



Organisation intergouvernementale pour les
transports internationaux ferroviaires

Zwischenstaatliche Organisation für den
internationalen Eisenbahnverkehr

Intergovernmental Organisation for
International Carriage by Rail

WG TECH

42nd Session

Minutes

Remote meeting, 17-18.11.2020

WG TECH 42 SUMMARY

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

- 1. The agenda submitted in document TECH-20037 dated 16.9.2020 was adopted.**
- 2. The Secretariat presented the latest developments in OTIF.**
- 3. The United Kingdom, in the shape of Mr Vaibhav Puri, was elected to chair the session.**
- 4. The minutes of the 41st session of WG TECH were approved.**
- 5. Review of draft proposals:**

WG TECH reviewed the documents containing draft proposals to be submitted for decision to CTE 13 in June 2021. The following conclusions were reached:

- a. **WG TECH** agreed with the proposed **draft new UTP concerning infrastructure (TECH-20040, dated 20.10.2020)** without further comments and recommended that the draft proposal be submitted to CTE for adoption.
- b. **With regard to a draft new UTP concerning train composition and route compatibility checks (TECH-20039, dated 20.10.2020)** WG TECH recommended that the draft proposal be submitted to CTE for adoption after the following modifications are made:
 - Subject to further scrutiny by the OTIF Secretariat, the wording "... *and limit values for...*" in section 13, "Voltages and frequencies" of the Annex should be deleted;
 - Further editorial modifications to the draft UTP on the basis of input to the Secretariat to be provided by CER.
- c. **With regard to the revision of UTP LOC&PAS (locomotives and passenger rolling stock) (TECH-20041, dated 20.10.2020)** WG TECH recommended that the draft proposal be submitted to CTE for adoption after the following modifications are made:
 - Section 4.4 should be modified to define who is responsible for developing the operating rules. This should be the railway undertaking or the competent authority;
 - Section 7.1.1.2.1 (1) should be modified to indicate that during a transitional phase, the UTP may be partially or fully applied (not just partially);
 - the introduction of a footnote in section 7.1.2.2 (11) to clarify the terms *type variant* and *type version*.
- d. **WG TECH** agreed with the proposed **draft revision of UTP PRM (accessibility for people with reduced mobility) (TECH-20043, dated 20.10.2020)** and recommended that the draft proposal be submitted to CTE for adoption.
- e. **With regard to the revision of UTP WAG (freight wagons) (TECH-20042, dated 20.10.2020)** WG TECH recommended that the draft proposal be submitted to CTE for adoption after the following modifications are made:
 - In connection with the assessment of conformity of friction elements for wheel thread brakes (section 6.1.2.5 and Appendix O), WG TECH took note of the safety concerns raised by SE with regard to the use of composite brake blocks in Nordic winter conditions. In anticipation of further conclusions at EU level, a text in section 6.1.2.5 should indicate these safety concerns;
 - The Chair, the European Commission, Sweden, Germany, United Kingdom, France, ERA and CER, would assist the Secretariat in drafting the text for section 6.1.2.5;
 - The introduction of a footnote in section 7.2.2.2 (last paragraph) to clarify the terms *type variant* and *type version*.

- f. **With regard to the draft modifications to the ATMF UR concerning ECMs (TECH-20035, version 2, dated 20.10.2020)** WG TECH agreed with the proposal subject to the following:
- The proposal to revise Article 3a should be modified so that mutual acceptance would not be limited to certified ECMs but would include all ECMs that comply with the provisions of Article 15 § 2.
 - WG TECH was of the view that modifying the ATMF UR with regard to ECMs was urgent and that the CTE should request the Revision Committee to deal with the modifications as soon as possible.

6. Discussion on further development of:

a. Vehicle register interface specifications

- The Terms of Reference (ToR) of the feasibility analysis were available to the Contracting States (CS) upon request;
- WG TECH took note of the preliminary findings with regard to the feasibility analysis of establishing an OTIF/International Vehicles Register;
 - The Secretariat had discussions with EC/ERA, CH, GB, UIP (RSRD² – the online portal for freight wagon data)¹ and UIC;
- The OTIF Secretariat would draft the conclusions of the feasibility analysis and submit them to CTE 13;
- WG TECH welcomed the proposal by the European Commission and ERA to prepare a document concerning the use of NVRs that were already connected to the ECVVR during the transition period starting on 16 June 2021 and ending on 16 June 2024. The document would be presented in June 2021 either at the CTE or WG TECH meeting.

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

- The European Commission provided a progress report concerning the TSI revisions, planned to be completed in 2022;
- WG TECH noted the discussion concerning the non-application (also known as derogation) of TSIs at EU level and suggested that this subject be further analysed at a future WG TECH meeting.

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

9. The EU-OTIF equivalence table was reviewed.

10. Any other business

- The OTIF Secretariat informed WG TECH that it was drafting proposals for the CTE concerning the future monitoring and assessment of the implementation by CSs of APTU and ATMF;
- WG TECH approved the agenda of CTE 13 as proposed by the OTIF Secretariat and amended it at the session;
- WG TECH suggested including in the work programme of the CTE an analysis and review of Annex B to ATMF (derogations).

11. Next session (WG TECH 43): Bern, 23 and 24 June 2021

¹ <https://www.rsd2.eu/RSRD2/login>

DISCUSSION

Welcome by the OTIF Secretariat

Mr Bas Leermakers (head of OTIF's technical interoperability department) who, together with Ms Maria Price and Mr Dragan Nešić, represented the OTIF Secretariat (hereinafter: "the Secretariat") welcomed all the participants and opened the 42nd session of the standing working group TECH (hereinafter: WG TECH). The session was held remotely. The list of participants is attached to these minutes as [Annex I](#).

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

1. APPROVAL OF THE AGENDA

WG TECH adopted the agenda for the 42nd session as proposed in the invitation letter TECH-20037 dated 16.9.2020 ([Annex II](#)).

2. GENERAL INFORMATION FROM THE OTIF SECRETARIAT

The **Secretariat** presented the developments since the 41st WG TECH:

- On 8 and 9 September, the Joint Coordinating Group of Experts (JCGE) had discussed its list of priority items in accordance with the structure set out in document [OTIF/RID/CE/JCGE 2019-B/Add.1²](#).
- On 29 September, new Administrative Arrangements between the OTIF Secretariat, the European Commission and the European Union Agency for Railways (ERA) had been signed. The aim of the Administrative Arrangements is to develop further the framework for cooperation between the OTIF Secretariat and the EU and to enshrine coordination in order to ensure that COTIF and EU railway law remain aligned.
- On 9 October, the Secretary General of OTIF notified the members of OTIF of the CTE's decision taken by written procedure to adopt the modifications to the UTP Noise, UTP WAG and UTP Marking and a full revision of the ECM Regulations and vehicle register specifications. The Contracting States had until 9 February 2021 to enter any objections.
- On 20 – 22 October, the Working Group of Legal Experts (WGLE) agreed at the request of WG TECH to examine the mutual recognition of ECM certifications and the certification of other bodies. The WGLE would provide a response to the following point: "*Objective and scope of work: examine legal aspects involved in the request formulated by the WG TECH as set out in TECH-20019-GTEJ (27.02.2020), in particular the interaction between COTIF ATMF and EU law and the application of the disconnection clause set out in Article 2 of the EU-OTIF accession agreement*".

3. ELECTION OF CHAIR

The **Secretariat** proposed the United Kingdom, in the shape of Mr Vaibhav Puri, to chair the session. There were no additional proposals. WG TECH unanimously elected Mr Vaibhav Puri to chair the session.

The **Chair** thanked WG TECH for the trust it had placed in him.

² http://otif.org/fileadmin/new/2-Activities/2D-Dangerous-Goods/2Dg1_report_JCGE/Priority-Items_OTIF_RID_CE_JCGE%20_20190-B_Add1.pdf

4. APPROVAL OF THE MINUTES OF THE 41ST SESSION OF WG TECH

Document: [WG TECH 41 PVM](#) Provisional Minutes of the 41st session

The **Secretariat** informed the meeting that the provisional minutes had been sent to delegates who had attended the 41st session of WG TECH on 24 September 2020. Following comments received from Switzerland, United Kingdom and CER, the modified provisional minutes had been uploaded for the attention of WG TECH 42.

There were no further comments at the session. The **Chair** therefore concluded that the minutes of the 41st session of WG TECH were approved.

5. REVIEW OF DRAFT PROPOSALS FOR:

a. Draft new UTP concerning infrastructure (UTP INF)

Document: [TECH-20040 v3](#) Draft for review by WG TECH 42 (dated 20.10.2020)

The **Secretariat** informed the meeting about the amendments to the draft UTP INF, which had been made in track changes compared to the previous draft version. In order to prepare the document for the CTE, the Secretariat had changed the reference of the working document to TECH-20040, which comprised the draft proposal for the CTE's decision and the draft new UTP as an annex.

The **Chair** concluded that there were no further comments and that the draft proposal for a new UTP concerning infrastructure (TECH-20040, dated 20.10.2020) could be submitted to CTE for adoption.

b. Draft new UTP concerning train composition and route compatibility checks (UTP TCRC)

Document: [TECH-20039 v3](#) Draft for review by WG TECH 42 (dated 20.10.2020)

The **Secretariat** presented the main amendments to the draft UTP TCRC, which had been made in track changes compared to the previous version. In order to prepare the document for the CTE, the Secretariat had changed the reference of the working document to TECH-20039, which comprised the draft proposal for the CTE's decision and the draft new UTP TCRC as an annex. The Secretariat pointed out that the draft proposal for decision envisaged that Appendix I to the UTP WAG and Appendix K to the UTP LOC&PAS would be repealed with effect from the date of entry into force of the UTP TCRC.

CER suggested removing the newly inserted text "... *and limit values for...*" in section 13 of the Annex (Voltages and frequencies), as there was no equivalent text in the TSIs. In addition, CER had sent the Secretariat editorial modifications in writing.

RS was of the view that these *limit values* were defined in the EU common specifications for the register of railway infrastructure – RINF, which was not taken over in COTIF.

The **Secretariat** took note of the remark and proposed that it would examine the subject further and follow CER's proposal to remove the new text, unless it found convincing reasons to keep it.

The **Chair** summarised the discussion and concluded that the draft new UTP concerning train composition and route compatibility checks (TECH-20039, dated 20.10.2020) could be proposed to CTE for adoption after the following modifications are made:

- Subject to further scrutiny by the OTIF Secretariat, the wording "... *and limit values for...*" in section 13, "Voltages and frequencies" of the Annex should be deleted;
- Further editorial modifications to the draft UTP on the basis of input to the Secretariat to be provided by CER.

c. Draft revised UTP LOC&PAS (locomotives and passenger rolling stock)

Document: [TECH-20041 v3](#) Draft for review by WG TECH 42 (dated 20.10.2020)

The **Secretariat** introduced the main amendments to the UTP LOC&PAS, which had been made in track changes and marked in yellow compared to the previous version. In order to prepare the document for the CTE, the Secretariat had changed the reference of the working document to TECH-20041, which comprised the draft proposal for the CTE's decision and the draft revised UTP as an annex.

GB questioned whether section 4.4 (2) correctly addressed who was responsible for developing the operating rules. While in the EU OTIF CS this should be the railway undertaking, in some of the non-EU CS the operating rules could be developed by the competent authorities, for example. **RS** and **UIC** agreed.

The **Secretariat** agreed with **GB** that the responsibility for developing the operating rules should be clarified further.

GB suggested indicating more clearly in section 7.1.1.2.1 (1) that during a transitional phase, this UTP may be partially or fully applied (not just partially). It explained that the competent authorities should be in a position to recognise the applicant's choice concerning the level of application of this UTP.

RS suggested clarifying the terms *vehicle type variant* and *vehicle type version*, as they were mentioned in section 7.1.2.2 (11). If introduced, the terms should clarify further whether the changes within existing vehicle types would require a new authorisation of the vehicle type. **IT** agreed with **RS**.

GB wondered whether the proposed clarification would add value to the text. This position was shared by **NB-Rail**.

The **Secretariat** argued that the validity of any certificate was equal; it did not matter whether the certificate concerned a type, a type variant or a type version. It therefore suggested that even without the definition of type variant and type version, the UTP requirements were clear.

To avoid a lengthy discussion, **AT** suggested adding a footnote in section 7.1.2.2 (11) which would explain the meaning of type variant and type version.

CER agreed with **AT**. Furthermore, it informed the meeting that section 7.1.2 of the TSI might be modified at EU level in the near future, as it was currently subject to discussion within the EU.

The **Chair** summarised the discussion and concluded that the draft proposal concerning the revision of the UTP concerning locomotives and passenger rolling stock (TECH-20041 dated 20.10.2020) could be submitted to CTE for adoption after the following modifications are made:

- Section 4.4 should be modified to define who is responsible for developing the operating rules. This should be the railway undertaking or the competent authority;
- Section 7.1.1.2.1 (1) should be modified to indicate that during a transitional phase, the UTP may be partially or fully applied (not just partially);
- The introduction of a footnote in section 7.1.2.2 (11) to clarify the terms *type variant* and *type version*.

d. Draft revised UTP PRM (accessibility for people with reduced mobility)

Document: [TECH-20043 v3](#) Draft for review by WG TECH 42 (dated 20.10.2020)

The **Secretariat** introduced the main amendments to the UTP PRM, which had been made in track changes and marked in yellow compared to the previous version. In order to prepare the document for the CTE, the Secretariat had changed the reference of the working document to TECH-20043, which comprised the draft proposal for the CTE's decision and the draft UTP as an annex.

After ascertaining that there were no comments, the **Chair** concluded that the draft proposal for revision of the UTP concerning accessibility for people with reduced mobility (TECH-20043, dated 20.10.2020) could be submitted to CTE for adoption.

e. Draft revised UTP WAG (freight wagons)

Document: [TECH-20042 v2](#) Draft for review by WG TECH 42 (dated 20.10.2020)

The **Secretariat** introduced the main amendments to the UTP WAG, which had been made in track changes and marked in yellow compared to the previous version. In order to prepare the document for the CTE, the Secretariat had changed the reference of the working document to TECH-20042, which comprised the draft proposal for the CTE's decision and the draft UTP as an annex.

SE had identified a problem concerning the usage of composite brake blocks (CBB) in Nordic winter conditions. The Swedish competent authority had therefore carried out some on-site testing of different certified CBBs, which had shown that the braking force of CBBs was significantly lower than that of cast-iron brake blocks. The Swedish competent authority had concluded that the tests prescribed in section 8 of Appendix O were not sufficient to assess the suitability of CBBs in Nordic winter conditions. Sweden therefore suggested deleting or modifying the tests concerned.

NB Rail noted that this subject is also relevant to section 6.1.2.5, which prescribes a conformity assessment procedure for friction elements for wheel tread brakes.

CER suggested that these tests for Nordic winter conditions be prescribed as a national rule for SE.

DE indicated that the issue of the usage of CBBs in extreme winter conditions was being investigated at EU level and discussion of the results was expected in 2021.

The **European Commission (EC)** agreed with DE. It also explained that, in principle, Sweden could mitigate this problem by proposing that its national rule or an open point be included in the TSI. The EC pointed out that ERA had already created a task force on the winter performance of CBBs, whose results were expected in 2021. It therefore suggested that discussion on this issue should be continued after ERA's task force had provided its report. The EC offered to share the findings of ERA's task force at the next meeting, provided the report was published by then.

The **Secretariat** agreed with Sweden that if there were safety concerns, the UTP would have to be modified. It reminded the meeting that the UTP was only relevant to vehicles coming from non-EU OTIF CS; vehicles from EU Member States running in Sweden were subject to the TSI. As a result, the problem could not be properly addressed in the UTP alone. In accordance with established practice, any modification of the TSI/UTP rules should preferably be developed at EU level first, after which it could be taken over at OTIF level. This would ensure continued equivalence of the UTP and TSI and avoid parallel discussions on the same subjects.

The **Secretariat** proposed that a text could be drafted for section 6.1.2.5 to indicate the safety concerns of using composite brake blocks under Nordic winter conditions. The draft text should be finalised by the end of November 2020, so that the deadlines for translation and publication of documents for the CTE could be met. The proposal was accepted and a group of volunteers agreed to help draft the text.

In line with the decision to include a footnote to explain the terms "variant" and "version" in the UTP LOC&PAS, **RS** suggested including a similar footnote in section 7.2.2.2 (last paragraph) of this UTP.

The **Chair** summarised the discussion and concluded that the draft proposal for the revision of the UTP concerning freight wagons (TECH-20042, dated 20.10.2020) could be submitted to CTE for adoption after the following modifications are made:

- In connection with the assessment of conformity of friction elements for wheel thread brakes (section 6.1.2.5 and Appendix O), WG TECH took note of the safety concerns raised by SE with regard to the use of composite brake blocks in Nordic winter conditions. In anticipation of further conclusions at EU level, a text in section 6.1.2.5 should indicate these safety concerns;
- The Chair, the European Commission, Sweden, Germany, United Kingdom, France, ERA and CER, would assist the Secretariat in drafting the text for section 6.1.2.5;
- The introduction of a footnote in section 7.2.2.2 (last paragraph) to clarify the terms *type variant* and *type version*.

f. Draft modifications to the ATMF Uniform Rules with regard to entities in charge of maintenance

Document: [TECH-20035 v2](#) Draft for review by WG TECH 42 (dated 20.10.2020)

The **Secretariat** informed the meeting that, following the request from WG TECH at its previous session, it had modified the wording in the working document concerning Article 15 § 2 of ATMF to make clear that all ECMs must meet the requirements in Annex A to ATMF and that certification is the norm. In order to prepare the document for the CTE, the Secretariat had also drafted a proposal for CTE's decision (chapter 7 of the working document).

GB suggested indicating more clearly in Article 3a that mutual acceptance of ECMs would not be limited to certified ECMs only, but also to those that fall under the permitted exceptions from mandatory ECM certification, in line with the text that was being proposed in Article 15 § 2 of ATMF. **RS** supported **GB**.

The **European Commission (EC)** added that compliance of the ECMs with the rules could be confirmed either through the safety management system (SMS) or through certification.

The **Secretariat** agreed with **GB** that Article 3a of ATMF should not be more restrictive than the provision in Annex A to ATMF, which allowed well-defined exceptions to certification. All ECMs which comply with Annex A to ATMF should be mutually recognised. The Secretariat suggested revising the proposal accordingly.

The **Secretariat** explained the decision-making process for modifying the ATMF Uniform Rules:

- The amendments are first to be reviewed by WG TECH and then by the CTE;
- The CTE has no decision-making competence on this subject, as it is in the competence of the Revision Committee. However, the CTE can present its views to the Revision Committee and request it to take a decision.

No meeting of the Revision Committee was scheduled, but it had the possibility of taking a decision using the written procedure if a matter was particularly urgent. The disadvantage of the written procedure was that no discussion is possible and a proposal could only be adopted or rejected, but not changed. If the CTE was of the view that the matter was urgent, it could inform the Chair of the Revision Committee accordingly.

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

- The proposal to revise Article 3a should be modified so that the mutual acceptance would not be limited to certified ECMs but would include all ECMs that comply with the provisions of Article 15 § 2;
- WG TECH was of the view that modifying the ATMF UR with regard to ECMs was urgent and that the CTE should request the Revision Committee to deal with the modifications as soon as possible.

6. FEASIBILITY ANALYSIS CONCERNING THE ESTABLISHMENT OF AN OTIF VEHICLE REGISTER

The **Secretariat** gave a progress report with regard to the feasibility analysis:

- It had developed internal Terms of Reference for an analysis of the feasibility of establishing an OTIF Vehicle Register for railway vehicles. The ToR had been sent to all Contracting States and stakeholders with which the subject had been discussed (Switzerland, the EC, ERA, United Kingdom, UIC and UIP (RSRD²)). The ToR were available to any CS upon request.
- The analysis should provide an insight into the potential for an OTIF/International Vehicle Register and its connectivity to the EVR. The preliminary findings were summarised as follows:
- Due to constraints in resources and budget, ERA/EC support in establishing an OTIF/International Vehicle Register might be limited:

- In the long term, the EVR and its software might be developed further;
 - The fact that the EU Member States would be required to use the EVR meant that an OTIF/International Vehicle Register would be used only by non-EU Contracting States. This includes states that may not have international traffic with the European Union;
 - The costs, human resources and timeframe for the development of an OTIF International Register would depend on how complex the register needed to be. In order to develop a cost-effective solution, the format should be kept lean, and it was probably best to start from scratch.
- The Secretariat informed the meeting that it would present the conclusions of the analysis at the CTE 13 meeting in June 2021. It reiterated that the objective of the analysis was not to provide conclusions on the basis of which a final yes/no decision to establish an OTIF/International Vehicle Register could be taken, but rather to report the findings so as to allow the CTE to decide on the next steps.

RS noted that this issue was very important for RS. It wanted to avoid disconnection on 16 June 2021 of the existing NVRs of the non-EU OTIF CS that were already connected to the ECVVR. RS wondered how the exchange of vehicle data could be ensured from that date.

The **Secretariat** highlighted that there was no one-size-fits-all solution when it comes to registers. CS could either have an agreement with the EU to use the EVR, or they could make their national register directly available to users via an internet link. OTIF could list the links to the national registers on its website, as ICAO does for the aviation sector. An OTIF/International Vehicle Register could be developed, but this would not be operational on 16 June 2021.

The **European Commission** informed the meeting that, at present, ERA is developing *a transition tool* for EU Member States which choose to continue using the standard NVR during a limited transitional period starting 16 June 2021 and ending 3 years later. This transition tool might also be made available to non-EU OTIF CS that use the standard NVR.

ERA confirmed that the transition tool was being developed. However, development has been delayed due to the COVID pandemic crisis and a lack of resources, so it may not be completed before the deadline of 16 June 2021.

UIP informed the meeting that the ERA management board would discuss registers and their future development, notably the subject of so-called *linked data*, which concerns data flows and how the stored information would be provided to the sector and other NSAs. UIP was of the view that this subject could be of relevance to the feasibility analysis.

In response to Belgium's question whether it would be possible to extend the deadlines for the EVR, the **European Commission** stated that there would be no extension of the deadlines. Between June 2021 and June 2024, EU Member States would need to migrate their data from their NVRs to the EVR. After 16 June 2024, all EU Member States must use the EVR. With regard to *the transitional tool* for the standard NVRs connected to the ECVVR, the European Commission and ERA offered to prepare a document that would provide a clear explanation on its use.

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

- The Terms of Reference (ToR) of the feasibility analysis were available to the Contracting States upon request;
- WG TECH took note of the preliminary findings with regard to the feasibility analysis of establishing an OTIF/International Vehicles Register.
- The Secretariat had discussions with EC/ERA, CH, GB, UIP (RSRD²) and UIC;
- The OTIF Secretariat would draft the conclusions of the feasibility analysis and submit them to CTE 13;
- WG TECH welcomed the proposal by the European Commission and ERA to prepare a document concerning the use of NVRs that were already connected to the ECVVR during the transition period

starting on 16 June 2021 and ending on 16 June 2024. The document would be presented in June 2021 either at the CTE or WG TECH meeting.

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

The **European Commission** gave a progress report on the TSI revisions. The work of the topical working groups had been carried out as planned. ERA would prepare a preliminary report on developments in the revision of the TSIs. An analysis of the possible impact of the TSI revisions on the UTPs would be carried out at a later stage. Lastly, the EC informed the meeting that since 1 November 2020, the fourth railway package had been applicable in all EU MS based on Directive (EU) 2020/700 of the European Parliament and of the Council of 25 May 2020 amending Directives (EU) 2016/797 and (EU) 2016/798, as regards the extension of their transposition periods.

NB Rail wondered whether the subject of non-application of TSIs at EU level, i.e. Article 7 of the Interoperability Directive, could be reflected in the UTPs and subsequently analysed further at the WG TECH meetings.

The **European Commission** informed the meeting that the subject of non-application of TSIs, also referred to as derogations, was currently being discussed at EU level. The discussion would result in practical arrangements prescribed in the form of an implementing act.

The **Secretariat** reminded the meeting that at OTIF level, derogations from the application of UTP(s) was regulated in Annex B to ATMF: *Requirements and procedure for derogations from application of UTP(s) related to a structural or functional subsystem*. There was a significant difference between the non-application of TSIs at EU level and UTPs at OTIF level. Compliance with the TSIs was mandatory in the EU for all railway products before being placed on the EU market. The purpose of UTPs, on the other side, was not to place products on the market, but was solely to admit vehicles to international traffic. Compliance with UTPs was not a strict obligation, but rather a condition for the mutual acceptance of vehicles. Vehicles not intended for international traffic were not subject to UTPs. The Secretariat agreed that the non-application of UTPs and the need for modification or withdrawal of Annex B to ATMF could be analysed further at the WG TECH meetings.

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

- The European Commission provided a progress report concerning the TSI revisions, planned to be completed in 2022;
- WG TECH noted the discussion concerning the non-application (also known as derogation) of TSIs at EU level and suggested that this subject be further analysed at a future WG TECH meeting.

8. CROSS REFERENCE TABLE OF EU AND OTIF TERMINOLOGY

Document: [TECH-17049](#) Working document for review by WG TECH 42 (dated 16.10.2020)

The **Secretariat** presented the document. Besides some small changes compared with the version issued for WG TECH 41, ERA had also become the competent authority for purely national projects, depending on the choice of the applicant. All the changes were shown in track changes.

The meeting took note of the document without further comments.

9. EU-OTIF EQUIVALENCE TABLE

Document: [TECH-18024](#) Working document for review by WG TECH 42 (dated 16.10.2020)

The **Secretariat** presented the document. Compared to the version issued for WG TECH 41, there were small editorial modifications shown in track changes.

The meeting took note of the document without further comments.

10. ANY OTHER BUSINESS

a. Monitoring of implementation of APTU and ATMF by the Contracting States

The **Secretariat** informed the meeting about its proposal to adopt a consistent and coherent monitoring and assessment policy at the next ordinary session of the General Assembly in 2021. In connection with this, the Secretary General of OTIF would inform all the organs of OTIF about the subject and the policy concerned. The OTIF Secretariat would draft a paper for the 13th session of the CTE proposing a plan for monitoring and assessing how the CSs implemented the APTU and ATMF Uniform Rules.

b. Provisional agenda for the 13th session of the CTE

The **Secretariat** presented a proposal to WG TECH for the agenda of CTE 13.

NB Rail suggested indicating clearly that CTE would discuss a proposal for a recommendation for the Revision Committee to modify ATMF Uniform Rules.

The **Chair** summarised the discussion and concluded the item 10 of the agenda as follows:

- The OTIF Secretariat informed WG TECH that it was drafting proposals for the CTE concerning the future monitoring and assessment of the implementation by CSs of APTU and ATMF;
- WG TECH approved the agenda of CTE 13 as proposed by the OTIF Secretariat and amended it at the session ([Annex III](#));
- WG TECH suggested including in the work programme of the CTE an analysis and review of Annex B to ATMF (derogations).

11. NEXT SESSIONS

The 13th session of CTE - 22 and 23 June 2021 in Bern, remote or hybrid meeting to be confirmed, depending on developments in connection with COVID-19.

The 43rd session of WG TECH - 23 and 24 June 2021 in Bern, directly following CTE 13.

The 44th session of WG TECH - 8 and 9 September 2021 in Bern, remote or hybrid meeting to be confirmed, directly following the JCGE meeting.

The 45th session of WG TECH - 3 and 4 November 2021 in Bern, remote or hybrid meeting to be confirmed.

CLOSING REMARKS

The **Chair** thanked all the participants for the productive discussion and the OTIF Secretariat for preparing all the documents on time and closed the 42nd session of WG TECH.

List of participants**Annex I****I. Gouvernements / Regierungen / Governments****Autriche/Oesterreich/Austria**

M./Hr./Mr. Thomas **Helwein** Dipl.-Ing. Expert
Bundesministerium für Verkehr, Innovation und
Technologie

Allemagne/Deutschland/Germany

M./Hr./Mr. Heiko **Heid** Expert
Eisenbahn-Bundesamt

Belgique/Belgien/Belgium

M./Hr./Mr. Luc **Opsomer** Ing. Expert matériel roulant ferroviaire
Service de Sécurité et d'Interoperabilité des Chemins
de Fer

France/Frankreich/France

M./Hr./Mr. Anthony **Godart** Chargé d'affaire
Autorité française de sécurité ferroviaire (EPSF)

Grèce/Griechenland/Greece

Mme/Fr./Ms Eirini **Pavli** Expert
Ministry for Infrastructure and Transport -
Department for Railway Interoperability and Safety,
Railway Directorate

Italie/Italien/Italy

M./Hr./Mr. Rocco **Cammarata** Head of Technical Standards of Vehicles Office
Agenzia Nazionale per la Sicurezza delle Ferrovie

Roumanie/Rumänien/Romania

M./Hr./Mr. Dragoş **Floroiu** Scientific Secretary
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** Deputy Director of Standards and Head of Policy
Rail Safety and Standards Board (RSSB)

Serbie/Serbien/SerbiaM./Hr./Mr. Milan **Popović**Head of the department for Safety
Directorate for Railways**Suède/Schweden/Sweden**M./Hr./Mr. Robert **Bylander**NSA Expert
Swedish Transport Agency
Sektion teknik järnväg**Suisse/Schweiz/Switzerland**Mme/Frau/Ms. Linda **Ay**Project Manager Safety and Interoperability
Federal Office of Transport

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

**Union européenne/Europäische Union/
European Union****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**ERA**M./Hr./Mr. Christoph **Kaupat**

Project Officer

M./Hr./Mr. Oscar **Martos**
(Only 2nd day)

Project Officer

M./Hr./Mr. Peter **Mihm**

Head of Technical Cooperation

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

CERM./Hr./Mr. Gilles **Quesnel**

Directeur Interopérabilité et Normalisation (SNCF)

NB Rail

M./Hr./Mr. Francis **Parmentier** General Manager

UIC

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

UIP

M./Hr./Mr. Gilles **Peterhans** Secretary General
International Union of Wagon Keepers (UIP)

**IV. Secrétariat
Sekretariat
Secretariat**

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

Mme/Fr./Ms. Maria **Price** Expert

M./Hr./Mr. Dragan **Nešić** Expert

Approved Agenda**Annex II**

1. Approval of the agenda
2. Information from the OTIF Secretariat
3. Election of chair
4. Approval of the minutes of the 41st session of WG TECH
5. Preparation of documents for the Committee of Technical Experts:
 - a. Draft new UTP concerning infrastructure
 - b. Draft new UTP concerning train composition and route compatibility checks
 - c. Draft revised UTP LOC&PAS (locomotives and passenger rolling stock)
 - d. Draft revised UTP PRM (accessibility for people with reduced mobility)
 - e. Draft revised UTP WAG (freight wagons)
 - f. Draft modifications to the ATMF Uniform Rules with regard to entities in charge of maintenance
6. Feasibility analysis concerning the establishment of an OTIF vehicle register
7. Developments in EU regulations that are of relevance to COTIF (presented by ERA and European Commission)
8. Cross reference table of EU and OTIF terminology
9. EU-OTIF equivalence table
10. Any other business
11. Next sessions

1. Approval of the agenda
2. Presence and quorum
3. Election of the Chair
4. Proposal for decision to modify the Committee's Rules of Procedure
5. For information:
 - a. General information from the OTIF Secretariat
 - b. Report from the Committee of Technical Experts' working group TECH
6. Proposals for decisions with legal effect:
 - a. Adoption of a new UTP concerning train composition and route compatibility checks
 - b. Adoption of a new UTP concerning infrastructure
 - c. Revision of the UTP LOC&PAS (locomotives and passenger rolling stock)
 - d. Revision of the UTP WAG (freight wagons)
 - e. Revision of the UTP PRM (accessibility for people with reduced mobility)
7. Proposal for a recommendation for the Revision Committee
 - a. Modification of the ATMF Uniform Rules with regard to entities in charge of maintenance
8. For discussion:
 - a. Monitoring and assessment of implementation of APTU and ATMF UR by Contracting States
 - b. Vehicle registers
 - c. Work programme of the Committee
9. Any other business
10. Next session