



Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

WG TECH

40th Session

Minutes

Remote meeting, 17-18.6.2020

WG TECH 40 SUMMARY

The Secretariat presented the context and practical arrangements for the WG TECH remote meeting.

As an exception, with the tacit agreement of participants, WG TECH 40 was chaired by the OTIF Secretariat.

- 1. The agenda submitted in document TECH-20017 dated 16.4.2020, as amended by TECH-20025 dated 26.5.2020, was adopted.**
- 2. The Secretariat presented the latest developments in OTIF.**
- 3. The minutes of the 39th session of WG TECH were approved.**
- 4. Proposals for decision by written procedure:**

WG TECH 40 reviewed the following proposals for decision by the Committee:

- a) Modification of the UTP concerning rolling stock noise
 - UIC suggested adding two manufacturers of composite brake blocks to the newly included Appendix E in order to maintain consistency with the TSI NOI. WG TECH 40 agreed not to include them in the proposal, but to discuss them in one of the following WG TECH meetings instead;
 - WG TECH 40 agreed with the modifications to the UTP NOI, as set out in document TECH-20004 dated 25.2.2020.
- b) Modification of the UTP concerning freight wagons
 - UIC suggested updating the references to EN standards in points 6.1.2.2 and 6.1.2.4 in order to maintain consistency with the WAG TSI. WG TECH 40 agreed not to modify the existing references, but to discuss the updates in the forthcoming revision of the UTP WAG instead;
 - WG TECH 40 agreed with the modifications to the UTP WAG, as set out in document TECH-20005 dated 25.2.2020.
- c) Modification of the UTP concerning vehicle marking
 - RS proposed to be more precise in mark an ability of rail/road machines concerning track signalling and control system in point 16 of the UTP MARKING. WG TECH 40 agreed not to include the text concerned in this proposal, but to discuss it again at one of the following WG TECH meetings instead. RS agreed;
 - WG TECH 40 agreed with the modifications to the UTP MARKING, as set out in document TECH-20006 dated 25.2.2020, without the text and table on rail/road machine categories.
- d) Full revision of the rules for certification and auditing of entities in charge of maintenance (ECM Regulation)
 - The European Commission proposed to add a new paragraph to Article 3(5) to ensure that equally robust and transparent ECM certification processes are applied in all OTIF Contracting States;
 - In its final review, WG TECH 40 agreed with the revised rules of the ECM Regulation, as proposed in document TECH-20007 dated 25.2.2020, with the addition of a new paragraph in Article 3(5), as proposed by the European Commission, and an improvement to the text in footnote 4 c) of Article 3(4).
- e) Full revision of the specifications concerning vehicle registers
 - The European Commission proposed to require that all the vehicles entering the EU should be registered in the EVR when it is not possible to retrieve relevant vehicle data in a single entry point (new Article 13);

- WG TECH 40 agreed to add a clarifying footnote to (new) Article 13. The OTIF Secretariat would draft a footnote by 19 June 2020 and send it to those delegations that volunteered to review it (European Commission, GB, ERA, CER and UIC);
- In its final review, WG TECH 40 agreed with the revised specifications concerning vehicle registers, as proposed in document TECH-20008 dated 25.2.2020, with the new Article 13 proposed by the EU, provided that a footnote is added to clarify the new Article 13;
- WG TECH 40 was of the view that in future, an IT tool would be necessary in order to facilitate the exchange of vehicle data between vehicle registers, including the EVR;
- ERA was invited to share the EVR Guidelines – Application Guide with the members of WG TECH as soon as a preliminary draft version is ready for publication;
- ERA was invited to explain at the next WG TECH meeting how vehicles from the non-EU OTIF CS could be registered for use in the EU in practice.

5. For discussion:

- a. TAF – amending the process of regularly updating Annex 1 to UTP TAF
 - WG TECH 40 agreed with the amended process as described in TECH-20020 dated 19.5.2020.
- b. Alignment of UTP WAG with EU Commission Implementing Regulation (EU) 2020/387
 - WG TECH 40 agreed with the Secretariat’s proposal that the latest amendments to WAG TSI be introduced into the UTP WAG. The Secretariat would use the version of the UTP WAG proposed for adoption in the written procedure.
- c. Work programme of the Committee
 - WG TECH 40 noted the work programme of the Committee;
 - WG TECH 40 agreed that if the Committee were to reject the proposals reviewed under agenda item 4 in the written procedure, new proposals should be prepared for the item(s) concerned for adoption by the Committee at its meeting in June 2021, as a priority;
 - WG TECH 40 recommended including the following new subjects in the work programme:
 - o Discussion on the further development of UTP MARKING concerning rail/road machines,
 - o Discussion on the further development of vehicle register interface specifications,
 - o Prepare the revision of ATMF with regard to the scope of ECM certification.
 - WG TECH 40 agreed that it should only start developing annexes to the new EST UR once the UTPs had been updated.

6. Review of the draft proposals for modifications:

WG TECH 40 reviewed the documents listed below. The comments made at the meeting are listed below. Participants were invited to provide further written comments by 31 July 2020 at the latest. After that date, the OTIF Secretariat would prepare updated versions of all the draft proposals and publish them in mid-August 2020 for review by WG TECH 41.

- a. Draft UTP concerning infrastructure (TECH-20021 dated 19.5.2020)
 - On point 4.2.1 (10) GB suggested using wording similar to that used in the EU text;
 - On point 4.5.2 GB suggested avoiding provisions referring to professional competences, as these should remain subject to the law applicable in each state.
- b. Draft UTP concerning train composition and route compatibility checks (TECH-20018 dated 19.5.2020)
 - There were no comments at the meeting.

- c. Draft revised UTP LOC&PAS (TECH-20023 dated 19.5.2020)
 - On point 1.1 the European Commission suggested making the responsibilities of competent authorities and assessing entities clearer.
- d. Draft revised UTP PRM (TECH-20022 dated 19.5.2020)
 - On point 4.6 GB suggested avoiding provisions referring to professional competences, as these should remain subject to the law applicable in each state.

7. Developments in EU regulations that are of relevance to COTIF (presented by ERA and the European Commission)

- The EU had extended the transposition deadline for the rail safety and interoperability directives of the fourth railway package in response to the COVID 19 pandemic (until 31 October 2020, under the *Rail Relief package*);
- The EU announced the so-called TSI revision package, planned to be completed in 2022, where the strategic objectives are digital rail and green freight. ERA explained in detail the objective and scope of work of the TSI revision package.

8. Any other business

(Included under item 4.e)

9. Next session: Bern, 9 and 10 September 2020

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, was representing the OTIF Secretariat (hereinafter "the Secretariat") welcomed all the participants and opened the 40th session of WG TECH, which was being held remotely. The participating Member States agreed tacitly that Egypt, Israel and the Transport Community could participate in the meeting as observers. The list of participants is attached to these minutes as [Annex I](#). The Secretariat presented the context and practical arrangements for the WG TECH remote meeting. At the proposal of the Secretariat, WG TECH agreed that this session of WG TECH would be chaired by the Secretariat.

In reply to a comment by the European Commission, the Secretariat clarified that the draft modified Rules of Procedure (RoP) of the Committee would be proposed for adoption at the Committee meeting in June 2021. However, with regard to the deadlines for uploading the relevant documents, the Secretariat reminded the meeting that it was already following the modified RoP and would continue to do so.

1. APPROVAL OF THE AGENDA

WG TECH adopted the agenda for the 40th session as proposed in the invitation letter TECH-20017 dated 16.4.2020 and as amended by TECH-20025 dated 26 May 2020 ([Annex II](#)).

2. GENERAL INFORMATION FROM THE OTIF SECRETARIAT

The **Secretariat** presented developments since the 39th WG TECH (see also presentation).

The Secretariat reminded the meeting that the Working Group of Legal Experts and the ad hoc Committee on Cooperation initially planned for 21 and 22 April 2020 had been postponed (provisionally to October 2020).

The Secretariat also reminded the meeting that the modified NVR Specification and UTP TAF had entered into force on 1 June 2020, after a vote by written procedure.

With regard to the current scope of the APTU and ATMF Appendices, the Secretariat informed the meeting that there had been no changes since the previous (39th) WG TECH meeting.

3. APPROVAL OF THE MINUTES OF THE 39TH SESSION OF WG TECH

Document: [WG TECH 39 PVM](#) Provisional Minutes of the 39th session

The **Secretariat** informed the meeting that the provisional minutes had been sent to delegates who attended the 39th Session of WG TECH on 7 January 2020. Comments had been received from Germany, the European Commission and the European Union Agency for Railways (ERA). For the attention of WG TECH 40, the Secretariat had uploaded a version of the provisional minutes with the comments received before 19 January 2020.

Conclusion: the minutes of the 39th session of WG TECH, as amended according to comments received before the meeting, were approved.

4. PROPOSALS FOR DECISION BY WRITTEN PROCEDURE

Vote by written procedure

As the Committee meeting could not take place as a consequence of the coronavirus pandemic, Committee decisions would be proposed using the written procedure. The documents subject to a vote using the written procedure were subject to a final review by WG TECH 40 in order that Member States could make any final comments.

The **Secretariat** explained the process of the vote by written procedure, as defined in Article 21 of the CTE's Rules of Procedure. It also presented the provisional timeline as follows:

- Before the end of July 2020 – the OTIF Secretariat would ask Switzerland, as the chair of the previous Committee session, to sign the circular letter before it is sent to the Member States;
- 30 September 2020 – the deadline by which the Secretary General should receive valid votes from CTE members;
- Before the end of October 2020 – the Secretary General will notify the members of the CTE of the results;
- Four months after notification (end of February 2021) – the deadline for objections;
- 1 April 2021 – the modified provisions will enter into force if the result of the vote is positive and if the number of objections is below the threshold.

The **Secretariat** also reminded the meeting that the proposals and information about the process are also available on OTIF's website: [Activities => Technical Interoperability => Voting Using the Written Procedure](#).

As it chaired the last session of the Committee, **Switzerland** confirmed its readiness to sign the circular for the written procedure at the request of the Secretary General.

Conclusion: WG TECH 40 agreed with the Secretariat's provisional timeline.

The **Secretariat** then presented all the proposals as follows:

- a) Modification of the UTP concerning rolling stock noise

Documents: [TECH-20004](#) Proposal for modification of the UTP NOI (dated 25.2.2020)

The **Secretariat** reminded the meeting of the main modifications to the UTP NOI. It informed the meeting that it had not received any comments on the document that had been uploaded.

UIC suggested adding two manufacturers of composite brake blocks (CBB) to the newly included Appendix E, i.e. WABCO/COBRA/W392/K and MINTEX DON/TBL804/K. It explained that these manufacturers had obtained their certificates in accordance with the standards applicable at the time of the request.

ERA informed the meeting that the validity of these certificates had either expired or would expire soon. The TSI did not include a reference to these brake blocks.

The **Secretariat** proposed not to modify Appendix E, so as to keep it aligned with the TSI. It proposed to discuss the subject in one of the following WG TECH meetings, if necessary. UIC accepted this proposal.

Conclusion: in its final review, WG TECH 40 agreed with the modifications to the UTP NOI, as set out in document TECH-20004 dated 25.2.2020.

- b) Modification of the UTP concerning freight wagons

Documents: [TECH-20005](#) Proposal for modification of the UTP WAG (dated 25.2.2020)

The **Secretariat** reminded the meeting of the main modifications to the UTP WAG. It informed the meeting that it had not received any comments on the document that had been uploaded.

UIC suggested updating the references to EN standards, i.e. EN 13260:2009-A1:2010 in point 6.1.2.2 on page 44 and EN 13103:2009-A2:2012 in point 6.1.2.4 on page 45.

ERA confirmed that the updates to the standards concerned had not been analysed and had not therefore been included in the TSI WAG.

Following the discussion, in order to maintain consistency with the WAG TSI, the **Secretariat** proposed not to update the reference to the EN standards concerned, but to discuss the updates in the forthcoming revision of the UTP WAG instead. UIC accepted this proposal.

Conclusion: In its final review, WG TECH 40 agreed with the modifications to the UTP WAG, as set out in document TECH-20005 dated 25.2.2020.

c) Modification of the UTP concerning vehicle marking

Documents: [TECH-20006](#) Proposal for modification of the UTP MARKING (dated 25.2.2020)

The **Secretariat** reminded the meeting of the main modifications to the UTP MARKING. It informed the meeting that it had received the following proposal from RS:

- The text in the 2nd and 3rd paragraphs after the newly inserted table on page 26 should read:

“Category 2 - 4 machines which, in general, are not required to operate with track signalling and control systems and are only permitted to run and work on the railway under special restrictions defined by the infrastructure manager, i.e. 8th digit: 3, 5 and 7 respectively.”

Category 2 - 4 machines designed to operate with track signalling and control systems and approved by the competent authority for use on the national network, i.e. 8th digit: 4, 6 and 8 respectively.”

DE suggested omitting the entire new text concerning rail/road machine categories. In its view, the proposed categorisation of these vehicles went beyond EU law. Furthermore, the entire renumbering of these vehicles would lead to a shortage of available numbers to be assigned. DE therefore proposed that this subject be discussed again at one of the following WG TECH meetings. FR, the European Commission, GR, GB, BE, ERA and UIC supported DE.

Following the discussion, in order to maintain consistency with EU law, the Secretariat proposed not to include the rail/road machine categories text, but to discuss it again at one of the following WG TECH meetings instead. Serbia accepted this proposal.

Conclusion: In its final review, WG TECH 40 agreed with the modifications to the UTP MARKING, as set out in document TECH-20006 dated 25.2.2020, without the text and table on rail/road machine categories.

d) Full revision of the rules for certification and auditing of entities in charge of maintenance (ECM Regulation)

Documents: [TECH-20007](#) Proposal for modification of the ECM Regulation (dated 25.2.2020)

The **Secretariat** reminded the meeting of the main elements in the revision of the ECM Regulation. The Secretariat informed the meeting that it had received the following proposal from the European Commission:

- Article 3(5) (left-hand side) should read:

“Contracting States may set out national or regional processes, ensuring the same level of confidence as the ECM certification, to be applied instead of the ECM certification. Transparency of those national processes shall be ensured by notifying them to the Secretary General. The processes shall be published on the website of OTIF.”

GB suggested being more precise. In its view, the proposed text should *ensure transparency* and not *the same level of confidence*. The latter remains the obligation of the Member States. It proposed using the word “assurance” instead of the word “confidence”.

The **European Commission** agreed to clarify the newly proposed text as much as possible.

DE supported GB. In light of the suggestion by GB, DE suggested a further improvement to footnote 4 c) of Article 3(4).

Following the discussion, the **Secretariat** amended the document accordingly and showed the amendments on the screen.

Conclusion: In its final review, WG TECH 40 agreed with the revised rules of the ECM Regulation, as proposed in document TECH-20007 dated 25.2.2020, with the addition of a new paragraph in Article 3(5), as proposed by the European Commission, and improvement of the text in footnote 4 c) of Article 3(4).

- e) Full revision of the specifications concerning vehicle registers

Part of the discussion on this subject took place under agenda item 8, “Any other business”. For the sake of clarity, these discussions are also covered by this part of the minutes.

Documents: [TECH-20008](#) Proposal for full revision of the vehicle register specifications (dated 25.2.2020)

The **Secretariat** reminded the meeting of the main elements of the full revision of the specifications concerning vehicle registers. The Secretariat informed the meeting that it had received a proposal from the European Commission to add a new Article 13, as follows:

“Article 13

Particular implementation rules

§1 Vehicles admitted in international traffic which enter the rail network of the European Union shall be registered in the EVR.”

The **European Commission** explained that according to EU law, the data on all vehicles should be retrievable either through a single register (EVR) or by using the EVR connected to a single interconnection OTIF tool. In the event that the latter were not possible, a new Article 13 was being proposed, which would ensure the availability of vehicle data.

New Article 13

CER, GB and **UIC** expressed their concern that the new Article 13 required all vehicles coming from non-EU states to be registered in the EVR, regardless of their registration status in national registers. In this regard, **GB** suggested that where there is no interconnection or exchange of data between the registers, reciprocal provisions should be included.

The **European Commission** was of the view that the future situation would be identical to the current situation under COTIF rules, where vehicles registered in an NVR not connected to the ECVVR must be registered in the EU. It pointed out that all the non-EU vehicles used in the EU should have retrievable data so that the vehicle’s admission status could be checked. It had therefore been proposed to have either a single EVR or to have the EVR connected to a single centralised OTIF register. Non-EU contracting states which would use the EVR on the basis of a bilateral agreement with the EU would avoid double registration of their vehicles.

FR proposed the following amendment, which would allow all vehicles to be found in the EVR:

“Vehicles admitted in international traffic and entering the Union rail system from non-EU countries shall:

- either be registered in the EVR, or*
- registered in a local/national register connected to the Data Search and Consultation (DSC) function of the EVR.”*

GB, CER and **UIC** supported **FR**.

The **European Commission** pointed out that the EVR is a single register which allows either the centralised Data Search and Consultation function or the decentralised Data Search and Consultation function to be used. Repetition of the text that already exists in the EVR Decision should then be avoided. The European Commission therefore objected to modifying the new Article 13¹. It also thought that the amendment related

¹ *“When an international agreement to which the European Union is party provides for that, in case of vehicles entering the Union rail system from third countries and registered in a vehicle register connected to the EVR (via the DSC function), in*

more to the technical requirements and their application in practical terms. **ERA** agreed with the European Commission and pointed out that this DSC function would only be available until 16 June 2024.

The **Secretariat** was of the view that if not mentioned, the DSC function would not be concerned in other NVRs of the non-EU Contracting States. As an alternative to modifying the new Article 13, the Secretariat proposed to develop an explanatory footnote to the new Article 13, which would provide a comprehensive explanation of the meaning of: "... *registered in the EVR*." The Secretariat suggested that the footnote could be drafted with delegates by exchange of e-mails. The Secretariat would draft a footnote and send it to those delegations that had volunteered to review it (European Commission, GB, ERA, CER and UIC).

WG TECH 40 agreed with the Secretariat's proposal.

Deadlines and practical case

If adopted, the new specifications would enter into force on 1 April 2021. **UIC** and the **Secretariat** expressed their concern that it might not be possible for the non-EU Contracting States to comply with the new specifications after 16 June 2021, at which time NVRs and the ECVVR would be discontinued. The **Secretariat** requested clarification of the process for registering vehicles after 16 June 2021, i.e. if vehicles came from Iran, for example, which country should they be registered in and would this involve some additional costs. **UIC** supported the request.

The **European Commission** informed the meeting that from the EU's point of view, the deadline of 16 June 2021 stood. It confirmed that after this deadline, if their data are not retrievable, all non-EU vehicles should be registered in the first EU Member State where they enter the EU network. For the next meeting, the European Commission and ERA agreed to provide further guidance on how a keeper may contact the relevant registration entity to apply for the registration of a vehicle in the ECVVR and, in the future, in the EVR.

Development of digital tools to retrieve data through a single query

The **European Commission** confirmed that the EU Member States would have the option of continuing to use the decentralised Data Search and Consultation function within the EVR until 16 June 2024. However, states themselves must ensure compatibility and communication between their register and the EVR. After this date, all EU Member States would be required to use the EVR. **ERA** also explained that it was not possible to connect current NVRs to the EVR without adaptations. The NVRs had to be aligned with the list of parameters and requirements of the EVR.

The **Secretariat** wondered whether the development of specifications for the transitional period would allow the non-EU Contracting States' NVRs to continue communicating with the EVR after 16 June 2021.

The **European Commission** reminded the meeting that possibilities for facilitating access to vehicle data for the purpose of international traffic should be explored and digital tools which would allow data to be retrieved from all vehicle users through a single query should be developed (point 3 of the decision). The European Commission therefore supported exploring such possibilities rapidly in order to avoid multiple registration.

UIC shared the European Commission's view and noted that as of today, there were viable technical solutions and common standard interfaces. It pointed out the importance of developing digital tools for RUs to be able to consult all vehicle registers from a single point.

GB supported the development of such an IT tool.

ERA informed the meeting that it was drafting the EVR Guidelines, which should facilitate implementation and use of the EVR. These guidelines provided technical information for IT professionals to configure their system to operate with the EVR. ERA informed the meeting that it had already published on its website some parts of specifications for the implementation on the interfaces and that it could consider publishing a draft version of the EVR Guidelines application guide. The **European Commission** supported this suggestion.

conformity with this Annex, they shall be registered only in that vehicle register." Annex II, point 3.2.1.7 of the EVR Decision (EU) 2018/1614.

Conclusion:

- In its final review, WG TECH 40 agreed with the revised specifications concerning vehicle registers, as proposed in document TECH-20008 dated 25.2.2020, with the new Article 13 proposed by the EU, provided that a footnote is added to clarify the new Article 13;
- WG TECH 40 was of the view that in future, an IT tool would be necessary in order to facilitate the exchange of vehicle data between vehicle registers, including the EVR;
- ERA was invited to share the EVR Guidelines – Application Guide with the members of WG TECH as soon as a preliminary draft version is ready for publication;
- ERA was invited to present at the next WG TECH meeting how keepers can contact the relevant registration entity to apply for the registration of a vehicle.

5. FOR DISCUSSION

- a) TAF – amending the process of regularly updating Annex 1 to UTP TAF

Document: [TECH-20020](#) Amending the process of regularly updating Annex 1 to UTP TAF

The **Secretariat** informed the meeting that existing process would have to be amended in order to align it with the (draft) new Rules of Procedure of the CTE, particularly in order that proposal could be prepared in OTIF's three working languages 16 weeks before the CTE meeting. The OTIF Secretariat had coordinated the proposed changes with ERA.

Conclusion: WG TECH 40 agreed with the amended process as described in TECH-20020 dated 19.5.2020.

- b) Alignment of UTP WAG with EU Commission Implementing Regulation (EU) 2020/387

The **Secretariat** reminded the meeting that the amended UTP WAG (TECH-20005) formally proposed for adoption at CTE 13 was aligned with the version of the WAG TSI modified on 16 May 2019. However, the same document did not concern the amendments introduced in Regulation (EU) 2020/387 of 9 March 2020, i.e. provisions which regulate the extension of the area of use of existing vehicles and transitional phases. To ensure continued equivalence and compatibility between COTIF and EU law, the Secretariat proposed to introduce equivalent provisions in the UTP WAG and propose them for adoption at the next CTE meeting in June 2021.

Conclusion: WG TECH 40 agreed with the Secretariat's proposal that the latest amendments to WAG TSI be introduced into the UTP WAG. The Secretariat would use the version of the UTP WAG proposed for adoption in the written procedure.

- c) Work programme of the Committee

Document: [TECH-20016](#) Work Programme of the Committee

The **Secretariat** reminded the meeting that at its 12th session, the CTE had decided how revision of the UTPs would be prioritised.

It was therefore of the view that for the next CTE meeting (June 2021), the following UTPs should be proposed for adoption:

1. Revised UTP LOC&PAS (locomotives and passenger rolling stock)
2. Revised UTP PRM (accessibility for people with reduced mobility)
3. A new UTP concerning infrastructure
4. A new UTP concerning train composition and route compatibility checks
5. Revised UTP TAF (telematics applications for freight)
6. Revised UTP WAG (freight wagons)

WG TECH 40 agreed that if the Committee were to reject the proposals reviewed under agenda item 4 in the written procedure, new proposals should be prepared for the item(s) concerned for adoption by the Committee at its meeting in June 2021, as a priority;

The Secretariat reminded the meeting that it should start developing Annexes to Appendix H once the UTPs had been updated in accordance with the Committee's work programme. The diagram showing an overview of the UTPs and the provisions for the revision process is attached to these minutes ([Annex III](#)).

GB wondered whether the full revision of the ECM Regulation, i.e. Annex A to ATMF, meant that the relevant provisions of ATMF would also need to be updated.

The **Secretariat** confirmed that Article 15 of ATMF concerned ECM certification, so it suggested that WG TECH should discuss the relevant proposals concerning the revision of ATMF in light of the full revision of the ECM Regulation. It pointed out that amending Article 15 of ATMF was in the remit of the Revision Committee, but this should first be considered by the Committee of Technical Experts.

UIC wondered whether the Committee's working programme would be affected by the modification of TSIs planned for the 2020-2022 period.

The **Secretariat** confirmed that the modification of TSIs would affect UTPs. However, the extent of the changes would not be the same as at present. The **European Commission** agreed with the Secretariat. Moreover, work on this within OTIF would not start before 2022.

Following the discussion under previous agenda items, the Secretariat suggested including the following two subjects for the next WG TECH meeting: UTP Marking concerning rail/road machines and vehicle register interface specifications.

Conclusion:

- WG TECH 40 noted the work programme of the Committee;
- WG TECH 40 agreed that if the Committee were to reject the proposals reviewed under agenda item 4 in the written procedure, new proposals should be prepared for the item(s) concerned for adoption by the Committee at its meeting in June 2021, as a priority;
- WG TECH 40 recommended including the following new subjects in the work programme:
 - o Discussion on the further development of UTP MARKING concerning rail/road machines,
 - o Discussion on the further development of vehicle register interface specifications,
 - o Prepare the revision of ATMF with regard to the scope of ECM certification.
- WG TECH 40 agreed that it should only start developing annexes to the new EST UR once the UTPs had been updated.

6. REVIEW OF THE DRAFT PROPOSALS FOR MODIFICATIONS:

- a) Draft UTP concerning infrastructure (TECH-20021 dated 19.5.2020)

Document: [TECH-20021](#) Draft UTP INF, version 1

The **Secretariat** reminded the meeting that most of the document had already been reviewed by WG TECH. WG TECH 37 recommended in 2018 that the adoption of UTP INF should be put on hold so that the draft could first be brought in line with the latest version of the TSI. This had now been done. The Secretariat introduced the meeting to the main elements of the draft.

GB suggested that text in section 4.2.1 (10) on page 15 should cover both columns. In so doing, the non-EU Contracting States would not be limited by this UTP to a decision to use non-UTP compliant vehicles on their infrastructure. GB also suggested avoiding provisions referring to professional competences, as these should remain subject to the law applicable in each state (e.g. section 4.5.2 b) on page 42).

Conclusion: WG TECH 40 reviewed the draft new UTP INF. The Secretariat would prepare a new version for review at the next session.

- b) Draft UTP concerning train composition and route compatibility checks (TECH-20018 dated 19.5.2020)

Document: [TECH-20018](#) Draft UTP TCRC, version 1

The **Secretariat** explained that this UTP would create a legal environment for the harmonised and correct application of ATMF Articles 6 § 2 and 15a. The document prescribed: responsibilities of IMs to provide information, followed by procedures to be applied by RUs to ensure compatibility between vehicles and routes and lastly, responsibilities of RUs for the composition and preparation of train and pre-departure checks. It would replace Appendix I to the UTP WAG 2014 and Appendix K to the UTP LOC&PAS 2015.

Conclusion: WG TECH 40 reviewed the draft UTP TCRC version 1 and had no comments. The document would be reviewed again at the next session.

- c) Draft revised UTP LOC&PAS (TECH-20023 dated 19.5.2020)

Document: [TECH-20023](#) Draft UTP LOC&PAS, version 1

The **Secretariat** introduced the main amendments to the UTP LOC&PAS.

The **European Commission** suggested making the last paragraph of section 1.1 on page 9 clearer by defining the obligations of the competent authorities and assessing entities, as in the EU the responsibilities of both entities, i.e. national safety authorities and notification bodies, were always separated.

The **Secretariat** agreed with the European Commission.

GB suggested reflecting this in the table of corresponding terms on page 6.

Conclusion: WG TECH 40 reviewed the draft UTP LOC&PAS version 1 and noted the comments from the European Commission and GB. The Secretariat would prepare a new version for review at the next session.

- d) Draft revised UTP PRM (TECH-20022 dated 19.5.2020)

Document: [TECH-20022](#) Draft UTP PRM, version 1

The **Secretariat** introduced the main amendments to the UTP PRM.

GB suggested avoiding provisions referring to professional competencies/qualifications (section 4.6 on page 50).

Conclusion: WG TECH 40 reviewed the draft UTP PRM version 1. The Secretariat would prepare a new version for review at the next session.

General conclusion on item 6: Member States, organisations and associations were invited to provide their comments on the draft proposals by **31 July 2020**. After this deadline, the Secretariat would prepare updated versions of the draft proposals for WG TECH 41, bearing in mind the comments received. The documents for WG TECH 41 would be published in mid-August.

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

The **European Commission** informed the meeting about the following:

- The EU had extended the transposition deadline for the rail safety and interoperability directives of the fourth railway package in response to the COVID 19 pandemic (Rail Relief package);

- The EU announced the so-called TSI revision package, planned to be completed in 2022, where the strategic objectives are *digital rail and green freight*. **ERA** explained in detail the objective and scope of work of the TSI revision package 2020-2022. After the European Commission identifies which TSIs needs to be revised, it tasks the standing working party coordinated by ERA to deal with the urgent priorities and to initiate consultations with the sector through the relevant Topical Working Groups (TWG);

UIC and **GB** wondered whether the non-EU Contracting States could make comments or ask questions relating to the subjects dealt with in these TWG.

The **Secretariat** explained that the OTIF Secretariat participated in selected ERA working parties to represent the interests of (all) non-EU OTIF Contracting States. Any OTIF Member State could liaise with the Secretariat to share its views. There was an established practice, albeit very limited, that a delegate from one of the non-EU OTIF Contracting States took part in ERA meetings on behalf of the OTIF Secretariat. In such cases, the representative would not represent the interests of his country, but of all the non-EU OTIF Contracting States. The delegate would prepare for the meeting and debrief on it with the Secretariat.

ERA added that there is also a public consultation instrument, where ERA invites the OTIF Secretariat to inform the non-EU OTIF Contracting States of the ERA consultation on draft new, amended or revised EU rules, such as TSI revisions.

Conclusion: WG TECH 40 noted the information and thanked Ms Polo, Mr Defosse, Mr Kaupat and Mr Mestre for their input.

8. ANY OTHER BUSINESS

(Notes are included under item 4.e)

9. NEXT SESSIONS

The 41st session of WG TECH will be held on 9 and 10 September 2020 in Bern, remote or hybrid meeting, to be confirmed.

The 42nd session of WG TECH will be held on 17 and 18 November 2020, remote or hybrid meeting, to be confirmed.

The 13th session of CTE will be held in June 2021 in Bern (depending on developments in connection with COVID-19), or as a hybrid meeting, date to be confirmed.

The 43rd session of WG TECH will be held in June 2021, directly following CTE 13.

List of participants**Annex I****I. Gouvernements / Regierungen / Governments****Allemagne/Deutschland/Germany**M./Hr./Mr. Michael **Schmitz**

S'est excusé.
Hat sich entschuldigt.
Sent apologies.

Leiter Stabstelle 92
Eisenbahn-Bundesamt
Annerkennungsstelle für Benannte Stellen,
internationale Angelegenheiten

M./Hr./Mr. Heiko **Heid**

Expert
Eisenbahn-Bundesamt

Belgique/Belgien/BelgiumM./Hr./Mr. Luc **Opsomer**

Ing. Expert matériel roulant ferroviaire
Service de Sécurité et d'Interoperabilité des Chemins
de Fer

France/Frankreich/FranceM./Hr./Mr. Henri **Lacour**

Chargé de mission conventions internationales
Ministère de la Transition écologique et solidaire

M./Hr./Mr. Anthony **Godart**

EPSF

Grèce/Griechenland/GreeceMme/Fr./Ms Eirini **Pavli**

Expert
Ministry for Infrastructure and Transport -
Department for Railway Interoperability and Safety,
Railway Directorate

Maroc/Marokko/MoroccoM./Hr./Mr. Amine **Ait Slimane**

Planning & Coordination Head of Service
Agdal, Rabat, MA

Roumanie/Rumänien/RomaniaM./Hr./Mr. Dragoş **Floroiu**

Deputy General Director
Romanian Railway Authority - AFER

**Royaume-Uni/
Vereinigtes Königreich/
United Kingdom**M./Hr./Mr. Peter **Coverdale**

Policy Advisor
Department for Transport

M./Hr./Mr. Vaibhav **Puri**

Head of Technical & Regulatory Policy
Rail Safety and Standards Board (RSSB)

Serbie/Serbien/Serbia

M./Hr./Mr. Miloš **Stanojević** Associate
 Department for Railways and Intermodal Transport
 Ministry of Construction, transport and Infrastructure

Suisse/Schweiz/Switzerland

M./Hr./Mr. Colin **Bonnet** Chef de la Section Environnement, Bases scientifiques
 Office fédéral des transports (OFT)
 Division Sécurité
 Section Bases scientifiques

II. Organisation régionale d'intégration économique
Regionale Organisation für wirtschaftliche Integration
Regional economic integration organisation

**Commission européenne/
 Europäische Kommission/
 European Commission**

Mme/Fr./Ms Alice **Polo** Policy Officer
 European Commission - Directorate General for
 Mobility and Transport
 Unit C4 – Rail Safety and Interoperability

M./Hr./Mr. Jonathan **Colé** Policy Officer - Single European Area
 (only 1st day) Directorate-General for Mobility and Transport

ERA

M./Hr./Mr. Javier Vicente **Fajardo** Project Officer

M./Hr./Mr. Oscar **Martos** Project Officer, Expert
 (only 1st day)

M./Hr./Mr. Pedro **Mestre** Project Officer
 (only 2nd day)

Mme/Fr./Ms Nathalie **Duquenne** Project manager, Safety Unit
 (only 1st day)

M./Hr./Mr. Stefan **Jugelt** Project Officer, Railway Systems Unit
 (only 1st day)

M./Hr./Mr. Antoine **Defossez** Project Officer

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

M./Hr./Mr. Peter **Mihm** Head of Technical Cooperation
 (only 2nd day)

M./Hr./Mr. Kornel **Nagy** Project Officer
 (only 2nd day)

Mme/Fr./Ms Rosa **Exposito Guarne** Project Officer
 (only 1st day)

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

CER

M./Hr./Mr. Gilles **Quesnel** Directeur Interopérabilité et Normalisation (SNCF)
 CER / SNCF

UIC

M./Hr./Mr. Jozef **Fázik** Chargé de mission, Relations Institutionnelles
 Union internationale des chemins de fer (UIC)

IV. Etat non-membre de l'OTIF
Nichtmitgliedstaat der OTIF
Non Member State of OTIF

Egypte/Aegypten/Egypt

M./Hr./Mr. Mahmoud **Elredainy** Railway safety engineer
 (only 1st day) Egyption national railway

Israël/Israel

M./Hr./Mr. Itamar **Goeta** Head of Rolling Stock
 Ministry of Transport

M./Hr./Mr. Wisam **Mansour** Head of Railway Infrastructure Engineering
 Ministry of Transport

V. Observateur
Beobachter
Observer

Transport Community

M./Hr./Mr. Dejan **Lasica** Rail Coordinator
 Transport Community

VI. Secrétariat
Sekretariat
Secretariat

M./Hr./Mr. Bas **Leermakers** Head of Section

Mme/Fr./Ms. Maria **Price** First Officer

M./Hr./Mr. Dragan **Nešić** First Officer

Approved Agenda**Annex II**

1. Approval of the agenda
2. Information from the OTIF Secretariat
3. Approval of the minutes of the 39th session of WG TECH
4. Proposals for decisions by written procedure:
 - a) Modification of the UTP concerning rolling stock noise
 - b) Modification of the UTP concerning freight wagons
 - c) Modification of the UTP concerning vehicle marking
 - d) Full revision of the rules for certification and auditing of entities in charge of maintenance (ECM Regulation)
 - e) Full revision of the specifications concerning vehicle registers
5. For discussion:
 - a) TAF – amending the process of regularly updating Annex 1 to UTP TAF
 - b) Alignment of UTP WAG with EU Commission Implementing Regulation (EU) 2020/387
 - c) Work programme of the Committee
6. Review of draft proposals for modifications:
 - a) Draft UTP concerning infrastructure
 - b) Draft UTP concerning train composition and route compatibility checks
 - c) Draft revised UTP LOC&PAS
 - d) Draft revised UTP PRM
7. Developments in EU regulations that are of relevance to COTIF (presented by ERA and DG MOVE)
8. Any other business
9. Next session

Postponed to WG TECH 41

10. Cross reference table of EU and OTIF terminology
11. EU-OTIF equivalence table

