

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

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

**A 92-03/2.2011 rev1
11.11.2011**

Original : EN

Item 9

**15th Session of the standing working group WG TECH
Ljubljana, 16 - 17 November 2011**

Work programme of the Committee of Technical Experts for 2012 and 2013

Document transmitted by the Secretariat of OTIF

Par souci d'économie, le présent document a fait l'objet d'un tirage limité. Les délégués sont priés d'apporter leurs exemplaires aux réunions. L'OTIF ne dispose que d'une réserve très restreinte.

Aus Kostengründen wurde dieses Dokument nur in begrenzter Auflage gedruckt. Die Delegierten werden daher gebeten, die ihnen zugesandten Exemplare zu den Sitzungen mitzubringen. Die OTIF verfügt nur über eine sehr geringe Reserve.

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

1. Background

Three of the 47 OTIF Member States (Armenia became the 47th Member State on 1 July 2011) have not yet ratified COTIF 1999 (Ireland, Italy and Sweden). The membership of two MS has been suspended.

Following notification on 21 December 2009 (circular A 55-24/508.2009) the amended COTIF Appendices F (APTU) and G (ATMF) entered into force on 1 December 2010. The aim of the amendments was to ensure compatibility between the OTIF regulations and the EU Railway Interoperability and Safety regulations and to enable the European Union (EU) to accede to COTIF 1999 as a regional economic integration organisation (Article 38 of COTIF) and to enable the declarations according to Article 42 not to apply COTIF 1999 Appendices E (CUI), F and G, made by OTIF EU Member States and Norway, to be withdrawn.

The accession of the EU to COTIF 1999 was the main item at the 10th General Assembly on 22 and 23 June 2011. The accession agreement was signed on 23 June 2011. It entered into force on 1 July 2011.

At present 17 Member States have in place valid declarations according to Article 42 - most of the OTIF EU MS that have ratified COTIF 1999, Norway and the Russian Federation.

Following the accession of the EU to COTIF 1999, it is expected that the declarations made by the EU OTIF MS and Norway will be revoked. Austria, Denmark, Finland, Greece and Lithuania have already withdrawn their declarations.

It is expected that other OTIF EU Member States, e.g. Slovenia, will withdraw their declarations according to Article 42 before the 5th session of the Committee of Technical Experts (CTE).

2. Status of the EU Railway Interoperability Regulations

The Interoperability Directive 2008/57/EC, replacing Directive 96/48/EC on the interoperability of the high speed trans-European rail system and Directive 2001/16/EC on the interoperability of the conventional trans-European rail system, both amended by Directive 2004/50/EC, have been in force since 17 June 2008. Annex VII to the Interoperability Directive was amended by Commission Directive 2009/131/EC and Annexes II, V and VI were amended by Commission Directive 2011/18/EU.

The Safety Directive 2004/49/EC has been in force since 21 June 2004. It was amended by Directive 2008/110/EC of 16 December 2008.

The following TSIs are in force:

For high speed

1. Control/Command & Signalling - CCS
2. Infrastructure
3. Energy
4. Rolling Stock and
5. Operation¹

For conventional rail:

1. Telematic Applications for Freight services – TAF
2. Rolling Stock – Noise
3. Control/Command & Signalling – CCS
4. Rolling Stock – Freight Wagons
5. Traffic Operation & Management
6. Amended Rolling Stock – Freight Wagons and Operation
7. Energy
8. Infrastructure
9. Locomotives & traction units and Passenger carriages
10. Telematic Applications for Passengers

and for both High Speed and Conventional Rail:

1. Safety in Railway Tunnels and
2. Persons with Reduced Mobility

For TSIs which entered into force after 1 January 2011

1. Revised modules of assessment

The following TSIs are at a late stage of development and are expected to be adopted during 2011:

1. Rolling Stock – Freight wagons (revised)

Closure of open points, merging of HS and CR TSIs and extension of the scope is underway in the following TSIs:

1. Infrastructure
2. Energy
3. Rolling Stock
4. Noise

¹ TSI Maintenance to be withdrawn

As the HS & CR TSIs are being merged, the OTIF Secretariat has not yet prepared the High Speed TSI for adoption as an OTIF regulation.

3. Layout of the APTU Annexes/UTPs

For the APTU Annexes/UTPs, a two-column format was adopted. Identical/equivalent provisions are shown across the whole page width (both columns), whereas specific COTIF regulations are shown in the left-hand column, with the corresponding EC regulations (TSI and/or other) shown in the right-hand column. Thus both sets of regulations can be read in one document.

For the non-EU OTIF MS the texts across the whole page width and the texts in the left-hand column are binding. The text in the right-hand column is for information purposes only.

4. Work to be done

4.1 The situation at present (September 2011)

At the end of September 2011, the situation in the development of technical regulations according to APTU and ATMF is as follows:

Name	Title	Remark
Regulations in force:		IN FORCE FROM:
UTP GEN-A	Essential requirements	1 August 2009
UTP GEN-B	Subsystems	
UTP GEN-C	Technical File (including Maintenance File)	
UTP GEN-E	Assessing Entity - Qualifications and Independence	
NVR	National Vehicle Registers (NVR)	
VKM	Vehicle Keeper Marking Code (VKM), amended	1 April 2009
Regulations adopted by 4th Committee of Technical Experts (14-15 September 2011)		IN FORCE ON: (if notified in November 2011)
UTP GEN-B	Subsystems, amended	1 May 2012
UTP GEN-D	Assessment Procedures (Modules)	
UTP GEN-G	Common Safety Method (CSM) on Risk Evaluation and Assessment (RA)	
UTP WAG	Rolling Stock – Freight Wagons	
ATMF Annex 1	ECM Certification	

Regulations expected/requested to be adopted in 2012 (prioritised)		REMARKS
NVR	National Vehicle Registers (NVR), amended	Remaining from 4 th CTE
CERT MODELS	Uniform format of certificates	Remaining from 4 th CTE
UTP NOI	Rolling Stock – Noise	Remaining from 4 th CTE
UTP GEN-F	Definition of the OTIF Rail System (HS – CR)	

Regulations expected/requested to be adopted <u>in</u> 2012 (prioritised)		REMARKS
UTP LOC & PAS	Rolling Stock - Locomotives and Passenger coaches	TSI published
UTP OPE	Traffic Operation & Management	TSI in force (+merged underway)
	Central body ERA-OTIF Secretary General, (adm. of joint registers)	Agreement to be concluded with ERA
	Register of notified national rules (APTU Art 12+13)	EU NOTIF-IT
	Specification and register of admitted vehicle types (ATMF Art 13)	Agreement to be concluded with ERA
	Register of ECM certificates (ATMF Art 15 § 2)	Development started
	Register of national authorities (ATMF Art 5)	Development started
Regulations expected/requested to be adopted <u>after</u> 2012 (prioritised)		
	Setting up the Equivalence table (APTU Art 13)	Cooperation with EU needed
UTP INF	Infrastructure	TSI in force
UTP ENE	Energy	TSI in force
UTP CCS	Control/Command & Signalling	TSI in force
SRT	Safety in Railway Tunnels	TSI in force
PRM	Persons with Reduced Mobility	TSI in force
	UTPs for 1520 mm network system	
ATMF Annex 2	Certification of workshops (ATMF Article 15)	
	Derogation rules (APTU Article 7a)	2008/57/EC Article 9 etc.
UTP TAF	Telematic Applications for Freight Services	TSI published
UTP TAP	Telematic Applications for Passenger Services	Time unknown for TSI
	Register of accidents and incidents (ATMF Art 16)	
	Register of infrastructure	EU RINF is specified
	Amendments to APTU and ATMF	Correction of errors and adaptation to EU Regulations
ORM	Other Railway Material	Low priority

4.2 Registers

The VKM register (Vehicle Keeper Marking) is already being developed (in cooperation with ERA). Cooperation with OSJD will be strengthened after this was approved by the XXVth Conference of the Directors General of the OSJD railways.

National Vehicle Registers (NVR) should have been in operation by 1 August 2010.

The following registers are planned for the OTIF area:

- Register of national technical rules according to Article 12 ATMF,
- Design Type Register according to Article 13 ATMF,
- Register of competent authorities (according to Article 5 ATMF),
- Register concerning Coding of Vehicles,

- Registers arising from the EU regulations (Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008): Register of Infrastructure, European register of authorised types of vehicles.

4.3 Consultation of the non-EU OTIF Member States concerning draft TSIs

In the context of the consultation procedure in the EU the OTIF non-EU Member States were consulted on TSI Infrastructure, TSI Energy and TSI Rolling Stock - Locomotives and Passenger carriages. After the workshop in June 2009 and based on comments from non-EU OTIF Member States and general remarks from the Secretariat, the OTIF Secretariat sent a consolidated version to DG MOVE, with a copy to ERA.

Due to the lack of resources in the Technology section in the OTIF Secretariat, the consultation on the draft TSI Operation and management (merged) and TSI Freight wagons revised was carried out during May and June 2011 using the written procedure.

It is anticipated that such a procedure will also be used in future for new or revised TSIs.

4.4 Other OTIF documents

Equivalence table

Map of interoperable lines in the OTIF area.

4.5 APTU and ATMF revision

When transposing the TSI to UTP, changes required in the prevailing regulations (APTU and ATMF) were made. These changes will be analysed and prepared by WG TECH for approval by the next CTE and adoption at the next session of the Revision Committee.

5. OTIF Technical Meetings

The Committee of Technical Experts is expected to hold one ordinary session in 2012 (on 23 and 24 May 2012) and another one in 2013. An extraordinary session in both these years cannot be ruled out. WG TECH has scheduled 3 meetings every year.

In addition to the tasks listed above and that of providing the secretariat of the Committee of Technical Experts and WG TECH, there are a number of other current tasks, such as:

- Consultation of the non-EU OTIF Member States on new/revised TSIs
- Administration and updating of databases (VKM, notified national rules, equivalence table, list of competent authorities in Member States, etc.)