagons for national and international traffic. It was concerned that the introduction of silent corridors would increase the administrative burden on RUs, which should be avoided. In his view, harmonised criteria for the silent corridors should also be developed.

UIP said that it was not known whether silent corridors would entail an additional burden, but this would be analysed in the impact assessment carried out by the TF for noise. He also noted that if the NOI TSI needed to be changed (because of retrofitting) the established equivalence between COTIF and EU law would be affected, so changes would also have to be made to COTIF to maintain equivalence. On the other hand, the silent corridor approach would not affect COTIF.

The **Secretariat** informed the meeting that RS had asked it to state on its behalf that RS was opposed to any limitation of grandfather rights.

The **Chairman** summarised the discussion and **concluded this item as follows**:

1. WG TECH noted document TECH-16041 – WGT 30 noise retrofitting and COTIF, with the clarification requested by DE in points 3.3 and 7, i.e. that wagons admitted to operation in accordance with the UTPs were considered as silent.
2. WG TECH noted the three alternatives for noise abatement considered by the ERA taskforce:
    a. Silent corridors/silent sections of the network (route compatibility)
    b. The introduction of deadlines for retrofitting wagons:
        I. The first deadline for internationally used wagons (until end of 2021)
        II. The second deadline for wagons only used nationally (until end of 2025)

c. A combination of the above.

3. The EC would analyse the silent corridor approach further and keep WG TECH updated.

10. FOURTH RAILWAY PACKAGE: STATUS UPDATE ON ANALYSIS OF CONSEQUENCES FOR EQUIVALENCE WITH COTIF

a) At the level of APTU and ATMF

- **Comparison table between APTU and Directive (EU) 2016/797**

  Document: Draft Table of comparison APTU 4th RP27.10.16

- **Comparison table between ATMF and Directive (EU) 2016/797**

  Document: Draft Table of comparison ATMF 4th RP27.10.16

The **Secretariat** informed the meeting that the European Commission had carried out a comprehensive analysis of APTU and ATMF in the light of the EU fourth railway package and had identified the elements for which amendments should be considered. The results of the analysis were set out in two draft comparison tables, one for APTU and the other for ATMF. The OTIF Secretariat had uploaded them for the attention of WG TECH 30.

The representative of the EC explained in detail the principle of the work which had led to the creation of the tables and introduced the following five categories in cases where the wording between COTIF and EU differs:

(A) NO IMPACT: which means that differences have no impact on OTIF-EU equivalence

(B) NO CHANGE in the fourth railway package: which means that it was assumed that the provisions were already equivalent

(C) NOT RELEVANT to check differences for equivalence, e.g. elements related to the proper governance of OTIF and/or EU

(D) AMENDMENT to be introduced: which means that that OTIF text should be reviewed. Amendments were divided into: significant (**) or not significant (*)

(E) To be resolved by a TABLE OF CORRESPONDENCE.

The **Chairman** thanked the EC for the analysis carried out and for the introduction. He also highlighted the importance of this work in order to maintain OTIF-EU equivalence without any gaps, and then opened the discussion.

The **Secretariat** welcomed the EC´s work, which would mean that the amendments for COTIF could be drafted easily. It suggested that further work on amendments to ATMF and APTU should be carried out on the basis of the corresponding comparison table.

With regard to CH´s request for clarification of the concept of "area of use" and whether it should be introduced into COTIF as part of the authorisation process, **the representative of the EC** explained that this concept had been introduced under the fourth railway package and that it describes geographically the network for which the vehicle would be authorised. She noted that there should be a clear link between the ATMF "Admission to operation" on one hand, with the EU concepts of "placing a vehicle on the market" and "placing a vehicle in service" on the other. The **Secretariat** was of the view that a similar two-step approach would not be needed within COTIF, although the concept of "area of use" could be used to identify the networks on which the vehicle could be used.

The **Chairman** summarised the discussion and **concluded this item as follows**:

1. WG TECH noted the European Commission´s comparison tables based on the comprehensive analysis of APTU and ATMF on one hand, and Directive (EU) 2016/797 (the Interoperability Directive) on the other.
2. WG TECH noted that for its next meeting the OTIF Secretariat would prepare the draft amendments to APTU and ATMF.
3. WG TECH also noted that the goal for revising APTU and ATMF was to maintain equivalence between OTIF and EU legislation.

b) At the level of UTPs: GEN-A, GEN-B, GEN-C, GEN-E and ATMF Annex B

- **Draft UTP GEN-A (Essential requirements)**

  Document: TECH_16043_WGT30_UTP GEN-A 2015-after 4th RP Working document

- **Draft UTP GEN-B (Subsystems)**

  Document: TECH_16044_WGT30_UTP GEN-B 2015-after 4th RP Working document

- **Draft UTP GEN-C (Technical file)**

  Document: TECH_16045_WGT30_UTP GEN-C 2015-after 4th RP Working document

The **Secretariat** informed the meeting that it had compared the new EU Interoperability Directive 2016/797 with the UTPs: GEN-A, GEN-B, GEN-C, GEN-E and ATMF Annex B. Draft revised versions of UTP GEN-A, UTP GEN-B, UTP GEN-C had been placed on OTIF´s website for the attention of WG TECH 30. The proposed amendments were mostly editorial. With regard to the UTP GEN-E (Assessing entity-qualifications and independence) and ATMF Annex B (Derogations), further analysis was needed. However, the Secretariat was of the view that this matter was not urgent. The Secretariat also noted that UTP GEN-D (assessment modules) and UTP GEN-G (CSM) and ATMF Annex A (ECM) were not affected by the fourth railway package.

The **Chairman** thanked the Secretariat for the work and asked the meeting whether it would agree with the concept proposed by the Secretariat. As there were no comments he **concluded this item as follows**:

1. WG TECH noted the OTIF Secretariat´s proposals and supported the concept proposed by the Secretariat.
2. WG TECH invited MS to analyse the uploaded documents and to provide the OTIF Secretariat with their comments in the following two weeks.

c) Planning

The **Secretariat** informed the meeting about planning with regard to amendments to ATMF and APTU, extending the scope of ATMF and the introduction of the new COTIF provision on access condition. It also reminded the meeting that some articles of ATMF and APTU could be modified by the General Assembly only, so the amendments should be discussed before OTIF's next Revision Committee (Concept planning Annex III). In summary, the following projects were referred to in chronological order:

a. Revision of ATPU and ATMF to bring both into line with the EU's fourth railway package (recast EU Interoperability and Safety Directives). The drafts should be reviewed by CTE 10 in 2017 and be submitted for adoption by the Revision Committee at the end of 2017.

b. **Extending the scope of ATMF** to facilitate interoperability (see agenda item 6). A first draft should be reviewed by CTE 10, then discussed and agreed by the Revision Committee at the end of 2017 and finally adopted by the General Assembly in 2018.

c. Development of network access conditions, possibly in a new Appendix to COTIF (see agenda item 6). Revision Committee in 2017 should set up a working group to analyse the subject and to report to the General Assembly in 2018. The General Assembly could then formulate a mandate for further development with a view to adoption by the General Assembly in 2021.

The **Chairman** reminded the meeting that by June 2019, all the provisions of COTIF affected by the fourth railway package would have to be updated, because from that date the recast EU directives will apply. Thus, for WG TECH 31 (21 and 22 February 2017), the documents to be discussed and approved by OTIF's Revision Committee would also have to be prepared. The Chairman concluded that WG TECH agreed with the planning proposed by the Secretariat.

11. EU - OTIF EQUIVALENCE TABLE

Document	TECH_16046_WGT30_11_EU-OTIF equivalence table	Equivalence table EU/OTIF regulations

The **Secretariat** informed the meeting about recent developments on both sides of the EU-OTIF equivalence table. It informed the meeting that the following ongoing work would affect the equivalence table:

1. UTP LOC&PAS:

   In EU: "New Clause 6.2.7a Additional clause for vehicles intended for general operation on the new chapter"

2. UTP GEN-E:

   In EU: "MNB TASK FORCE: Monitoring system for Notified Conformity Assessment Bodies"

FR requested clarification on whether the EU's planned revision of the NVR Decision would affect its present equivalence with OTIF´s NVR specification. In practical terms, according to reports from the WP RVRR meeting, the codes listed in the appendices to the NVR, would be deleted and ERA´s technical documents would be referred to instead.

The **Secretariat** informed the meeting that it had already sent all the relevant comments to WP RVRR, and it was expected that these comments would be accepted. With regard to the reference to ERA´s technical documents, it explained that COTIF already did this, e.g. in UTP WAG, or in the planned UTP TAF. However, the Secretariat was of the view that it would be useful to await ERA´s recommendation, which was due to be published by the end of 2016, and then discuss possible further steps if need be.

The **Chairman** noted the information on the updated version of the equivalence table and asked WG TECH members to give the OTIF Secretariat adequate and timely feedback, if necessary.

12. NEXT SESSIONS

The 31st session of WG TECH will be held on 21 and 22 February 2017 in Rome.

The 10th session of the Committee of Technical Experts will be held on 13 and 14 June 2017 in Bern.

The 32nd session of WG TECH will be held on 12 and 13 September 2017 in Lille or Brussels.

13. ANY OTHER BUSINESS

Document	Daillens investigation report (CE-GTP-2016-08-E)[14, 15]	Information from Switzerland regarding the investigation of the derailment of wagons containing dangerous goods

CH informed the meeting of its reasons for submitting a document for the attention of WG TECH 30 on the derailment of a train containing dangerous goods, i.e. the "Daillens investigation report". CH was of the view that it would be wise to share the safety recommendations issued by Switzerland's National Investigation Authority with other MS. It also wanted to clarify whether the recommendations might have an impact on UTP WAG, or whether any impacts could be limited to national level, in which case, the National Technical Requirement (NTR) would have to be notified. CH would prefer to avoid this.

CER suggested that this document should also be shared with RUs, IMs and keepers. It also reminded the meeting that ERA had recently made efforts to increase transparency in reporting incidents relating to railway safety in the EU, which had resulted in the creation of a database of problems that had occurred, together with advice and possible solutions..

The **Secretariat** was of the view that this subject was relevant to different stakeholders, instead of a RUs for example. It also noted that the safety management systems of RUs, IMs and keepers were concerned. In its view, the safety recommendations went beyond CH and might be relevant to other States. For example, one of the safety recommendations concerned the ECM.

ERA confirmed that since September 2016, ERA´s website had contained a "Safety Alert IT Tool"[16] designed to exchange safety-relevant information (hazard-related risks and other safety problems). This page was open in the sense that anybody could create an "IT Alert", provided they had previously registered to use (check in to) the system.

In response to the Chairman´s question as to whether safety recommendation No. 95 of the report, i.e. ECM certification of workshops in charge of maintenance, would also have to be checked by WG TECH, as it concerns UTP WAG[17], **ERA** suggested that it would be better to discuss this report later, once ERA had finished its review. Furthermore, it proposed that for WG TECH's next meeting, ERA could prepare some brief information on its findings.

DE suggested that rather than WG TECH, the JNS[18] could be involved. The JNS could decide whether this subject should be investigated further.

IT was of the view that a decision at EU level was required, as the recommendation concerned workshops and their maintenance function, for example.

On behalf of WG TECH, the **Chairman** noted the report. He also suggested that CH could upload this report to ERA´s Safety Alert IT Tool and submit it to the JNS.

CLOSING REMARKS:

The **Chairman** thanked all the participants for the productive discussion, the OTIF Secretariat and the European Commission, who had prepared the documents, and closed the 30th WG TECH meeting.

---

[14] https://www2.sust.admin.ch/pdfs/BS//pdf/2015042501_Sb_d.pdf

[15] https://www2.sust.admin.ch/pdfs/BS//pdf/2015042501_Sb_f.pdf

[16] Link: http://www.era.europa.eu/Communication/News/Pages/European-Union-Agency-for-Railways-launches-Safety-Alert-IT-tool.aspx

[17] *"…, the certification body did not carry out the entire audit itself, but for the "workshop work" part, used as a reference the technical assessment carried out by a body managed and represented within its structure by the wagon owners. Although compliant, this practice raises the question of whether independence is ensured in a certification procedure."*

[18] Joint Network Secretariat, i.e. platform where the sector discusses and works together on different subjects

List of participants — Annex I

I. Gouvernements / Regierungen / Governments

Allemagne/Deutschland/Germany

M./Hr./Mr. Michael **Schmitz**

Leiter Stabstelle 92
Eisenbahn-Bundesamt
Annerkennungsstelle für Benannte Stellen,
internationale Angelegenheiten
Heinemannstrasse 6
DE-53175 Bonn

☏ +49 (228) 9826 160
Fax +49 (228) 9826 9160
E-mail SchmitzM@eba.bund.de

Azerbaïdjan/Aserbaidschan/Azerbaijan

M./Hr./Mr. Farid **Mehdiyev**

Chief of Protocol-translation section of International relations sector of International relations and law department
Azerbaijan Railways CJSC
Dilara Aliyeva st. 230
AZ-1010 Baku

☏ +994 (12) 4994302
Fax
E-mail farid803@mail.ru

M./Hr./Mr. Naghiyev **Nariman Mehdiyev**

Deputy Head of Freight Transportation Department
Azerbaijan Railways CJSC
Dilara Aliyeva st. 230
AZ-1010 Baku

☏ +499 (12) 499 44 34
Fax +499 (12) 499 43 41
E-mail nagnar5@gmail.com

M./Hr./Mr. Dr Elman **Muradov**

Second Secretary
Embassy of Azerbaijan
Kramburgstrasse 6
CH-3006 Berne

☏ +41 (031) 3505044
Fax +41 (031) 3505041
E-mail E_muradov@mfa.gov.az

France/Frankreich/France

M./Hr./Mr. Canisius **Gassa**

Project officer on European & international affairs
EPFS
60 rue de la Vallée, CS 11758
FR-80017 Amiens Cedex 1

☏ +33 (3) 22 33 96 22
E-mail canisius.gassa@securite-ferroviaire.fr

Mme/Fr./Ms Cécilia **Le Gal**

Direction des Référentiels
EPSF – Établissement public de sécurité ferroviaire
Division Système, interopérabilité et interfaces
60 rue de la Vallée, CS 11758
FR-80017 Amiens Cedex 1

☏ +33 (3) 22 33 96 28
Fax +33 (6) 33 62 91 06
E-mail cecilia.legal@securite-ferroviaire.fr

Italie/Italien/Italy

M./Hr./Mr. Rocco **Cammarata**

Head of Technical Standards of Vehicles Office
Agenzia Nazionale per la Sicurezza delle Ferrovie
Piazza della Stazione 45
IT-50123 Firenze

☏ +39 (055) 298 97 19
Fax +39 (055) 238 25 09
E-mail rocco.cammarata@ansf.it

Roumanie/Rumänien/Romania

M./Hr./Mr. Luigi **Spinu**

State Inspector
Romanian Railway Authority
393 Calea Grivitei, Sector 1
RO-Bucharest

☏ +40 (21) 307 22 24
Fax
E-mail luigispinu@afer.ro

M./Hr./Mr. George **Micu**

Head of Department
Romanian Railway Authority
393 Calea Grivitei, Sector 1
RO-Bucharest

☏ +40 (21) 307 79 35
Fax
E-mail ri@afer.ro

M./Hr./Mr. Dragos **Floroiu**

General Manager
Romanian Railway Authority
393 Calea Grivitei, Sector 1
RO-Bucharest

☏ +40 (21) 307 7901
Fax +40 (21) 316 0597
E-mail dragos.floroiu@afer.ro

Suède/Schweden/Sweden

M./Hr./Mr. Robert **Bylander**

NSA Expert
Swedish Transport Agency
Sektion teknik järnväg
Box 267
SE-78123 Borlänge

☏ +46 (70) 225 32 38
Fax
E-mail robert.bylander@transportstyrelsen.se

Suisse/Schweiz/Switzerland

M./Hr./Mr. Roland **Bacher**

Projektleiter
Bundesamt für Verkehr
Sektion Zulassungen + Regelwerke
CH-3003 Bern

☏ +41 58 464 12 12
Fax +41 58 462 55 95
E-mail roland.bacher@bav.admin.ch

M./Hr./Mr. Christophe **Le Borgne**

Chef de projet Interoperabilité
Bundesamt für Verkehr
Mühlestrasse 6
CH-3063 Ittigen

☏ +41 58 461 89 65
Fax +41 58 462 78 26
E-mail christophe.le-borgne@bav.admin.ch

M./Hr./Mr. Robert **Attinger**

Wissenschaftlicher Mitarbeiter
Bundesamt für Verkehr UVEK
Sektion Umwelt
CH-3003 Bern

☏ +41 58 464 21 08
Fax
E-mail robert.attinger@bav.admin.ch

M./Hr./Mr. Marcel **Hepp**

Jurist
Eidgenössisches Departement für Umwelt, Verkehr, Energie und Kommunikation UVEK, BAV
CH-3003 Berne

☏ +41 (58) 463 00 92
Fax +41 (58) 462 58 11
E-mail marcel.hepp@bav.admin.ch

Commission européenne/Europäische Kommission/European Commission

Mme/Fr./Ms Ainhoa **San Martin**

Policy Officer
European Commission
Rue de Mot 28
BE-1040 Bruxelles

☏ +32 (2) 229 862 60
Fax
E-mail ainhoa.san-martin@ec.europa.eu

European Union Agency for Railways

M./Hr./Mr. Christoph **Kaupat**

European Union Agency for Railways
Interoperability Unit
120 Rue Marc Lefrancq
BP 20392
FR-59307 Valenciennes Cedex

☏ +33 (3) 27 09 67 90
Fax +33 (3) 27 09 68 90
E-mail christoph.kaupat@era.europa.eu

M./Hr./Mr. Andreas Schirmer

Head of Coordination sector
European Union Agency for Railways
Interoperability Unit
120 rue Marc Lefranq, BP 20932,
FR-59307 Valenciennes Cedex
France

☏ +33 (3) 27 09 67 89
Fax +33 (3) 27 09 68 89
E-mail andreas.schirmer@era.europa.eu

II. Organisations et associations internationales non-gouvernementales / Nichtstaatliche internationale Organisationen und Verbände / International non-governmental Organisations or Associations

CER

M./Hr./Mr. Jean Baptiste **Simonnet**

Senior Adviser on ERA and Research-related Issues
Community of European and Infrastructure Companies (CER) AISBL
Avenue des Arts 53
BE-1000 Brussels

☏ +32 (2) 213 08 65
Fax
E-mail jean-baptiste.simonnet@cer.be

M./Hr./Mr. Christian **Chavanel**

Interoperability & Standardization Director
SNCF/Direction Système & Techno Ferroviaire /
Direction Interopérabilité & Normalisation
Campus Etoiles
2 Place aux Etoiles
FR-93633 La Plaine Saint Denis

☏
E-mail christian.chavanel@sncf.fr

CIT

M./Hr./Mr. Lothar **Schneemann**
(1st day only)

Expert
DB Cargo AG
Edmund-Rumpler Strasse 3
DE-60549 Frankfurt am Main

☏ +49 (160) 9748 09 61
Fax
E-mail lothar.schneemann@deutschebahn.com

NB-Rail

M./Hr./Mr. Christoph **Handel**
(1st day only)

Arsenal Railway Certification GmbH
Am Spitz 3/6/9
AT-1210 Wien

☏ +43 (1) 258 01 12 12
Fax
E-mail christoph.handel@arsenalrace.at

UNIFE

M./Hr./Mr. Christian **Zumpe**
(1st day only)

Homologation Manager
Siemens
Werner-von-Siemens-Strasse 67
DE-91052 Erlangen

☏ +49 (9131) 7 26955
Fax +49 (9131) 828 26956
E-mail Christian.Zumpe@siemens.com

UIP

M./Hr./Mr. Gilles **Peterhans**

Secretary General
UIP - International Union of Wagon Keepers
Rue Montoyer 23
1000 Brussels
Belgium

☏ +32 (2) 672 88 47
Fax +32 (2) 672 81 14
E-mail gilles.peterhans@uiprail.org

III. Secrétariat / Sekretariat / Secretariat

M./Hr./Mr.Bas **Leermakers** — Head of Section
Tel.: +41 (0)31 359 10 25
E-Mail: bas.leermakers@otif.org

Mme/Fr./Ms.Margarethe **Koschmider** — First Officer
Tel.: +41 (0)31 359 10 26
E-Mail: margarethe.koschmider@otif.org

M./Hr./Mr. Dragan **Nešić** — First Officer
Tel.: +41 (0)31 359 10 24
E-Mail: dragan.nesic@otif.org

Mme/Fr./Ms Milena **Milačić** — Trainee expert
☏ +41 (0)31 359 10 24
E-Mail: milena.milacic@otif.org

Approved Agenda Annex II

1. Approval of the agenda
2. General information from the OTIF Secretariat
3. Election of chair
4. Approval of the minutes of the 29th session of WG TECH
5. Comments from Member States on document proposed for CTE 10:
    - Draft UTP TAF

9. b) Monitoring of Notified Bodies

6. Development of interoperability beyond the EU
7. Provisions concerning the transfer of vehicle registrations between NVRs
8. UTP GEN-G[19]: draft explanatory document
9. Developments in EU regulations which may affect equivalence with COTIF and discussion on next steps:
    a) EU Noise Reduction Strategy
10. Fourth railway package: status update on analysis of consequences for equivalence with COTIF:
    b) At the level of APTU and ATMF
    c) At the level of UTPs: GEN-A, GEN-B, GEN-C, GEN-E and ATMF Annex B[20]
    d) Planning
11. EU-OTIF equivalence table
12. Next sessions
13. Any other business

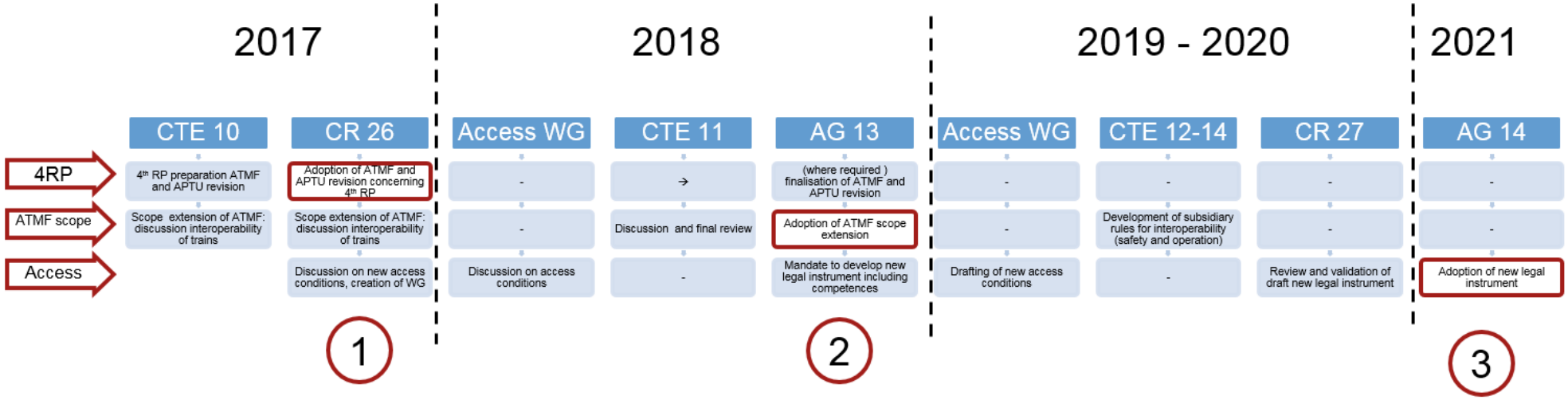
[19] Uniform Technical Prescriptions General provisions – common safety method (CSM) on risk evaluation and assessment (RA) of 1.1.2014
[20] These UTP and Annex B concern respectively: Essential Requirements, definition of Subsystems, content of the Technical File, Qualifications of assessing entities and Derogations.

Concept planning

Annex III

Development of COTIF:

1) ATMF and APTU amendments to preserve **consistency with the fourth railway package**
2) **Extending the scope of ATMF** to include the safety and operational aspects of operating trains
3) Introducing new COTIF provisions (e.g. new Appendix) on **access conditions**



Legend:

CTE – Committee of Technical Experts
CR – Revision Committee
WG – Working Group
AG – General Assembly