



Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

# WG TECH

## 50<sup>th</sup> Session

### Minutes

Gümligen/Bern,  
hybrid meeting, 7-8.9.2023

## **WG TECH 50 SUMMARY 7-8 SEPTEMBER 2023**

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

- 1. The agenda submitted in document TECH-23028 of 12 July 2023 was approved.**
- 2. The minutes of WG TECH 49 were approved.**
- 3. The Secretariat presented the latest developments in OTIF.**
- 4. For discussion**

WG TECH 50 reviewed and discussed the working documents that had been prepared for the session. In summary, the following was discussed or agreed on the different items:

**4.1. Revision of UTP WAG (including a presentation of the transitional provisions in 7.2.3 and Appendix A):**

- WG TECH welcomed the changes to working document TECH-23020 version 2 of 9 August 2023, which included the addition of two new sections explaining the application of UTP WAG and the addition of specific conditions for Norway.
- WG TECH modified the text in section 0.2 concerning the technical requirements, compatibility with UTPs and compliance with the essential requirements. It suggested updating the draft UTP for the next session by clarifying the following terms: “suitable for general operation”, “interchangeability and compatibility between vehicles”.
- WG TECH welcomed the presentation by the Secretariat explaining the changes concerning the transitional provisions in section 7.2.3 and Appendix A.
- WG TECH noted the feedback on the results of the 6<sup>th</sup> session of the Joint Coordinating Group of Experts (JCGE), including the advice on transferring vehicle requirements from RID to UTP WAG. WG TECH agreed with the Secretariat’s suggestion to prepare two draft versions of UTP WAG for the next meeting: one version that would include the requirements related to RID and the other version without. The aim would be to submit both draft versions of UTP WAG to CTE 16. Depending on progress at EU level with the adoption of related TSI modifications, one of the two draft versions of the UTP would be proposed for adoption by CTE.

**4.2. Revision of UTP Noise:**

- WG TECH welcomed the changes to working document TECH-23021 version 2 of 9 August 2023, which included the addition of specific cases and particular implementing rules for Norway.
- WG TECH asked the Secretariat to update the draft UTP Noise for review by WG TECH 51, with the aim of submitting it to CTE 16 for adoption.

**4.3. Revision of UTP TCRC:**

- WG TECH welcomed the changes to working document TECH-23022 version 2 of 9 August 2023.
- At the session, WG TECH discussed and agreed alternative wording to explain that all vehicles in a train must be in a good state of maintenance.
- WG TECH asked the Secretariat to prepare an updated version of the draft UTP TCRC for review by WG TECH 51, with the aim of submitting it to CTE 16 for adoption.

**4.4. Explanatory document on the UTP TCRC:**

- WG TECH reviewed working document TECH-23019 version 2 of 9 August 2023 and welcomed the changes compared to the previous version.
- At the meeting, WG TECH discussed suggestions made by CER before the meeting and agreed modified wording.

- WG TECH asked the Secretariat to prepare an updated draft version of the explanatory document for review by WG TECH 51, with the aim of submitting it to CTE 16 for approval.

4.5. Draft Annex D to the EST UR concerning supervision (including a presentation by CH of experience with coordination in the scope of supervision):

- WG TECH reviewed working document TECH-23018 of 9 August 2023. There were no specific comments or suggestions for improvement.
- WG TECH asked the Secretariat to re-issue the document for final review by WG TECH 51, with the aim of submitting it to CTE 16 for approval.
- WG TECH welcomed Switzerland’s presentation on its experience with coordination in the scope of supervision and invited other competent authorities to share their experiences as well.

4.6. Update to the application guide for the UTP LOC&PAS:

- WG TECH reviewed the amendments to working document TECH-23015 version 2 of 9 August 2023. There were no suggestions for improvement.
- WG TECH asked the Secretariat to submit the draft application guide for final review by WG TECH 51, with the aim of submitting it to CTE 16 for approval.

**5. Developments in European Union regulations that are of relevance to COTIF (presented by the European Commission and the European Union Agency for Railways)**

5.1. Demonstration of the European Vehicle Register (EVR):

WG TECH welcomed ERA’s demonstration on using the EVR tool. The demonstration included an explanation of the procedure for users to apply for an EVR account, the management and approval of these accounts by registration entities and the process for registering a vehicle in the EVR.

5.2. Status update concerning the development of the EVR:

WG TECH welcomed the update by ERA and the European Commission on the modifications to the EVR Decision, which were aimed at improving efficiency, streamlining the registration process and improving use of the EVR. This included establishing ERA as the registration entity for the vehicles it authorised, extending use of the EVR to the non-EU OTIF CS and providing a legal basis for fees and charges to be levied by ERA when third countries use the EVR.

5.3. Status update on the revision of TSIs:

WG TECH took note of the information provided by the European Commission on the TSI revision package.

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

**7. The EU – OTIF equivalence table was reviewed.**

**8. Any other business**

None

**9. Next sessions**

London, United Kingdom, hybrid, 14-15 November 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 and opened the 50<sup>th</sup> session of WG TECH. The meeting was held in the temporary offices of the OTIF Secretariat in Gümligen near Bern, 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 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 50 had been submitted with the invitation letter TECH-23028 of 12 July 2023. There were no proposals for modification.

The **Chair** concluded that WG TECH 50 approved the agenda as submitted ([Annex II – Approved agenda](#)).

### 2 APPROVAL OF THE MINUTES OF THE 49<sup>TH</sup> SESSION OF WG TECH

Document: [WG TECH 49 draft minutes](#) Provisional minutes of WG TECH 49

The **Secretariat** informed the meeting that the provisional minutes had been sent for review to delegates who had attended the 49<sup>th</sup> session of WG TECH on 7 July 2023. The Secretariat had received comments from CER and CH. The modified provisional minutes had been uploaded for the attention of WG TECH 50. There were no further comments at the session. The Chair concluded that the minutes of the 49<sup>th</sup> session of WG TECH were approved and asked the Secretariat to place them on OTIF's website<sup>1</sup>.

### 3 INFORMATION FROM THE OTIF SECRETARIAT

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

- Circular letter (OTIF-23003-CTE15 of 14 June 2023)<sup>2</sup> concerning the list of decisions of CTE 15 in accordance with Article 24a of the Rules of Procedure. The circular was sent to the Member States of OTIF, Associate Members of OTIF, regional organisations which have acceded to COTIF and international associations that are invited to CTE.
- Depositary notification (NOT-23015 of 13 July 2023)<sup>3</sup> concerning the revised UTP GEN-E and UTP GEN-G, and the modified Appendix I to UTP TAF adopted by CTE 15. These revisions would enter into force on 1 January 2024, unless one quarter of the Member States formulated an objection before the deadline of 13 November 2023.

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<sup>1</sup> [Activities > Technical Interoperability > Working Group Tech > Reports](#)

<sup>2</sup> [Activities > Technical Interoperability > Committee of Technical Experts > Decisions](#)

<sup>3</sup> [Activities > Technical Interoperability > Notifications > 2023](#)

- Circular letter (TECH-23031 of 8 August 2023) concerning a further step in monitoring and assessing implementation of the APTU and ATMF UR, as decided by CTE 15. The circular was sent to:
  - o notified competent authorities of the ATMF Contracting States;
  - o assessing entities notified to the Secretary General of OTIF, including the NB Rail Secretariat;
  - o associations or representative bodies concerned with the use of vehicles (UIC, UIP, CER).

Respondents were asked to complete the attached questionnaires. The deadline for responses was 8 November 2023. The OTIF Secretariat would analyse the feedback and report to CTE 16, which is planned for 2024.

**NB RAIL** confirmed that it had received the survey and it had shared it with its members and other NoBos through the web-based application CIRCABC (Communication and Information Resource Centre for Administrations, Businesses and Citizens, a collaborative platform of the European Commission). It also suggested that it would be useful to contact the bodies coordinating the CSM assessment bodies. The **Secretariat** thanked NB RAIL for its support and clarified that the focus of this questionnaire was on the admission of vehicles and their use; it had therefore limited addressees to assessing entities.

The **Chair** wondered whether it was necessary to clarify in more detail the process of organising bilateral meetings with certain entities. The **Secretariat** acknowledged that it had not received any such request yet, but agreed that this could be looked into if such a request were made.

The **Secretariat** also informed the meeting that Joint Coordinating Group of Experts (JCGE) had held its 6<sup>th</sup> meeting on 6 September 2023.

## 4 FOR DISCUSSION

### 4.1 Revision of UTP WAG (including a presentation of the results of the 6<sup>th</sup> meeting of the Joint Coordinating Group of Experts (JCGE), and transitional provisions in 7.2.3 and Appendix A)

Document: [TECH-23020 v2](#) Draft document version 2

The **Secretariat** presented the second version of draft working document TECH-23020 of 9 August 2023. It noted that the changes in comparison to the first version were indicated in track changes highlighted in green. The new version further outlined the scope and context of the application of UTP WAG, and contained specific guidance and definitions related to the specifications for “free circulation” and “general operations”. The specific environmental conditions for Norway had also been added.

**NO** thanked the Secretariat for including its specific environmental conditions in the text.

**GB** suggested replacing the wording “technical construction requirements” with “technical design requirements” in section 0.2, first paragraph.

**NB Rail** suggested that design and production requirements could be combined, as they would represent two different stages for conformity assessment. **HU** and **UIC** concurred with NB Rail. WG TECH tacitly agreed with the modification.

**GB** also suggested replacing the term “compliance” with the term “compatibility” in section 0.2, second paragraph.

In **NB Rail’s** view, the term “compatibility” related more to the relationship between different parts of the railway system, while the term “compliance” related more to whether the parts and components met the applicable requirements (rules).

The **Secretariat** suggested that the term “compatibility” would be appropriate in the context of the text, because the subject concerned parts and components not fully described by the UTPs. At the same time,

the second part of the sentence stated that compliance with the essential requirements should be ensured. WG TECH tacitly agreed with the modifications, which were shown on the screen.

**GB** requested clarification with regard to the definition of vehicles suitable for “general operation” in section 0.3, third paragraph. It suggested including this clarification in the text.

The **Secretariat** explained that the basic idea was to distinguish the two concepts: free circulation and general operation. “Free circulation” in the context of the ATMF UR meant that the admission of a vehicle to international traffic was valid on the territory of all Contracting States. “Free circulation” would not relieve RUs of their responsibility to check route compatibility between vehicles and infrastructure. For the latter concept, “general operation” referred to the way the vehicle can be composed in a train and implied the existence of harmonised inter-vehicle interfaces. The **Secretariat** also recalled that the concepts had been discussed in more detail at CTE 15<sup>4</sup>.

ERA asked whether “general operation” referred to the GE marking and whether this was also relevant to passenger rolling stock. The **Secretariat** explained that that concept of “free circulation” relates to the TEN marking and the concept of “general operation” relates to the GE marking. The conditions for both markings were stipulated in UTP Marking.

**NB Rail** wondered whether an explanation on technical compatibility between vehicles could also be considered and whether it could be added in the list accordingly.

**UIC** suggested using the term “interchangeability” in addition to the term “general operation”. In UIC’s view, the term “interchangeability” had a more comprehensive and broader scope.

The **EC** reminded the meeting of the disconnection clause in the Agreement between OTIF and the EU, emphasising that the operation of trains and providing services with these trains within the EU (including cabotage), would be subject to EU law. The **Secretariat** agreed with the EC and clarified that the topic under discussion was the admission of vehicles suitable for general *operation*, not actual train operations.

The **Secretariat** supported the suggestion from UIC to include the term “interchangeability” and suggested that any further requirements and explanations should be incorporated in the application guide. It also took note of the proposal by GB to replace the wording “to be coupled” with “to be composed”, in order to avoid misinterpretation.

The **Chair** noted that the Secretariat would update the draft UTP for the next session and clarify the terms discussed.

### **Results of the JCGE meeting**

The **Secretariat** informed the meeting of the results of the 6<sup>th</sup> session of JCGE with regard to the latter’s advice to the relevant Committees to migrate vehicle requirements from RID to UTP and TSI. The Chairs of the various Committees concerned, including CTE, would be informed of this advice. The Secretariat also informed the meeting that ERA had coordinated the drafting of the proposal, with contributions from the OTIF Secretariat and experts in RID and general railway law, specifically interoperability and safety.

The Secretariat pointed out that JCGE had proposed possible timelines to ensure consistent and timely adoption of the proposal by the respective Committees. Amendments would have to enter into force either on 1 January 2025 or 1 January 2027, which were the dates every two years on which a new edition of RID would take effect. The shortest timeline, leading to changes on 1 January 2025, would be as follows:

- First quarter 2024 – adoption of TSI amendment by RISC Committee
- May 2024 – adoption of RID amendments by RID Committee of Experts
- June 2024/2025 – adoption of UTP amendments by OTIF Committee of Technical Experts
- Before end 2024 – adoption of updated Directive on the Transport of Dangerous Goods

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<sup>4</sup> Giving more prominence to provisions dedicated to vehicles suitable for free circulation and general operation in international traffic ([TECH-23012-CTE15-8.2](#) of 17 April 2023).

According to established practice, CTE only adopts changes to a UTP after a TSI has been modified. If this practice were to be followed, CTE and WG TECH would start working on the subject only after the TSI had been modified in 2024. In this scenario, CTE could not take a decision before 2025. The Secretariat therefore considered the possibility of the exceptional concurrent development of TSI and UTP, leading to adoption by CTE as early as 2024. To this end, the Secretariat suggested that it could prepare two draft versions of UTP WAG for CTE in June 2024: one version with the modifications already reviewed by WG TECH and another version that would also include the requirements related to RID as proposed by JCGE. The idea was to submit both draft versions of UTP WAG to CTE 16. Depending on progress at EU level with the adoption of related TSI modifications, one of the two draft versions of UTP would be proposed for adoption by CTE.

The **Chair** noted that there were no remarks on the Secretariat's suggestion.

### **Presentation of the transitional provisions in 7.2.3 and Appendix A**

At the request of WG TECH 49, the **Secretariat** presented the principles of the proposed changes to the transitional provisions. In its presentation, it compared the current situation with the new envisaged situation with regard to:

- Definitions and rules relating to the type or design examination certificates (point 7.2.3);
- Changes to requirements and transition regimes (Appendix A).

The Secretariat explained that in the current situation, the rules distinguished Phase A and Phase B periods. Once the manufacturer appointed an assessing entity, Phase A would start and the legal framework was frozen and a design type certificate could be issued for four years based on this legal framework. Once the design type certificate was issued, Phase A would end and Phase B would start. During Phase B, the manufacturer could build new vehicles according to this certified type for a period of 10 years, even if the legal framework were to change.

In the new situation, the type or design examination certificate would remain valid for an undefined period, until a new UTP came into force. When a new UTP came into force, the type or design examination certificate would have to be renewed. Renewal would be subject to Appendix A. Appendix A would list the objects that need to comply with the latest UTP from a certain date.

Once a new UTP entered into force, the certified design type would have to be updated in compliance with the new rules within seven years. The new situation would also allow for rules to be imposed within a shorter deadline, for example in exceptional circumstances, even for vehicles already in use.

**NB Rail** also explained that according to the new rules, the validity of the certificate would depend on the type of change made, rather than a fixed period of time.

**CER** explained that when a vehicle is built in compliance with an existing UTP, and a new version of the UTP is introduced in the meantime, the two versions of the UTP should be checked to establish whether there were any major modifications to the requirements. CER's view was that the few changes to UTP WAG that were envisaged would not impact production of the vehicle based on the previous version of UTP WAG.

The **EC** added that the modification to TSI WAG was intended to provide the sector with legal stability. In general, the new requirements would not apply immediately, but within a certain transitional period, as outlined in tables A.1 and A.2. It also confirmed that none of the latest modifications to TSI WAG would require quick implementation.

**HU** thanked the previous speakers for their feedback and the clear explanations.

The **Chair** thanked the Secretariat for presenting the subject clearly and concluded this item as follows:

- WG TECH welcomed the changes to working document TECH-23020 version 2 of 9 August 2023, which included the addition of two new sections explaining the application of UTP WAG and the addition of specific conditions for Norway.
- WG TECH modified the text in section 0.2 concerning the technical requirements, compatibility with UTPs and compliance with the essential requirements. It suggested updating the draft UTP for

the next session by clarifying the following terms: “suitable for general operation”, “interchangeability and compatibility between vehicles”.

- WG TECH welcomed the presentation by the Secretariat explaining the changes concerning the transitional provisions in section 7.2.3 and Appendix A.
- WG TECH noted the feedback on the results of the 6<sup>th</sup> session of the Joint Coordinating Group of Experts (JCGE), including the advice on transferring vehicle requirements from RID to UTP WAG. WG TECH agreed with the Secretariat’s suggestion to prepare two draft versions of UTP WAG for the next meeting: one version that would include the requirements related to RID and the other version without. The aim would be to submit both draft versions of UTP WAG to CTE 16. Depending on progress at EU level with the adoption of related TSI modifications, one of the two draft versions of the UTP would be proposed for adoption by CTE.

## 4.2 Revision of UTP Noise

Document: [TECH-23021 v2](#) Draft document version 2

The **Secretariat** presented the amendments to the draft UTP Noise, which were shown in track changes and marked in green compared to the previous version. The new version included specific cases for Norway concerning the limit values for starting noise and pass-by noise, as well as particular implementing rules for the application of UTP Noise to existing wagons in Norway.

**NO** thanked the Secretariat for including its specific cases in the text.

**GB** informed the meeting of its ongoing work on updating its national requirements related to quieter routes. The current rules were still based on EU TSIs, but were subject to review. It mentioned that the rules for quieter routes had been reviewed, taking into account the UTP Noise.

The **Secretariat** indicated that COTIF was not an instrument intended to harmonise noise policy in addition to what was necessary to ensure that railway vehicles and trains were accepted in international traffic. The UTP Noise therefore gave the CSs freedom to decide whether or not part or all of the railway network constituted quieter routes. For example, CH had designated its entire network as quieter and some other non-EU CSs had not designated any quieter routes.

**HU** informed the meeting that it was also discussing quieter routes and that it would be interested to learn more from the experience of CH. **CH** proposed a bilateral discussion on the topic.

The **Chair** then thanked the Secretariat for presenting the subject and concluded this subject as follows:

- WG TECH welcomed the changes to working document TECH-23021 version 2 of 9 August 2023, which included the addition of specific cases and particular implementing rules for Norway.
- WG TECH asked the Secretariat to update the draft UTP Noise for review by WG TECH 51, with the aim of submitting it to CTE 16 for adoption.

## 4.3 Revision of UTP TCRC

Document: [TECH-23022 v2](#) Draft document version 2

The **Secretariat** presented the second version of draft working document TECH-23022 of 9 August 2023. The changes in comparison to the first version were indicated in track changes and highlighted in green. The new version included a more detailed explanation of the equivalence section 0 of the UTP, with the addition of a reference to the precise clauses of the EU Regulation and modifications in the left-hand column in section 3 point (1) b), where the terms “maintenance plan” and “good state of maintenance” had been included; these terms were also used in the ATMF UR.

A discussion with input from **UIC**, **HUN**, **GB** and **NB Rail** took place concerning the best wording for section 3 point (1) b) with regard to “good state of maintenance”.



The meeting agreed that the scope of the UTP TCRC did not concern maintenance itself, but only the duty of the RU to ascertain that a vehicle was in a good state of maintenance. The **Chair** therefore suggested that the wording should not impose any safety-related obligations concerning the maintenance itself.

**NB Rail** proposed that the text in the left-hand column of section 3 point (1) b) should read: “shall be in a good state of maintenance”. WG TECH tacitly agreed with the modification.

**GB** suggested that “maintenance plan”, as mentioned in the former text, could be dealt with in the explanatory document on UTP TCRC.

The **Chair** thanked the Secretariat for presenting the subject and concluded this subject as follows:

- WG TECH welcomed the changes to working document TECH-23022 version 2 of 9 August 2023.
- At the session, WG TECH discussed and agreed alternative wording to explain that all vehicles in a train must be in a good state of maintenance.
- WG TECH asked the Secretariat to prepare an updated version of the draft UTP TCRC for review by WG TECH 51, with the aim of submitting it to CTE 16 for adoption.

#### 4.4 Explanatory document on the UTP TCRC

Document: [TECH-23019 v2](#) Draft document version 2

The **Secretariat** presented the second version of draft working document TECH-23019 of 9 August 2023. This version contained amendments made in track changes compared to the previous version. The updated version included additional clarification of the scope and purpose of UTP TCRC, further specification of the responsibilities of the RUs, revised terminology relating to maintenance, and the introduction of an explanation of the minimum requirements for the braking system.

Before the meeting the Secretariat had received suggestions from CER. Furthermore, during the meeting, **BE, GB, CER, NB Rail** and **UIC** had comments or questions regarding the document. WG TECH agreed as follows:

- The document had to be more precise in explaining that UTP TCRC included a selected number of parameters from *three* EU legal texts: OPE TSI, RINF and ERATV (penultimate paragraphs in sections 0 and 1, pages 2 and 4 respectively).
- Rather than being “automated”, the route compatibility check could be conducted “digitally” without the need for further reviews (third paragraph in section 1, page 3).
- The scope and purpose of UTP TCRC and the relation between the IMs, RUs and keepers was further clarified (fifth and sixth paragraphs in section 1, page 3).
- Compatibility with the infrastructure was primarily affected by, *but not limited to*, a number of specific requirements (second paragraph in section 2, page 4).
- Further clarification of the meaning of “good state of maintenance of the vehicle(s)”, to reflect the outcome of the discussion under agenda item 4.4 (first paragraph in section 3, page 5).
- Further clarification of the parameters relevant to the route concerned in terms of the vehicles in the train and the train composition (fourth and fifth paragraphs in section 3, page 5).

The **Chair** thanked the participants for the useful discussion and concluded this subject as follows:

- WG TECH reviewed working document TECH-23019 version 2 of 9 August 2023 and welcomed the changes compared to the previous version.
- At the meeting, WG TECH discussed suggestions made by CER before the meeting and agreed modified wording.
- WG TECH asked the Secretariat to prepare an updated draft version of the explanatory document for review by WG TECH 51, with the aim of submitting it to CTE 16 for approval.

#### 4.5 Draft Annex D to the EST UR concerning supervision (including a presentation by CH of experience with coordination in the scope of supervision)

Document: [TECH-23018](#)

Draft document

The **Secretariat** presented the draft document TECH-23018 of 9 August 2023. It reminded the meeting of the chronology that had led to the draft document and that WG TECH 49 had not had any specific comments or suggestions for improvement.

The **Chair** noted that there were no comments on the draft document.

##### Presentation by Switzerland of experience with coordination in the scope of supervision

**Switzerland** presented a brief general overview of the way supervision is conducted in Switzerland, its scope, process and techniques. The presentation focused on the Swiss FOT's experience concerning cooperation with other National Safety Authorities (NSAs) in the area of supervision. Switzerland had signed supervision cooperation agreements with the NSAs of France, Germany and Belgium, and to a certain extent had initiated practical cooperation with the NSAs of Italy and Austria. Switzerland had been actively involved in two groups at EU level dealing with supervision cooperation. The first group was the Supervision Board (an ad-hoc platform of cooperation between NSAs with the focus on freight supervision), and the second group was *the Supervision subgroup of the ERA NSA Network*, which had started in 2021 and was currently coordinated by a few NSAs (IE, NO, CH)NSAs participated in both of these groups on a voluntary basis. Although these two groups were kept separate, they had agreed to inform each other of their respective activities.

The **Chair** thanked CH for the useful presentation and wondered whether the competent authorities of the non-EU CSs could join these groups and whether relevant information from the groups could be shared.

**CH** explained that the Supervision subgroup was open to any state that cooperated with ERA in the framework of the NSA Network. It mentioned that the group provided all NSAs with annual updates within the framework of the NSA Network and was open to sharing information with all interested CSs. However, the group would continue to operate under the umbrella of the ERA NSA Network.

The **Chair** thanked Switzerland for presenting the supervision cooperation with other states. He concluded the subject as follows:

- WG TECH reviewed working document TECH-23018 of 9 August 2023. There were no specific comments or suggestions for improvement.
- WG TECH asked the Secretariat to re-issue the document for final review by WG TECH 51, with the aim of submitting it to CTE 16 for approval.
- WG TECH welcomed Switzerland's presentation on its experience with coordination in the scope of supervision and invited other competent authorities to share their experiences as well.

#### 4.6 Update to the application guide for the UTP LOC&PAS

Document: [TECH-23015 v2](#)

Draft document version 2

The **Secretariat** presented the second version of draft working document TECH-23015 of 9 August 2023. It pointed out that all the amendments in the previous version had been accepted. It reminded the meeting that WG TECH 49 had requested some additional clarification and improvements, which were included in the second version in blue rectangles and shown in track changes mode.

**FR** thanked the Secretariat for accepting its suggestion concerning the tunnel emergency plan.

**GB** remarked that the wording "... intended for the EU market ..." in the blue rectangle on page 69 should read "... intended for *placing on* the EU market ...". The **Secretariat** agreed with GB.

The **Chair** noted that there were no other comments on the draft document. He thanked the Secretariat for presenting the subject and concluded as follows:

- WG TECH reviewed the amendments to working document TECH-23015 version 2 of 9 August 2023. There were no suggestions for improvement.
- WG TECH asked the Secretariat to submit the draft application guide for final review by WG TECH 51, with the aim of submitting it to CTE 16 for approval.

## 5 DEVELOPMENTS IN EUROPEAN UNION REGULATIONS THAT ARE OF RELEVANCE TO COTIF (PRESENTED BY THE EUROPEAN COMMISSION AND THE EUROPEAN UNION AGENCY FOR RAILWAYS)

### 5.1 Demonstration of the European Vehicle Register (EVR)

**ERA** (Mr Javier Vicente Fajardo) demonstrated how to use the web-based EVR tool, including how to submit an application for registration and how to obtain an “Organisation Code” (OC), how the keeper provides the vehicle-related data and interaction with the Registration Entity (RE). ERA explained that, as a first step, the keeper (applicant) had to submit its application to ERA in order to obtain a unique 4-digit alphanumeric Organisation Code before it could access the EVR. It was not possible to access and use the EVR features without an OC. EVR accounts were granted by the RE from *where the organisation is located*. For non-EU users, they may select a relevant country from the dropdown list. Once inside the EVR, the applicant would be able to enter all the necessary data to register a vehicle in accordance with the EVR specification. After entering all the data, the applicant had to submit a request for verification of the data entered to the Registration Entity (RE) of the country where they want their vehicles to be registered. The selected country should be within the list of authorized countries for the vehicle. If requested by the RE, the applicant would have to provide any additional information related to the vehicle. Once the RE had approved the data, the vehicle was formally registered in the EVR.

The **Secretariat** wondered whether relevant non-EU parties (competent authorities, RUs, IMs, etc.) would be able to use the EVR to check the condition of an EU vehicle in international traffic, and vice versa if a non-EU vehicle had to be checked when entering the EU. It also wondered whether the list of competent authorities of EU CSs listed in the pull-down menu (in the EVR) was intended only for competent authorities of the EU or whether it could be extended to include competent authorities of non-EU CSs.

**ERA** responded that upon receiving a request to obtain the Organisation Code, ERA would check whether the request related to the authentic organisation, regardless of where it was located. So far, in addition to requests received from the EU states, ERA had also received requests from outside the EU. With regard to the list of competent authorities in the pull-down menu, only competent authorities from the EU Member States were eligible to be listed, in accordance with the existing rules. However, in anticipation of the revision of the EVR Specifications, ERA welcomed the **Secretariat’s** suggestion to include in the list competent authorities from non-EU OTIF CS that apply the technical appendices of COTIF.

The **Secretariat** asked how vehicles from non-EU OTIF CSs used in international traffic when entering the EU could be registered in the EVR.

**ERA** explained that according to the current legal provisions, vehicles entering the EU would have to be registered in the first EU MS they entered. In practical terms, the keeper would select a country from the reference list and submit the application to the RE. The original vehicle number would remain in the system, but a new vehicle number (EVN) would be assigned. In this respect, the **Chair** expressed concern that a vehicle might have to display two vehicle numbers on its side, which could then create ambiguities.

The **Secretariat** wondered whether the ECM data from ERADIS were available through the EVR and how relevant non-EU parties could retrieve data from EU-vehicles that were being used outside the EU. In relation to this, the **Chair** asked how a vehicle’s data could be checked if only the original vehicle number were provided, especially in cases where non-EU parties are not eligible to use the EVR.

**ERA** confirmed that although the ERADIS and EVR databases are linked, the correct transfer of data was not always possible due to the earlier development of the NVRs and EVR. It explained that if same organisation had even a slightly different name, for example, this could result the relevant data failing to be retrieved. ERA had therefore decided to introduce the OC to resolve the issue. ERA was also working on developing connections with other related EU registers, for example with the VKM register. Mr Fajardo

clarified that searching for vehicle data using the original vehicle number or the EVN, if the EVN is provided by the EVR, would work in the same way. In both cases, the entity requesting information about a specific vehicle should have an account in the EVR.

**GB** welcomed the discussion on this subject.

The **Chair** also thanked Mr Fajardo for the demonstration on how the EVR works, which was very important and interesting.

- WG TECH welcomed ERA’s demonstration on using the EVR tool. The demonstration included an explanation of the procedure for users to apply for an EVR account, the management and approval of these accounts by registration entities and the process for registering a vehicle in the EVR.

## **5.2 Status update concerning the development of the EVR**

**ERA** informed the meeting of the ongoing work in its working party on the revision of the EVR Decision. It noted that the working party had taken into account OTIF’s position in relation to access to and the availability of vehicle data and use of the EVR by non-EU CS actors. The next meeting of the working party had been scheduled for 13 September 2023. ERA also explained that the working party would prepare a Recommendation to the European Commission, which would be presented at the next RISC meeting planned for November 2023. The **EC** concurred with ERA and informed the meeting that the vote by RISC on the revised EVR Decision was envisaged for February 2024. The objectives of the EVR revision process, as outlined during the meeting, could be summarised as follows:

- To improve the efficiency of the overall authorisation and registration process within the EU
- To establish ERA as the Registration Entity for the vehicles it authorises
- To provide more precision on how non-EU OTIF CSs would register their vehicles in the EVR and how they would use the EVR
- To establish a legal basis for fees and charges to be levied by ERA when third countries use the EVR.

In addition, ERA added that the working party was also exploring the possibility of making some or all data in the EVR publicly available.

With regard to the timeframe outlined by the EC, **CER** remarked that the revised EVR would enter into force on 16 June 2024.

The **Chair** thanked the European Commission and ERA for providing the status update and concluded this point as follows:

- WG TECH welcomed the update by ERA and the European Commission on the modifications to the EVR Decision, which were aimed at improving efficiency, streamlining the registration process and improving use of the EVR. This included establishing ERA as the registration entity for the vehicles it authorised, extending use of the EVR to the non-EU OTIF CS and providing a legal basis for fees and charges to be levied by ERA when third countries use the EVR.

## **5.3 Status update on the revision of TSIs**

The **EC** gave an update on the TSI revision package. It confirmed that the process had been finalised and that the TSI package had been published in the Official Journal of the EU on 8 September 2023. It was expected that the consolidated versions of the TSIs would be published in October 2023.

**CER** welcomed the information. It informed the meeting that some editorial comments had been made concerning the French versions of the TSIs, and that many of them had been accepted and included in the texts before they were published.

The **EC** confirmed that the translation and editorial modifications had been coordinated with the Directorate-General for Translation (DGT) and with contributions from the MSs.

**CH** asked the EC for clarification on the procedure for editorial corrections following the publication of the TSIs in the Official Journal. The **EC** confirmed that such requests should be addressed to DG MOVE, which would coordinate the process within the EC.

The **Chair** thanked the European Commission for providing the update and concluded as follows:

- WG TECH took note of the information provided by the European Commission on the TSI package.

## 6 CROSS REFERENCE TABLE OF EU AND OTIF TERMINOLOGY

Document: [TECH-17049](#)

Working document for review by WG TECH 50  
(published on 9 August 2023)

The **Secretariat** presented the document. There were no modifications compared with the version submitted to WG TECH 49.

**WG TECH** took note of the document without further comment.

## 7 EU – OTIF EQUIVALENCE TABLE

Document: [TECH-18024](#)

Working document for review by WG TECH 50  
(published on 9 August 2023)

The **Secretariat** presented the document. Compared with the version submitted to WG TECH 49, the status of equivalence was updated for UTP GEN-E, UTP GEN-G and Appendix I of UTP TAF.

**WG TECH** took note of the document without further comment.

## 8 ANY OTHER BUSINESS

**Ms Alice Polo** informed the meeting that she would be leaving the European Commission to move on to a new job opportunity. The European Commission would appoint another contact person for future WG TECH meetings. On behalf of WG TECH, the **Chair** thanked Ms Polo for her productive contributions and wished her all the best for the future.

The **Secretariat** informed the meeting of its intention to initiate discussions on the revision of the ATMF UR. The initial idea was not to change the general principles, but rather to restructure, rationalise and simplify the text, where possible. A proposal on how to proceed with the revision would be submitted to WG TECH 51, with the aim of submitting a discussion paper to CTE 16 in 2024. The Secretariat then explained that a full revision would require formal consideration by the Revision Committee and a (final) decision by the General Assembly.

## 9 NEXT SESSIONS

The following sessions will be held in a hybrid format. If new travel restrictions are imposed, the sessions will be held remotely:

- 51<sup>st</sup> session of WG TECH on 14 and 15 November 2023 in London (hosted by the United Kingdom)
- 16<sup>th</sup> session of the CTE on 11 and 12 June 2024 in Bern
- 52<sup>nd</sup> session of WG TECH on 13 June 2024 in Ittigen, Bern (hosted by Switzerland)
- 7<sup>th</sup> Joint Coordinating Group of Experts (JCGE) on 17 September 2024 in Bern
- 53<sup>rd</sup> session of WG TECH on 18 and 19 September 2024 in Gümligen/Bern (tbc)

**CLOSING REMARKS**

The **Chair** thanked all participants for the productive discussion and thanked the OTIF Secretariat for preparing all the documents on time.

On behalf of the delegates, the **Secretariat** thanked the Chair for his excellent work in chairing the 50<sup>th</sup> session of WG TECH.

The **Chair** then closed WG TECH 50.

## LIST OF PARTICIPANTS

## ANNEX I

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

M./Hr./Mr. Philipp **Unger**  
in person

Technischer Regierungsamtsrat  
Eisenbahn-Bundesamt

**Autriche/Österreich/Austria**

M./Hr./Mr. Thomas **Helnwein**  
remote, 2<sup>nd</sup> day

Amtssachverständiger  
Bundesministerium für Klimaschutz, Umwelt, Energie,  
Mobilität, Innovation und Technologie

**Belgique/Belgien/Belgium**

M./Hr./Mr. Luc **Opsomer**  
remote, 1<sup>st</sup> day

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

**Croatie/Kroatien/Croatia**

M./Hr./Mr. Darjan **Konjić**  
remote

Senior Advisor  
Directorate for Railway Infrastructure and Transport  
Sector for Railway Infrastructure  
Ministry of Sea, Transport and Infrastructure

**France/Frankreich/France**

M<sup>me</sup>/Fr./Ms Ophélie **Riquet**  
in person

Chargée de mission action internationale dans le domaine  
de l'interopérabilité et de la sécurité ferroviaires  
Ministère de la Transition écologique et de la Cohésion  
des territoires  
Bureau de l'interopérabilité ferroviaire

M./Hr./Mr. Henri **Dupuis**  
remote

Chargé de missions  
Autorité française de sécurité ferroviaire (EPSF)

M./Hr./Mr. Sylvain **Cozette**  
remote, 2<sup>nd</sup> day

Chargé d'affaires  
Autorité française de sécurité ferroviaire (EPSF)

M./Hr./Mr. Julien **Roger**  
remote

Chargé d'affaires réglementaires et juridiques  
Autorité française de sécurité ferroviaire (EPSF)

**Hongrie/Ungarn/Hungary**

M./Hr./Mr. György **Lengyel**  
in person

CHG Officer, Expert  
Ministry of Technology and Industry

**Norvège/Norwegen/Norway**

M<sup>me</sup>/Fr./Ms Pia **Strand**  
remote

Senior Adviser  
Norwegian Railway Authority

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

M./Hr./Mr. James **Le Grice**  
in person

Head of Rail Safety and Standards  
Department for Transport

M<sup>me</sup>/Fr./Ms Michelle **Lansbury**  
in person

Head of Rail Standard  
Department for Transport,

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

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

M<sup>me</sup>/Fr./Ms Joanne **Magee**  
remote

Rail interoperability  
Department for Infrastructure Northern Ireland

**Suisse/Schweiz/Switzerland**

M<sup>me</sup>/Fr./Ms Linda **Ay**  
in person

Project Manager Safety and Interoperability  
Federal Office of Transport of Switzerland - FOT

**Türkiye/Türkiye/Türkiye**

M./Hr./Mr. Nurtekin Çağatay **İşten**  
remote, 1<sup>st</sup> day

Transport and Communication Expert  
Ministry of Transport and Infrastructure

M./Hr./Mr. Erxan **Doğan**  
remote, 1<sup>st</sup> day

Expert,  
TCDD Transport (TCDD Taşımacılık)



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

**European Union Agency for Railways  
(ERA)**

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

M./Hr./Mr. Javier Vicente **Fajardo** Project Officer, ERA  
remote, 2<sup>nd</sup> day

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

**CER**

M./Hr./Mr. Gilles **Quesnel** Directeur Interopérabilité, Normalisation et  
in person Recherche Europe (SNCF)  
CER / SNCF

**NB Rail**

M./Hr./Mr. Francis **Parmentier** General Manager  
in person, 1<sup>st</sup> day NB Rail Association

**OSJD**

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

**UIC**


M./Hr./Mr. Jozef **Fázik**  
in person

Senior advisor  
Union internationale des chemins de fer (UIC)

**IV. Secrétariat  
Sekretariat  
Secretariat**


M./Hr./Mr. Bas **Leermakers**  
in person

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**APPROVED AGENDA****ANNEX II**

Election of chair

1. Approval of the agenda
2. Approval of the minutes of the 49<sup>th</sup> session of WG TECH
3. Information from the OTIF Secretariat
4. For discussion:
  - 4.1. Revision of UTP WAG (including a presentation of the transitional provisions in 7.2.3 and Appendix A)
  - 4.2. Revision of UTP Noise
  - 4.3. Revision of UTP TCRC
  - 4.4. Explanatory document to the UTP TCRC
  - 4.5. Draft Annex D to the EST UR concerning supervision (including a presentation by CH of experience with coordination in the scope of supervision)
  - 4.6. Update to the application guide for the UTP LOC&PAS
5. Developments in European Union regulations that are of relevance to COTIF (presented by the European Commission and the European Union Agency for Railways)
  - 5.1. Demonstration of the European Vehicle Register (EVR)
  - 5.2. Status update concerning the development of the EVR
  - 5.3. Status update on the revision of TSIs
6. Cross reference table of EU and OTIF terminology
7. EU – OTIF equivalence table
8. Any other business
9. Next sessions