



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

**Commission d'experts techniques
Fachausschuss für technische Fragen
Committee of Technical Experts**

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DRAFT DECISION DOCUMENT FOR CTE 11

Amendments to UTP GEN-B (subsystems)

1. BACKGROUND TO THE PROPOSAL

Uniform Technical Prescriptions (UTPs) are adopted in accordance with Appendix F to the Convention (APTU). To the extent necessary for the purpose of APTU and Appendix G to the Convention (ATMF), equivalence is established between the UTPs and European Union legislation.

UTP GEN-B lists and describes the subsystems referred to in ATMF. It is equivalent to the corresponding EU provisions in Annex II to Directive (EU) 2016/797 of 11 May 2016 on the interoperability of the rail system within the European Union.

The purpose of UTP GEN-B is to divide the rail system into structural and functional subsystems so that technical and functional requirements can be defined for each of these subsystems. In this sense UTP GEN-B defines the general scope of what structural and functional UTPs may cover. On the one hand vehicles, including the rolling stock subsystem, the on-board part of control-command and signalling and maintenance of rolling stock, are exhaustively covered. On the other hand, infrastructure, energy and track-side control-command and signalling are only covered to the extent related to interfaces with the vehicles.

At the 10th session of the CTE, it was suggested that UTP GEN-B point 2.1 be modified to include bridges, in addition to the track and points that have already been mentioned. The reasoning was that if interfaces between bridges and vehicles are not managed correctly this may lead to harmful vibrations.

Before entering into the detail of this provision of UTP GEN-B it is worth recalling that UTP GEN-A contains a general essential requirement 1.4.5. which requires that “*Operation of the rail system must not give rise to an inadmissible level of ground vibrations for the activities and areas close to the infrastructure and in a normal state of maintenance*”. Even though this essential requirement specifically refers to ‘operation’, it is of a general nature and does not therefore concern operation only. It could be interpreted to mean that Contracting States must design and construct any structure used in international traffic in such a way that the essential requirements are complied with. This could be understood to include bridges as well.

The table below reproduces the provisions of point 2.1 of UTP GEN-B, which was the subject of the discussion in CTE 10, and the corresponding EU provisions:

COTIF includes infrastructure only to the extent related to interfaces with the vehicles. Therefore, the infrastructure subsystem only includes the track and points.

The track, points, level crossings, engineering structures (bridges, tunnels, etc.), rail-related elements of stations (including entrances, platforms, zones of access, service venues, toilets and information systems, as well as their accessibility features for persons with disabilities and persons with reduced mobility), safety and protective equipment.

The first sentence on the left-hand side establishes the principle that infrastructure is only in the scope of the UTP insofar as interfaces with vehicles are concerned. The second sentence makes this principle clearer by stating that only track and points are concerned. When comparing it with the right-hand side setting out the EU provisions, it can be seen that level crossings and engineering structures (bridges, tunnels, etc.) are not covered in the UTP. This difference may be explained by the fact that these EU provisions concern subjects which have little or no link to the scope of COTIF. More particularly, stations and safety and protective equipment, as well as accessibility, can be regulated at national level without having a detrimental effect on international traffic.

If UTP GEN-B were to be amended to include bridges, the consequence would be that a possible future UTP for infrastructure would have to include parameters concerning bridges. Such a UTP would only be applicable to new bridges, not to existing ones. The admission, supervision and

maintenance of infrastructure would remain subject to the provisions in force in the state where the infrastructure is located (Art. 8 § 2 ATMF). It is not obvious that these consequences are desirable.

Against this background WG TECH discussed and agreed that point 2.1 of UTP GEN-B could be amended in a more generic way by stating that COTIF includes infrastructure only to the extent related to interfaces with the vehicles, without entering into further detail. This generic principle would also apply to other subsystems concerning fixed installations, i.e. energy and trackside control-command and signalling.

After such a modification, the Committee of Technical Experts would be competent to decide for each (future) UTP concerning infrastructure, energy or trackside control-command and signalling exactly which interfaces need to be covered.

2. BASIS FOR THE DECISION

In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU, the Committee of Technical Experts (CTE) is competent to take decisions about the adoption of a UTP or a provision amending a UTP.

In accordance with Article 8 § 8 the CTE may adopt UTPs which do not refer to subsystems, such as general provisions, essential requirements or assessment modules.

3. PROCESS AFTER THE DECISION

1. Following the CTE decision to modify UTP GEN-B, the Secretary General will notify the decision to the Member States in accordance with Article 35 § 1 COTIF. This is done by means of a circular letter.
2. Notification is the action that formally initiates the process for entry into force of the modification. Article 35 §§ 3 and 4 COTIF set out the conditions for the modifications to enter into force following their notification. The entry into force of this UTP modification takes place on the first day of the sixth month following the notification.
3. Article 8 §§ 1 and 3 APTU stipulate that UTP must be published on the Organisation's website at least one month before entry into force. The website will indicate the date of entry into force.
4. The UTP will be published in its final form, i.e. not showing changes compared to its previous version.
5. Although it is not formally required by the Convention, the Secretariat will ensure that after the modified version has entered into force, the previous version will also remain accessible on the website, as this may be useful, e.g. in terms of traceability.

4. PROPOSALS FOR DECISION

The Committee of Technical Experts adopts the following decisions:

1. The UTP GEN-B is modified in accordance with the changes set out in the annex to this document.
2. The modified UTP GEN-B replaces UTP GEN-B 2017 and the latter is therefore repealed with effect from the entry into force of the modifications which are the subject of this decision.

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ANNEX

2.1 Infrastructure

COTIF includes infrastructure ~~only~~ to the extent related to interfaces with the vehicles. ~~Therefore, the infrastructure subsystem only includes the track and points.~~

The track, points, level crossings, engineering structures (bridges, tunnels, etc.), rail-related elements of stations (including entrances, platforms, zones of access, service venues, toilets and information systems, as well as their accessibility features for persons with disabilities and persons with reduced mobility), safety and protective equipment.

2.2 Energy

COTIF includes the energy system ~~only~~ to the extent related to interfaces with the vehicles. ~~Therefore, the energy subsystem only includes the overhead lines (catenary) and the quality of the power supplied.~~

The electrification system, including overhead lines and the trackside of the electric consumptions measuring and charging system.

2.3 Trackside control-command and signalling

COTIF includes **trackside control-command and signalling** ~~this only~~ to the extent related to the interfaces with the vehicles.

All the trackside equipment required to ensure safety and to command and control movements of trains authorised to travel on the network.