



Organisation intergouvernementale pour les
transports internationaux ferroviaires

Zwischenstaatliche Organisation für den
internationalen Eisenbahnverkehr

Intergovernmental Organisation for
International Carriage by Rail

WG TECH

48th Session

Minutes

Hybrid meeting, 15-16.11.2022

WG TECH 48 SUMMARY 15-16 NOVEMBER 2022

The United Kingdom, in the shape of Mr Vaibhav Puri, was elected to chair the session.

- 1. The agenda as submitted in document TECH-22045 of 20 September 2022 and as amended during the session was approved.**
- 2. The minutes of WG TECH 47, including comments from Switzerland, the European Commission and ERA that were presented at the meeting, were approved.**
- 3. The Secretariat presented the latest developments in OTIF.**
- 4. For discussion**

WG TECH 48 reviewed and discussed the working documents that had been prepared for the session.

In particular, the following were discussed¹:

- 4.1. Draft proposal for revision of UTP GEN-E concerning the qualification and independence of assessing entities:
 - WG TECH reviewed document TECH 22042 of 18 October 2022. It discussed modifications to the text with regard to coordinating the activities of assessing entities (section 9 of Annex 2).
 - WG TECH was satisfied with the document as modified at the session and recommended that it be submitted to CTE 15 for adoption.
- 4.2. Draft proposal for revision of UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment:
 - WG TECH reviewed document TECH-22046 of 18 October 2022. It suggested clarifying the texts with regard to the scope of UTP GEN-G in relation to infrastructure in section 2.1 of the UTP and to replace the EU term “national technical rules” with the OTIF term “national technical requirements”, and clarify this in the correlation table in section 0 of the draft UTP. WG TECH agreed that the OTIF Secretariat could make the necessary modifications after the meeting.
 - WG TECH agreed the principle that the revised UTP should apply within the scope of the APTU and ATMF UR as soon as possible and should apply within the scope of the EST UR, as soon as the EST UR enter into force.
 - WG TECH requested the Secretariat to modify the document as agreed and submit it to CTE 15 for adoption.
- 4.3. Draft update to the application guide for UTP WAG:
 - WG TECH reviewed document TECH-22014 version 3 of 18 October 2022 and modified the text on page 43 concerning the correlation between the list of fully approved composite brake blocks and the test for composite brake blocks as laid down in UTP WAG and UIC 541-4.
 - WG TECH was satisfied with the document as modified at the session and recommended that it be submitted to CTE 15 for approval.
 - WG TECH reviewed document TECH-22044 of 18 October 2022, which gave a short description of the work done on the application guides. There were no comments and WG TECH recommended that it be submitted it to CTE 15 for adoption.
- 4.4. Progress report on feasibility of developing specific UTPs dedicated to vehicles that can be used freely in international traffic:
 - WG TECH reviewed document TECH-22035 version 2 of 18 October 2022 and welcomed the changes compared to the previous version.

¹ Agenda items 4.3 and 4.4 were discussed on the second day. ERA gave a presentation on the “information sharing system” on the first day (in relation to agenda item 6)

- Of the different options presented, WG TECH was of the view that the specific requirements or guidance should be included in chapter 0 or as an annex to relevant UTPs.
 - WG TECH invited the OTIF Secretariat to prepare an updated version of the document and submit it to CTE 15 for further consideration.
- 4.5. Draft proposal for decision concerning the involvement of stakeholders in the work of the Committee of Technical Experts:
- WG TECH reviewed document TECH-22036 of 18 October 2022. The Secretariat explained that it had contacted the four organisations that it had suggested removing from the list of stakeholders. Of these four organisations, UITP said that it wished to continue to be on the list of stakeholders.
 - WG TECH was satisfied with the working document and recommended that it be submitted to CTE 15 for adoption, however with the proposal to retain UITP on the list of stakeholders.
- 4.6. Draft revised Rules of Procedure for the Committee of Technical Experts:
- WG TECH reviewed document TECH-22041 of 18 October 2022. It supported the proposed modifications and recommended that they be submitted to CTE 15 for adoption.
- 4.7. Draft provisional agenda for the 15th session of the Committee of Technical Experts:
- WG TECH reviewed document TECH-22047 of 18 October 2022 and suggested that an item concerning stakeholders and an item for the revision of the annex to UTP TAF should be added.
 - Depending on the results of the TSI revision package for 2022, WG TECH noted that updating UTP WAG, UTP NOI, and possibly UTP TCRC, should be priorities in the work programme for 2023.
- 5. Information on developments concerning the Future Railway Mobile Communication System (presented by UIC)**
- WG TECH welcomed the presentation by Mr Evangelou of UIC concerning the Future Railway Mobile Communication System (FRMCS), which would in future replace GSM-R and would become an important enabler for rail digitalisation.
- 6. Developments in EU regulations that are of relevance to COTIF (presented by the European Commission and ERA)**
- WG TECH took note of the presentation by the European Commission concerning developments with regard to the TSI revision package 2022 and the steps that would follow the vote on the package at the RISC meeting in February 2023.
 - WG TECH took note of ERA’s presentation on the EUMedRail Project and the IPA Project, which included new developments for the use of EVR.
 - For its next meeting, WG TECH, invited ERA to present an update on the transitional measures in the future revised TSIs and EVR.
 - WG TECH took note of ERA’s presentation concerning the future information sharing system (ISS), the aim of which is to support the sharing of safety data and information between the actors concerned.
- 7. The cross reference table of EU and OTIF terminology was reviewed.**
- 8. The EU – OTIF equivalence table was reviewed.**
- 9. Any other business**
- None
- 10. Next session (WG TECH 49):**
- Bern/hybrid, 15 June 2023.

DISCUSSION

Welcome by the OTIF Secretariat

Mr Bas Leermakers (head of OTIF's Technical Interoperability Department) who, together with Ms Maria Price and Mr Dragan Nešić, represented the OTIF Secretariat (hereinafter "the Secretariat"), welcomed all the participants, particularly those attending the session for the first time: Mr Ahmadzada from Azerbaijan, Ms Riquet from France, Mr Lengyel from Hungary, Mr. Dogar from Pakistan, Ms Magee and Mr Banks from the United Kingdom, and Mr Ruffin from the European Union Agency for Railways (ERA). He then opened the 48th session of WG TECH. The meeting was held in a hybrid format. The list of participants is attached to these minutes as [Annex I](#).

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

ELECTION OF CHAIR

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

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

1 APPROVAL OF THE AGENDA

The **Secretariat** reminded the meeting that the provisional agenda for WG TECH 48 had been submitted in the invitation letter TECH-22045 of 20 September 2022. **ERA** asked whether agenda items **4.3** *Draft update to the application guide for UTP WAG* and **4.4** *Progress report on feasibility of developing specific UTPs dedicated to vehicles that can be used freely in international traffic* could be discussed on the second day. **UIC** asked whether agenda item **5** *Information on developments concerning the Future Railway Mobile Communication System* could also be discussed on the second day. **ERA** asked whether its presentation on the "Information Sharing System" in relation to agenda item **6** (Developments in EU regulations that are of relevance to COTIF) could be given on the first day. These amendments to the sequence of the agenda items were tacitly approved.

The **Chair** concluded that WG TECH 48 approved the agenda as amended during the session ([Annex II – Approved agenda](#)).

2 APPROVAL OF THE MINUTES OF THE 47TH SESSION OF WG TECH

The **Secretariat** informed the meeting that the provisional minutes had been sent for review to delegates who had attended the 47th session of WG TECH on 10 October 2022. The Secretariat had received comments from CH, FR and CER. The modified provisional minutes had been uploaded on 18 October 2022 for the attention of WG TECH 48. After uploading the provisional minutes, the Secretariat had received additional comments from CH, the European Commission (hereinafter "the EC") and ERA. These comments were presented at the meeting.

There were no additional comments. The **Chair** concluded that the minutes of the 47th session of WG TECH as presented at the meeting were approved and asked the Secretariat to place them on OTIF's website².

3 INFORMATION FROM THE OTIF SECRETARIAT

The **Secretariat** gave an overview of relevant official communications since the previous session:

² [Activities > Technical Interoperability > Working Group Tech > Reports](#)

- Circular letter (TECH–22038 of 22 September 2022) concerning the request for nomination of focal points (FP) for the exchange of information related to the APTU and ATMF UR. To date the OTIF Secretariat had received notifications of 13 FP.
- Circular letter (TECH–22039 of 22 September 2022) concerning the reporting of accidents, incidents and severe damage in international traffic. The Secretariat reminded the meeting that any future information received in this context would be published on OTIF’s website.³

The Secretariat informed the meeting that the revised UTP TAF and Annex B to ATMF (derogations) adopted by CTE 14 in June 2022 and notified in depositary notification NOT-22034 of 22 July 2022⁴ would enter into force on 1 January 2023, as the Secretary General had not received any objections before the deadline of 12 November 2022.

The Secretariat also informed the meeting that a Revision Committee vote using the written procedure had resulted in the adoption of modifications to the ATMF UR. The depositary notification of the decision would be sent to the OTIF Member States.

4 FOR DISCUSSION:

Note: agenda items 4.3 and 4.4 were discussed on the second day.

4.1 Draft proposal for revision of UTP GEN-E concerning the qualification and independence of assessing entities

Document: [TECH-22042](#) Draft proposal document (dated 18.10.2022)

The **Secretariat** presented document TECH-22042 of 18 October 2022, its context and the substance of the proposal with the activities that had led to it. The document contained two annexes: Annex 1 (previously TECH-22034), which concerned an updated analysis of the criteria applicable to assessing entities, where the changes compared to the version reviewed by WG TECH 47 were shown in “track change” mode, and Annex 2, which set out a draft proposal for the revision of UTP GEN-E.

The **Chair** thanked the Secretariat for preparing the document and opened the floor for comments.

FR thanked the Secretariat for including its suggestions concerning the subcontracting of tasks and subsidiaries. **GB** concurred with FR and highlighted the importance of the document.

The **EC** requested clarification concerning section 9 of Annex 2 regarding the coordination of activities. It wondered how to ensure the broader and more effective participation of non-EU assessing entities in such activities.

The **Secretariat** replied that all non-EU assessing entities that had been notified to the Secretary General of OTIF⁵ were invited to attend the coordination groups. In the case of meetings of NB Rail’s subgroup rolling stock, for example, the Secretariat would forward the meeting invitations to all non-EU assessing entities, accompanied by background information as to why it was relevant to attend.

With regard to section 9, **GB** wondered whether the assessing entities should be obliged to apply administrative decisions, as proposed in the working document, or whether this should be recommended only. GB remarked that, for example, the Recommendations for Use (RfUs) of NB-Rail related to the application of TSIs, and did not therefore necessarily match the scope of COTIF. GB also asked why and how the CSs could “ensure” that assessing entities would attend the coordination group meetings they had been invited to? This wording appeared to be too strict.

The **Secretariat** confirmed that NB Rail Association is developing RfUs in relation to conformity assessment activities of Notified Bodies (NoBo) as specified in the EU’s interoperability directive and in

³ [Activities](#) > [Technical Interoperability](#) > [Accident and Incident Reports](#)

⁴ [Activities](#) > [Technical Interoperability](#) > [Notifications](#) > [2022](#)

⁵ The list of all notified assessing entities is publicly available on OTIF’s website: [Reference Texts](#) > [Technical Interoperability](#) > [Competent Authority of the Member States](#)

the different TSIs. In view of the Secretariat, the application of RfUs should be understood as a recommendation rather than a requirement. It concurred with GB that the provisions should be clearer and suggested the following modifications:

- in point 9.1, replace “shall ensure” by “shall require” [that assessing entities attend meetings of coordination group meetings], and
- in point 9.2, replace “shall” by “should” [apply administrative decisions].

The Secretariat then suggested that the modified document be submitted to CTE 15 and presented the draft proposal for the CTE’s decision on the revision of UTP GEN-E.

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

- WG TECH reviewed document TECH 22042 of 18 October 2022. It discussed modifications to the text with regard to the coordination of activities of assessing entities (section 9 of Annex 2).
- WG TECH was satisfied with the document as modified at the session and recommended that it be submitted to CTE 15 for adoption.

4.2 Draft proposal for revision of UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment

Document: [TECH-22046](#)

Draft proposal document (dated 18.10.2022)

The **Secretariat** presented document TECH-22046 of 18 October 2022 and the activities carried out so far. The Annex (previously TECH-22027) contained a draft proposal for the revision of UTP GEN-G. The draft proposal suggested a two-stage application of UTP GEN-G: as a first step, application within the scope of the APTU and ATMF UR directly upon entry into force of UTP, and, as a second step, application within the scope of the EST UR as soon as EST UR enters into force. The Secretariat then presented the draft proposal for CTE’s decision.

The **Chair** thanked the Secretariat for preparing the document and opened the floor for comments.

- Discussion on scope (section 2.1)

With regard to the scope of this draft UTP GEN-G (point 2.1), Switzerland pointed out that the infrastructure elements are not listed and requested clarification on the extent to which these are to be covered in this UTP. In its view, if UTP GEN-G applied to safety risks in the scope of the APTU UR, this also meant that it applied to safety risks in the scope of the UTP INF. The extent to which infrastructure elements are covered in the OTIF context should probably be made clearer in the scope of the UTP GEN-G.

The **Secretariat** explained that infrastructure was not listed in section 2.1, because the admission of infrastructure was not in the scope of the ATMF UR or UTP INF. Nevertheless, the list of products and activities in section 2.1 was not exhaustive and did not therefore exclude infrastructure. The Secretariat agreed that infrastructure should be in the scope of UTP GEN-G, in so far it was in the scope of UTP INF.

GB agreed that the scope of infrastructure in UTP GEN-G should be defined with care. Any stretch of infrastructure on which a vehicle occasionally travels in international traffic falling within the scope of UTP GEN-G should be avoided. For this reason, in its geographical scope, UTP INF referred to the ‘lines which are substantially used for international traffic’. GB suggested not to include infrastructure in the list in 2.1 but instead to add a footnote stating that the changes to infrastructure should be assessed for their significance, i.e. their impact on international traffic.

CH supported the proposal of GB. It suggested that the footnote should highlight the extent to which the infrastructure is concerned within the scope of COTIF.

GB wondered whether UTP GEN-G was limited to the products or activities listed in 2.1 or to *any changes* that could impact these products or activities. In GB’s view, the latter should be understood and suggested that this be clarified in the main text.

The **Secretariat** agreed with GB that the text preceding the list should not only refer to changes but also to the impact of these changes.

Assisted by GB, the **Secretariat** modified the text concerned, which was shown on the screen and tacitly accepted. In order to save time, it offered to write the text for the footnote after the meeting.

- Other comments on the document containing the draft proposal

CER asked whether, in addition to the CSM for risk evaluation and assessments, there were other CSMs in EU law that should be reflected in COTIF.

The **Secretariat** responded that the CSM aspects relevant to COTIF are established in Article 8 of the EST UR and included CSM for safety management system requirements, CSM on monitoring and CSM on supervision.

GB remarked that the wording “*notified national rules*” was used throughout draft UTP. The ATMF UR refers to “*national technical requirements*”. GB suggested that the OTIF term “*national technical requirements*” should be used and that this should be reflected in the correlation table in section 0 of draft UTP. The **Secretariat** agreed with GB.

In order to save time, the **Secretariat** suggested making any necessary additional modifications to the draft proposal after the meeting.

CER wondered whether changes made after the meeting would require additional validation by WG TECH.

In the **Secretariat’s** view, additional validation would not be necessary. Firstly, it was clear what had to be written. Secondly, the proposals would be published on OTIF’s website 16 weeks before the CTE meeting, after which members of the CTE could review them and provide feedback to the Secretariat. If need be, the proposals could still be modified by the CTE.

CH and **GB** supported the Secretariat’s suggestion.

The **Chair** noted that there were no objections to this approach. He then summarised the discussion and concluded this item as follows:

- WG TECH reviewed document TECH-22046 of 18 October 2022. It suggested clarifying the texts with regard to the scope of UTP GEN-G in relation to infrastructure in section 2.1 of the UTP and to replace the EU term “national technical rules” with the OTIF term “national technical requirements”, and to clarify this in the correlation table in section 0 of the draft UTP. WG TECH agreed that the OTIF Secretariat could make the necessary modifications after the meeting.
- WG TECH agreed the principle that the revised UTP should apply within the scope of the APTU and ATMF UR as soon as possible and should apply within the scope of the EST UR, as soon as the EST UR enter into force.
- WG TECH requested the Secretariat to modify the document as agreed and submit it to CTE 15 for adoption.

4.3 Draft update to the application guide for UTP WAG

Document: [TECH-22014](#) Working document (version 3, dated 18.10.2022)

[TECH-22044](#) Draft report concerning the drafting and updating of
Progress report UTP application guides (dated 18.10.2022)

The **Secretariat** presented two documents: a working document to inform the CTE of the progress on drafting application guides TECH-22044 of 18 October 2022 and the third version of the draft application guide for the UTP WAG TECH-22014 of 18 October 2022. For the latter, the modification concerned clarification of the relevance of UIC leaflet 541-4 (list of composite brake blocks (CBB) approved for international traffic), in relation to ERA/TD/2009/-02/INT. The modification compared to version 2 was shown in track changes.

ERA (Oscar Martos) confirmed that the modified text had been coordinated between the OTIF Secretariat and ERA. He also confirmed that the list referred to in Appendix G was diminishing, as the validity of CBB certificates would expire over time and no new CBB certificates would be added.

GB asked for clarification concerning the requirements that CBBs must meet in order to be listed in UIC leaflet 541-4 and what status they would have in relation to the UTP and TSI. Furthermore, GB wondered whether the UIC list would also decrease over time.

The **Secretariat** indicated that, in order to comply with Appendix C of UTP WAG, wagons had to be equipped with CBBs that were listed by UIC. Any other wagon not intended to comply with Appendix C of UTP WAG could be equipped with CBBs that were either assessed as IC, listed in Appendix G, or listed in UIC leaflet 541-4.

ERA concurred with the Secretariat. It further explained that both WAG TSI (UTP WAG) and UIC 541-4 contained the same requirements and had to undergo identical tests. It made clear that all assessment results must be documented, regardless of whether WAG TSI (UTP WAG) or UIC requirements had to be followed. The only difference between the two was that the UIC requirements set specific limit values for CBB braking performance. In practice, this would mean that a CBB compliant with the UIC requirements would also comply with the TSI requirements. However, the opposite was not necessarily the case. With regard to the regular updating of the list of certified CBBs, ERA explained that the existing list as published in ERATV contained all valid and expired certified CBBs and would eventually be deleted when the validity of the last CBB certificate expired.

GB proposed to emphasise in the AG that the list in Appendix G would be removed once the validity of all listed CBBs had expired.

The **Secretariat** modified the text in the first passage, which was shown to the meeting.

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

- WG TECH reviewed document TECH-22014 version 3 of 18 October 2022 and modified the text on page 43 concerning the correlation between the list of fully approved composite brake blocks, and the test for composite brake blocks as laid down in the UTP WAG and UIC 541-4.
- WG TECH was satisfied with the document as modified at the session and recommended that it be submitted to CTE 15 for approval.
- WG TECH reviewed document TECH-22044 of 18 October 2022, which gave a short description of the work done on the application guides. There were no comments and WG TECH recommended that it be submitted to CTE 15 for adoption.

4.4 Progress report on feasibility of developing specific UTPs dedicated to vehicles that can be used freely in international traffic

Document: [TECH-22035](#) Working document (ver. 2, dated 18.10.2022)

The **Secretariat** presented the substantial modifications to the working document compared to the previous version of the document. The modifications were indicated in “track changes” mode and included:

- Three possibilities for how to give prominence to *specific requirements*:
 - 1) New UTP dedicated to vehicles for international use;
 - 2) Include specific requirements or guidance in chapter 0 or as an annex to UTPs;
 - 3) Development of specific guidance as a separate document.
- New Annex 1 that provided a summary of all UTP WAG provisions that apply to a wagon suitable for general operations on the 1435 mm network, the aim of which was to illustrate that:
 - The relevant provisions are covered in several different chapters;
 - Several basic parameters in chapter 4.2 are complied with when the technical solutions defined in 7.1.2 and Appendix C are implemented;

- For the purpose of GE wagons only, the UTP WAG could be shorter and simpler.

FR thanked the Secretariat for considering its suggestion to maintain specific requirements in dedicated areas of the UTPs (i.e. option 2), which for FR was the preferred option.

GB welcomed the document, particularly Annex 1. GB thought there was a risk that introducing a new UTP as suggested by option 1) could be perceived as diverging from the TSIs. Options 2) and 3) were both acceptable to GB. In its view, it would be more beneficial to develop specific requirements within UTP WAG. This would allow, for example, the next steps to be taken in terms of further adjustments, particularly in relation to passenger services.

ERA wondered whether in the Secretariat's view, it would remain possible for wagons to comply with the UTP WAG section 4.2, but not with 7.1.2 or Appendix C, i.e. to keep the freedom of design offered today. If this were to be the case, ERA would be supportive of the development.

The **Secretariat** confirmed that 4.2 would remain the same. It had not been the Secretariat's intention to alter any requirements, but to present all the requirements applicable to vehicles suitable for international traffic, e.g. GE wagons, in a more accessible way.

The **Chair** summarised the discussion so far and noted that, based on the suggestions made at the meeting, option 2) would be the most viable and should be put forward.

With regard to the next steps, the **Secretariat** suggested preparing an updated version of the document and submitting it to CTE 15 for further consideration. For the next cycle, the Secretariat could make reference to the relevant requirements in UTP WAG, on the model of Annex 1, either in section 0 or in a new Appendix. Later, the same approach could be used in the case of other UTPs, such as UTP LOC&PAS, for example.

- WG TECH reviewed document TECH-22035 version 2 of 18 October 2022 and welcomed the changes compared to the previous version.
- Of the different options presented, WG TECH was of the view that the specific requirements or guidance should be included in chapter 0 or as an annex to relevant UTPs.
- WG TECH invited the OTIF Secretariat to prepare an updated version of the document and submit it to CTE 15 for further consideration.

4.5 Draft proposal for decision concerning the involvement of stakeholders in the work of the Committee of Technical Experts

Document: [TECH-22036](#)

Working document (dated 18.10.2022)

The **Secretariat** presented working document TECH-22036 of 18 October 2022, which included a proposal for the CTE to apply Recommendation OTIF-22002-JUR 2 (as an annex to the working document) on involving stakeholders in OTIF's work adopted by the ad hoc Committee of Legal Affairs and International Cooperation (JUR). The proposal included the suggestion no longer to invite four associations that had not attended any meetings in the past ten years. However, the Secretariat had contacted these four associations and UITP had indicated that it wished to continue to be informed of the work of CTE.

NL requested clarification on the status of UITP, as the document mentioned that UITP would be removed from the list, but the oral explanations from the Secretariat seemed to suggest the contrary.

The **Secretariat** explained that UITP's feedback had been received after the draft document had been published. Therefore, the document was not in line with the latest information, which was that UITP should remain on the list of registered stakeholders.

In response to a question from the Chair, the **Secretariat** clarified that new applicant stakeholders would be invited to the next meeting, provided that the formal requirements set out in the Recommendation were met and that the members of CTE had no objection to their participation. At the session, CTE could decide to add the new stakeholder to the list of registered stakeholders.

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

- WG TECH reviewed document TECH-22036 of 18 October 2022. The Secretariat explained that it had contacted the four organisations that it had suggested removing from the list of stakeholders. Of these four organisations, UITP said that it wished to continue to be on the list of stakeholders.
- WG TECH was satisfied with the working document and recommended that it be submitted to CTE 15 for adoption, however with the proposal to retain UITP on the list of stakeholders.

4.6 Draft revised Rules of Procedure for the Committee of Technical Experts

Document: [TECH-22041](#) Working document (dated 18.10.2022)

The **Secretariat** introduced working document TECH-22041 of 18 October 2022. The main draft modifications compared to the Rules of Procedure in force included new requirements concerning the involvement of observers and stakeholders at CTE meetings, the designation of focal points, updating the voting process, the extension of the Chair's responsibility between two CTE sessions, an update of the decision-making process and a new procedure to establish a formal list of decisions shortly after each session of CTE. The draft modifications compared to the version in force were shown in "track changes" mode.

GB asked whether the French language version should continue to prevail, as the list of decisions from CTE 14 was agreed in English, and was subsequently translated into French and German. In its reply, the **Secretariat** recalled that this clause was already included in the current Rules of Procedure of CTE and that COTIF stipulated that the prevailing language, in case of differences between the language versions of COTIF rules, was French. The list of decisions would be issued in three languages in a 3-column layout, so that the chance of diverging texts would be minimised.

The **Chair** stressed the importance of maintaining the same meaning of the list of decisions taken by the CTE, even after translation. He then concluded this item as follows:

- WG TECH reviewed document TECH-22041 of 18 October 2022. It supported the proposed modifications and recommended that they be submitted to the CTE 15 for adoption.

4.7 Draft provisional agenda for the 15th session of the Committee of Technical Experts

Document: [TECH-22047](#) Discussion document (dated 18.10.2022)

The **Secretariat** presented a draft provisional agenda for CTE 15.

GB suggested including in the provisional agenda the involvement of stakeholders in the work of CTE. It also wondered whether the priority list for amending the existing UTPs was necessary, in view of the TSI revision package 2022.

The **Secretariat** welcomed GB's proposal to include a new item concerning stakeholders. It also reminded the meeting that changes to the UTPs were usually drafted only once the revised TSIs were adopted and published in the EU Official Journal. With regard to the prioritisation, it reminded the meeting that in the past, priority had been given to the development of UTPs with requirements related to freight wagons. The justification was that wagons were the sort of vehicle most widely used in international traffic, by a great margin.

The **EC** informed the meeting that it was planned to vote on the TSI revision package 2022 at the EC's Railway Interoperability and Safety Committee (RISC) meeting in February 2023, where the necessary amendments to the ERATV and RINF would also be considered. The following TSIs were expected to be revised: OPE, LOC&PAS, WAG, INF, NOI, ENE and PRM. In the EC's view, all these documents, if adopted, would be available some months later, perhaps in May. If need be, the EC could provide the Secretariat with the English version of the documents that had been adopted by RISC, before these were published in the EU Official Journal.

The **Secretariat** was not sure whether there would be sufficient time to prepare and publish the draft documents with amendments to the UTPs in time for the WG TECH meeting in June. It reminded the

meeting that the working documents should be published four weeks before the meeting, which meant mid-May 2023. It agreed with the EC that working with the documents adopted by RISC could be a viable option. In the Secretariat's view, priority should be given to amendments to UTP WAG, UTP NOI, and possibly UTP TCRC. **GB** concurred with the Secretariat.

The **Chair** summarised the discussion and concluded that:

- WG TECH reviewed document TECH-22047 of 18 October 2022 and suggested that an item concerning stakeholders and an item for the revision of the annex to UTP TAF should be added ([Annex III](#)).
- Depending on the results of the TSI revision package for 2022, WG TECH noted that updating UTP WAG, UTP NOI, and possibly UTP TCRC, should be priorities in the work programme for 2023.

5 INFORMATION ON DEVELOPMENTS CONCERNING THE FUTURE RAILWAY MOBILE COMMUNICATION SYSTEM (PRESENTED BY UIC)

UIC (Jean-Michel Evanghelou) presented the current status of developments in the Future Railway Mobile Communication System (FRMCS), its specifications and standardisation items, the purpose of which was modernisation and digitalisation of train-related services. He pointed out the GSM-R legacy and its limitations in terms of expansion of the European Train Control System (ETCS) and the development of Automatic Train Operation (ATO) and indicated that after 2030, GSM-R would become obsolete. Mr Evanghelou also explained the so-called “*normative circuit*” at European level, which had led to the introduction of the (new) functional and system legal requirements for the FRMCS. He then presented the *UIC FRMCS Introduction Plan*, according to which implementation of the *First tested version* of the FRMCS is planned for the first half of 2026. Finally, Mr Evanghelou showed the impact of the FRMCS on CCS TSI using ERA's CCS TSI roadmap.

The **Chair** thanked Mr Evanghelou for the presentation. He noted that the presentation was useful, albeit CCS requirements are outside the scope of COTIF.

In reply to the Chair's question about possible cyber security issues, he explained that **UIC** had identified and structured them into three layers of solutions: *physical*, *logical* and *at the application level*. Security was considered a priority and would be state-of-the art.

FR asked whether the existing GSM-R would be of use to the FRMCS.

UIC considered that during an initial period it would be necessary for both systems to be operational simultaneously. This would enable a smooth transition from GSM-R to FRMCS. It pointed out that the transition would not be easy to implement and would require numerous gradual preparatory activities and measures.

ERA asked whether implementation of the FRMCS would create extra complexities or difficulties at the operational level, for drivers for example, or have an impact on manufacturers.

UIC explained that the technology was very complex. However, the user interfaces should become even simpler and more intuitive than at present and **UIC** made a comparison with a modern telephone, which was technologically very complex, but also very easy to use. In the long term, the benefits of implementing FRMCS would outweigh the costs and significantly simplify future railway operations.

The Chair summarised the discussion and concluded this item as follows:

- WG TECH welcomed the presentation by Mr Evanghelou of **UIC** concerning the Future Railway Mobile Communication System (FRMCS), which would in future replace GSM-R and would become an important enabler for rail digitalisation.

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

In addition to point 4.7, the **EC** informed the meeting of the upcoming four-week public consultations on the draft implementing acts (TSIs), the so-called “mega package”, on which the non-EU OTIF CS would have the opportunity to comment. Once the public consultations had ended, the EC would publish new draft implementing acts to be reviewed and adopted by the RISC meeting in February 2023. With regard to the digital automatic coupler (DAC), the EC confirmed that the technical specifications and operational rules had not yet been developed and would continue to be developed after 2022.

GB asked when the public consultations would be launched. It also wondered when the adopted TSIs would enter into force and whether they would include transitional measures that were different from the existing TSIs.

The **EC** replied that the public consultation would be launched before the end of November 2022, provided that the EC’s internal legal process was completed. Depending on whether the required translation was completed, it was anticipated that the adopted TSIs would be published in the EC Official Journal in May 2023 and would enter into force 20 days later. The EC also confirmed that each of the revised TSIs and the revised TSI package as a whole contained transitional measures. The EC proposed to prepare a presentation on the transitional measures for the next WG TECH, if necessary. **ERA** concurred with the EC.

ERA informed the meeting about the ongoing process to update the TAF-related technical documents. It would compile the proposal and submit it to the OTIF Secretariat in accordance with the established practice (post meeting note: [TECH-20020-WGT40-5e](#), dated 20 March 2020). **ERA** also informed the meeting of its activities within the EUMedRail and IPA Projects. As part of the IPA Project, **ERA** would organise training on interoperability and the European Vehicle Register (EVR) in December. In addition, **ERA** informed the meeting that the Western Balkan region would be allowed to use EVR in the future, with all the relevant costs borne by **ERA**. Finally, **ERA** informed the meeting of its efforts to translate the TSI revision package and its YouTube channel sections/menu bar into the languages of the IPA Project participants, which might be of use for some non-EU OTIF CSs⁶.

The **Secretariat** welcomed the information from **ERA** concerning the revision of Annex I to UTP TAF and concluded that it should add it as a new item to the draft agenda for CTE 15.

GB requested an update on ECVVR.

The **EC** confirmed that ECVVR would remain operational until the end of 2024. It supported **ERA**’s suggestion that transitional measures concerning EVR should be discussed at the next WG TECH meeting. To this end, the EC and **ERA** offered to prepare a presentation. The **Secretariat** welcomed the proposal.

CH asked whether the TAF/TAP TSIs would be part of the Commission’s imminent public consultation on the TSIs. Stakeholders had not seen new drafts of these two TSIs since the RISC gap analysis in July. The **EC** had said that it had recently decided to postpone the adoption of the TAF/TAP TSIs due to limited resources and the outcome of the gap analysis. These two TSIs would be adopted later than the planned adoption of the TSI 2022 revision package in February. For the time being, the Commission was unable to provide a planned adoption timeline for the new TSI TAF/TAP.

- **Information sharing system (ISS)**, for information of the WG TECH

Note: ERA gave this presentation on the first day.

ERA (Emmanuel Ruffin) presented the main elements of the future regulation on Common Safety Methods for assessing the Safety Level and the Safety Performance of railway operators at national and EU level (CSM ASLP). In its recommendation to the EC concerning CSM ASLP within the 4th railway package, **ERA** had included:

⁶ Link to the webinars, where some sections/menu bars are available in Albanian, English, Serbian and Turkish: https://www.era.europa.eu/content/free-webinar-tsis-revision-package-2022-tool-sustainable-railways_en

- Reporting by the operators (RUs/IMs) in accordance with a predefined taxonomy of issues to be reported
- Harmonised assessments of operators (RUs/IMs) processed by ERA
- A group of analysts, whose task would be to propose safety-related improvements to the system
- Information Sharing System (ISS).

Mr Ruffin then presented the full scope of the ISS, its development cycle, business description and functional approach. Lastly, he explained what sharing information within the ISS would mean in practice.

GB wondered about the extent to which CSM ASLP would be of use to non-EU CSs.

ERA confirmed that some of the data had already been used by non-EU CSs, although the ISS went beyond their requirements. It noted the possibility of voluntary application of the ISS by non-EU CSs, based on an agreement with ERA.

The **Chair** thanked EC and ERA for their input and concluded this item as follows:

- WG TECH took note of the presentation by the European Commission concerning developments with regard to the TSI revision package 2022 and the steps that would follow the vote on the package at the RISC meeting in February 2023.
- WG TECH took note of ERA’s presentation on the EUMedRail Project and the IPA Project, which included new developments for the use of EVR.
- For its next meeting, WG TECH, invited ERA to present an update on the transitional measures in the future revised TSIs and EVR.
- WG TECH took note of ERA’s presentation concerning the future information sharing system (ISS), the aim of which is to support the sharing of safety data and information between the actors concerned.

7 CROSS REFERENCE TABLE OF EU AND OTIF TERMINOLOGY

Document: [TECH-17049](#)

Working document for review by WG TECH 48
(dated 18.10.2022)

The document was presented by the **Secretariat**. There were no modifications compared with the version submitted to WG TECH 47.

8 EU – OTIF EQUIVALENCE TABLE

Document: [TECH-18024](#)

Working document for review by WG TECH 48
(dated 18.10.2022)

The document was presented by the **Secretariat**. Compared to the version submitted to WG TECH 47, the *Comments* column was updated to reflect the ongoing discussion at WG TECH 47 and WG TECH 48 concerning the revision of UTP GEN-G and UTP GEN-E.

WG TECH took note of the document without further comment.

9 ANY OTHER BUSINESS

None.

10 NEXT SESSIONS

The following sessions are scheduled to be held in a hybrid format; if new travel restrictions are imposed, the sessions will be held remotely:

- 15th session of CTE on 13 and 14 June 2023 in Bern (UNIA building)
- 49th session of WG TECH on 15 June 2023 in Bern (OTIF building)
- 6th Joint Coordinating Group of Experts (JCGE) on 6 September 2023 in Bern
- 50th session of WG TECH on 7 and 8 September 2023 in Bern (venue to be confirmed)
- 51st session of WG TECH on 14 and 15 November 2023 in London (to be confirmed).

CLOSING REMARKS

The **Chair** thanked all participants for the productive discussion, the OTIF Secretariat for preparing all the documents on time, the UIC for hosting the meeting, and concluded the 48th session of WG TECH.

On behalf of the delegates, the **Secretariat** thanked the Chair for his excellent work in chairing the 48th session of WG TECH.

LIST OF PARTICIPANTS

ANNEX I

I. Gouvernements / Regierungen / Governments**Allemagne/Deutschland/Germany**

M./Hr./Mr. Philipp **Unger**
remote

Technischer Regierungsamtsrat
Eisenbahn-Bundesamt

Autriche/Österreich/Austria

M./Hr./Mr. Thomas **Helnwein**
remote

Amtssachverständiger
Bundesministerium für Klimaschutz, Umwelt, Energie,
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Azerbaïjan/Aserbaidshjan/Azerbaijan

M./Hr./Mr. Orkhan **Ahmadzada**
remote (only 1st day)

Head of innovation analysis and implementation
division
Azerbaijan Railways CJSC

Belgique/Belgien/Belgium

M./Hr./Mr. Luc **Opsomer**

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

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

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M^{me}/Fr./Ms Matea **Jakšić**
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Ministry of Sea, Transport and Infrastructure

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(only 1st day)

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M^{me}/Fr./Ms Celine **Montalti**
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Legal adviser
Autorité française de sécurité ferroviaire (EPSF)

Hongrie/Ungarn/Hungary

M./Hr./Mr. György **Lengyel**
remote

CHG Officer, Expert
Ministry of Technology and Industry

Italie/Italien/Italy

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

Head of Technical Standards of Vehicles Office
Agenzia Nazionale per la Sicurezza delle Ferrovie e
delle Infrastrutture Stradali e Autostradali (ANSFISA)

Pakistan/Pakistan/Pakistan

M./Hr./Mr. Sufyan Sarfaraz **Dogar**
remote

Chief Marketing Manager
Pakistan Railways

Pays-Bas/Niederlande/Netherlands

M^{me}/Fr./Ms Monique van **Wortel**
in person

Senior advisor international railway affairs
Ministry of Infrastructure and Water Management
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Roumanie/Rumänien/Romania

M./Hr./Mr. Dragoş **Floroiu**
remote

Scientific Secretary
Romanian Railway Authority - AFER

**Royaume-Uni/
Vereinigtes Königreich
United Kingdom**

M./Hr./Mr. Peter **Coverdale**
in person

Rail Technical Standards Legislation Manager
Department for Transport

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

Director of Sector Strategy
Rail Safety and Standards Board (RSSB)

M./Hr./Mr. Graeme **Banks**
remote

Head of Rail Safety (acting)
Department for Infrastructure of Northern Ireland,
Gateway & EU Relations Division

M^{me}/Fr./Ms Joanne **Magee**
remote

Rail interoperability
Department for Infrastructure Northern Ireland

Serbie/Serbien/Serbia

M./Hr./Mr. Milan **Popović**
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Head of the department for rules and authorisation of
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M^{me}/Fr./Ms Linda **Ay**
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Project Manager Safety and Interoperability
Federal Office of Transport of Switzerland - FOT

**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**

M^{me}/Fr./Ms Alice **Polo** Policy Officer
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European Union Agency for Railways (ERA)

M./Hr./Mr. Christoph **Kaupat** Project Officer
remote Networks, International and IMS Unit, ERA

M./Hr./Mr. Oscar **Martos** Project Officer
remote Rolling Stock and Fixed Installations Unit, ERA

M./Hr./Mr. Emmanuel **Ruffin** Information Sharing System Project manager
remote Railway Systems Department, ERA
(only 1st day)

**III. Organisations et associations internationales
Internationale Organisationen und Verbände
International Organisations and Associations**

CER

M./Hr./Mr. Gilles **Quesnel** Directeur Interopérabilité, Normalisation et Recherche
in person (1st day) Europe (SNCF)
remote (2nd day) CER / SNCF

OSJD

M./Hr./Mr. Radovan **Vopalecky** Chairman of the Commission on Infrastructure and
remote Rolling Stock
OSJD - Committee of the Organization for
Cooperation of Railways
Commission on Infrastructure and Rolling Stock

UIC

M./Hr./Mr. Patrizio **Grillo** Head of EU Affairs
remote Union internationale des chemins de fer (UIC)

M./Hr./Mr. Jean-Michel **Evangelou** Director Telecom, Signalling & Digital Applications
in person (only 2nd day) Director Operations & Controlling
Deputy Director Rail System
Union internationale des chemins de fer (UIC)

M./Hr./Mr. Jozef **Fázik**


Senior advisor
Union internationale des chemins de fer (UIC)

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

**IV. Secrétariat
Sekretariat
Secretariat**


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APPROVED AGENDA**ANNEX II**

Election of chair

1. Approval of the agenda
2. Approval of the minutes of the 47th session of WG TECH
3. Information from the OTIF Secretariat
4. For discussion:
 - 4.1. Draft proposal for revision of UTP GEN-E concerning the qualification and independence of assessing entities
 - 4.2. Draft proposal for revision of UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment
 - 4.5. Draft proposal for decision concerning the involvement of stakeholders in work of the Committee of Technical Experts
 - 4.6. Draft revised Rules of Procedure for the Committee of Technical Experts
 - 4.7. Draft provisional agenda for the 15th session of the Committee of Technical Experts
 - 4.3. Draft update to the application guide for UTP WAG
 - 4.4. Progress report on feasibility of developing specific UTPs dedicated to vehicles that can be used freely in international traffic
5. Information on developments concerning the Future Railway Mobile Communication System (presented by UIC)
6. Developments in EU regulations that are of relevance to COTIF (presented by ERA and European Commission)
7. Cross reference table of EU and OTIF terminology
8. EU – OTIF equivalence table
9. Any other business
10. Next sessions

DRAFT AGENDA FOR CTE 15 – JUNE 2023**ANNEX III**

Opening of the session

Election of the Chair

1. Approval of the agenda
2. Presence and quorum
3. Revision of the rules of procedure of the Committee
4. Involvement of stakeholders in the Committee
5. Items for information:
 - 5.1. General information from the OTIF Secretariat
 - 5.2. Report from the Committee of Technical Experts' working group TECH
6. Items concerning the adoption of binding provisions:
 - 6.1. Revision of the UTP GEN-E concerning the qualifications and independence of assessing entities
 - 6.2. Revision of the UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment
 - 6.3. Revision of the list of technical documents set out in Annex A to the UTP TAF concerning telematics applications for freight services
7. Items concerning approval of non-binding guidance and recommendations:
 - 7.1. Revision of the application guide for the UTP WAG
 - 7.2. Revision of the application guide for the UTP Noise
8. Items for discussion:
 - 8.1. Progress report on development of the EST UR (Appendix H to COTIF):
 - Draft Annex C to the EST UR concerning a harmonised procedure for issuing safety certificates
 - 8.2. Giving more prominence to provisions dedicated to vehicles suitable for free circulation and general operation in international traffic
 - 8.3. Next steps on monitoring and assessing implementation of the APTU and ATMF Uniform Rules
 - 8.4. Update on the future railway mobile communication system (FRMCS) and its relevance to OTIF
 - 8.5. Work programme of the Committee
9. Any other business
10. Next session