



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

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

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## **INTERCHANGEABLE COACHES**

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Status update

## 1. INTRODUCTION

In accordance with APTU Art.11 § 2a, the UTP LOC&PAS, which entered into force on 1.1.2015, takes precedence over the RIC technical provisions for interchangeable passenger coaches. As the UTP/TSI contain some open points and specific cases, they do not provide the full specifications needed for single admission prescribed in ATMF Article 6 § 3. The UTP/TSI also includes new specifications for functions which were not previously covered by RIC, such as the signals for the passenger alarm, and call for aid device. For these reasons there is no longer a legal basis or a standard for passenger coaches which can circulate freely in international traffic.

As interchangeable coaches are important for international passenger traffic, OTIF has promoted this issue so that it is placed on the agendas of different organisations. This paper provides a status update of activities.

## 2. STATUS

In 2013, the Secretariat wrote in its “Strategy and work programme for the OTIF Technical section for 2013 and 2014” that: *“With the entry into force in the EU of the LOC&PAS TSI, the new “RIC” coaches coming from outside the EU are no longer automatically authorised for “placing in service” in EU Member States. The UTP PAS<sup>1</sup> may help to bridge this gap”, and that “If feasible, the UTP PAS may include provisions similar to section 7.1.2 of the UTP WAG by providing voluntary technical solutions to close open points<sup>2</sup>. Applying these technical solutions would allow one admission for international operation to be valid in all Contracting States.”*

On 6 February 2014 the first joint workshop between ERA and OTIF was held to discuss the interchangeability of passenger coaches. In accordance with the conclusions reached during the workshop, CER was invited to provide information regarding passenger coaches with respect to the subjects listed below:

- Inventory of market requirements.
- A list of all the sector’s requirements (existing or not), specifying the assessment/application methods that exist or which need to be set up.
- Need to develop standards, UIC leaflets, application guidelines, etc.
- Analysis of the need for specific markings.

CER sent a letter, dated 25.6.2014, to both ERA and the OTIF Secretariat. The letter contained a list of parameters that CER suggested should be covered. These parameters were not yet detailed enough to use them in a specification.

Based on the available information, the OTIF Secretariat prepared a discussion document for WG TECH 23, which was held in September 2014. The Secretariat suggested dividing the specification into three different categories:

1. Unique authorisation: the vehicle must not be subject to specific cases which affect compatibility with the network, and
2. Harmonised inter-vehicle interfaces: there should be no open points in the UTP/TSI relating to compatibility with the infrastructure, and

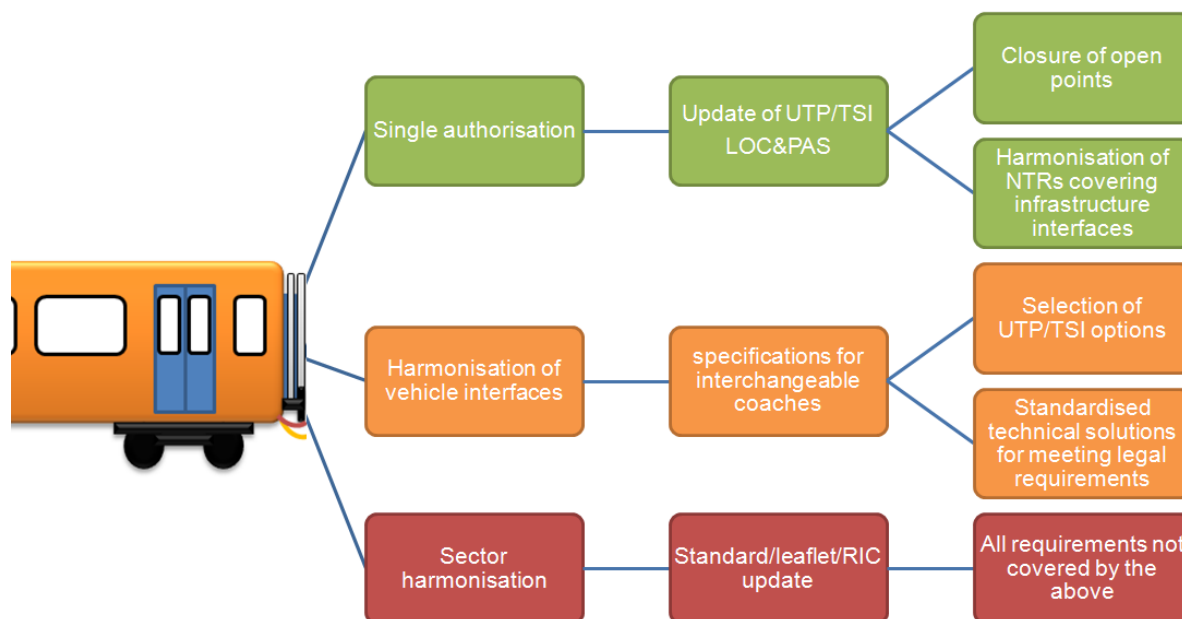
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<sup>1</sup> UTP PAS finally became the UTP LOC&PAS in accordance with the decision of the CTE.

<sup>2</sup> The primary focus will be on the 1435mm network, since for other gauge networks the EU regulations have open points for which no technical solution may be defined (in particular the future LOC&PAS TSI).

3. Agreements between railway undertakings and/or manufacturers to use, e.g., harmonised operational and communications concepts.

These categories are illustrated in figure 1.



**Figure 1, three categories of specifications**

As a first step, for each of the above-mentioned categories, the requirements should be specified. For this reason the sector (e.g. led by CER and/or by UIC) should collect and define a comprehensive set of specifications for each of the three categories.

Only if the first step is completed could these technical solutions be implemented in the legal framework as a second step.

On 10 September 2014, the standing working group technology discussed the subject and analysed the CER letter. The Chairman summarised the discussion, saying that the WG had carefully considered and discussed the Secretariat's proposal and that the need for technical requirements for interchangeable coaches had been clearly demonstrated:

- for the railway sector, as expressed by CER. The representatives of several States recognised that the sector was in the best position to analyse its own needs;
- for the non-EU Contracting States, as the exchange of coaches was for many the only way of organising international passenger traffic.

It was agreed that CER, in coordination with UNIFE, should further develop the specifications which, in their view, should be incorporated in the regulations.

The OTIF Secretariat was invited to the EU railway interoperability and safety committee (RISC) on 6 November to present developments in this area to the EU Member States.

### 3. DEVELOPMENT OF SPECIFICATIONS

The ERA LOC&PAS working party on unique authorisation is working on the first category of specifications by analysing the closure of the open points, the specific cases and the compatibility with

the existing networks. The intention of this work is to define technical solutions for vehicles which, if implemented, will allow these vehicles to be admitted to operation by one state, after which the admission will be valid in all the other states. There might be some limitations in terms of the scope of the validity of the admission for those states that have particular specific cases which could not be covered by the technical solutions for technical or economical reasons.

In accordance with Article 3 of the Administrative Arrangements between OTIF, DG MOVE and ERA, OTIF is involved in this work. The results of this work are expected in 2015, with possible legal implementation in 2016/2017. Legal implementation should take place in the EU and OTIF in parallel.

With regard to the second category of specifications, WG TECH discussed the subject and analysed the CER letter which was sent as a result of the joint ERA/OTIF workshop. It was agreed that in coordination with UNIFE, CER should further develop the specifications which, in their view, should be incorporated in the regulations. The results are expected in 2015, after which WG TECH, in coordination with the EU, will suggest how to integrate, refer to, or otherwise take into account, these specifications in the legal framework.

CER would prepare specifications by June 2015, while identifying any open points. These open points would be followed by a clear explanation of the consequences if applied (train-wide information and requirements for the communication protocol). In cases where the interoperability area is concerned, CER would address issues to ERA's Working Party on Unique Authorisation.

The third point will be developed by the sector itself. If necessary, CER would propose requirements within the RIC agreement, which should be aligned with the UTP/TSI.

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