



ORGANISATION INTERGOUVERNEMENTALE POUR LES TRANSPORTS INTERNATIONAUX FERROVIAIRES  
ZWISCHENSTAATLICHE ORGANISATION FÜR DEN INTERNATIONALEN EISENBahnVERKEHR  
INTERGOVERNMENTAL ORGANISATION FOR INTERNATIONAL CARRIAGE BY RAIL

# ATMF revision

**Agenda item 8 of the 25<sup>th</sup> Revision Committee**



## Key issues:

- Transpose recommendations of the Safety ad-hoc subgroup to include safety management for train composition and operation (Art. 15a),
- Update definitions (Art. 2),
- Delete 'other railway material' as there is no use for it,
- Delete / reword elements called for development where the development was already finished (e.g. Art. 7a, derogations),
- editorial modifications

2012-2013:

- Ad-hoc safety subgroup analyses and conclusions

2013-2014:

- Ad-hoc subgroup for drafting revision of ATMF

June 2014:

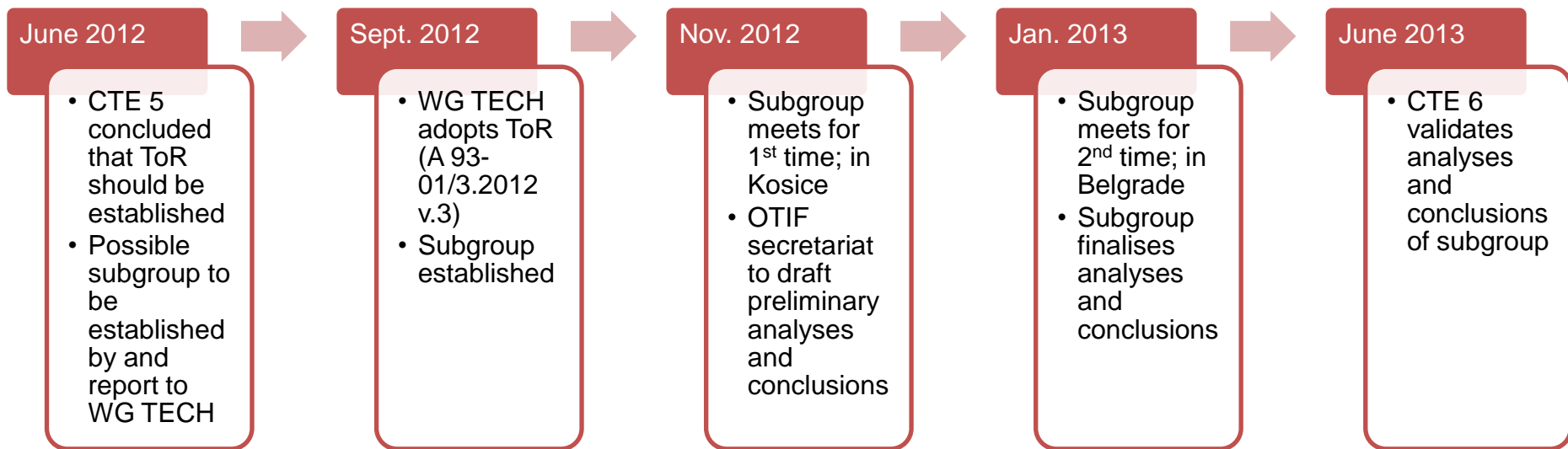
- CTE 7
- RC 25



## Composition:

CH, DE, FR, RS, COM (chair), ERA, CER, UIP and OTIF Secretariat

## Process:





# ATMF revision subgroup

composition:

CH, DE (**chair**), FR, RS, COM, ERA, CER, UIP and OTIF Secretariat

Process:

based on results of Safety subgroup

Sep. 2013

- Secretariat prepared 1st draft rev. ATMF
- WG TECH created ad-hoc subgroup

Oct 2013

- 1<sup>st</sup> meeting subgroup in Bern
- 2<sup>nd</sup> meeting subgroup in Brussels

Dec. 2013

- WG TECH reviewed draft rev. ATMF

Jan. 2014

- 3<sup>rd</sup> meeting subgroup in Bern

Feb. 2014

- WG TECH validates draft rev. ATMF

June 2014

- CTE 7 adopts recommendation to RC 25.



## Conclusion 1 and 2 of the ad-hoc safety subgroup

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1. The provisions included in the Convention relating to the subject of safety management are listed in section 1.1.



- The subgroup listed existing COTIF provisions related to safety management (e.g. ATMF Art.9, Art.15 and Art.17§1). Does not require further actions

2. A wagon compliant with only the 'core TSI' can be admitted to operation by other Contracting States without analysing or questioning the compatibility of this wagon with (part of) the existing fleet. It is the task of the rail transport undertaking to use the wagon only within its conditions and limits of use.



- New Article 15a § 1



## Conclusion 3 of the ad-hoc safety subgroup

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3. In order to maintain the safety level of the rail system:
- All wagons, irrespective of their design, must meet the essential requirements in their design operating state.



– New Art. 7 §1 c)

- It is the task of the rail transport undertaking to use each vehicle correctly, in accordance with its limits and conditions of use.



– New Art. 15a §1 c)

- Contracting States should supervise the activities of rail transport undertaking(s) operating in their territory.



- The definition of such supervision is not explicitly covered as it depends on how the railway system is organised in a State. However Art. 15 §1 d) gives a task to the State in order to require a RU to comply with prescriptions relating to operation.



## Conclusion 4 of the ad-hoc safety subgroup

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4. When introducing safety management provisions into OTIF regulations, a step by step approach was considered to be preferable. The ad-hoc safety subgroup recommends:

- As a first step to revise the UTP WAG including provisions relating to train composition and the use of wagons in line with section 4.2 of the present document.



- See appendix I to the UTP WAG of 1.1.2013

- Secondly to consider any necessary amendments to ATMF and its explanatory notes.



- Subject to 25<sup>th</sup> Revision Committee.

- Thirdly to consider the development of a UTP OPE.



- Future work: See work programme as discussed by CTE 7



## Conclusion 5 of the ad-hoc safety subgroup

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5. If a type of wagon which has been legally authorised/admitted for service is not compatible with a rail transport undertaking's fleet or operational environment, it may be not possible for this rail transport undertaking to operate this type of wagon. Regarding this conclusion, ATMF Article 17 should be subject to review by the Revision Committee.



– Revised Art. 17 §1





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Secrétaire général  
Generalsekretär  
Secretary General

A93-00/3.2014

12.06.2013

Original: EN

TO THE CHAIR OF THE REVISION COMMITTEE

Recommendation from the Committee of Technical Experts to the Revision  
Committee concerning the revision of ATMF

- Recommendation from Committee of Technical Experts to the Revision Committee is set out in the letter of 12.06.2014.
  - The letter and in particular its annexes propose amendments to documents as submitted to Revision Committee.
  - No final recommendation for an addition to Article 3a §3 to define the application of EU rules in relation to OTIF rules.
- For the General Assembly:
- Delete 'other railway material' from Art.1 and Art.3 §3.



Documents submitted to the 25<sup>th</sup> Revision Committee on 24 April 2014:

- CR 25/8 – ATMF revision
- CR 25/8 Add.1 – ATMF Revision justifications
- CR 25/8 Add.2 – ATMF Revision explanatory remarks

Room documents, proposing to amend the above mentioned documents:

- A93-00/3.2014 - Recommendation from the Committee of Technical Experts to the Revision Committee concerning the revision of ATMF
- CR25/8 RD 1 - Secretariat's proposal to improve the draft explanatory comment on ATMF Art. 3a § 1e) of document CR 25/8 Add.2 Version 1