Organisation intergouvernementale
pour les transports internationaux
ferroviaires (OTIF)

Zwischenstaatliche Organisation
für den internationalen
Eisenbahnverkehr (OTIF)

Intergovernmental Organisation
for International Carriage
by Rail (OTIF)

WG TECH

21st Session

Minutes

Bern, 03-04.12.2013

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DISCUSSIONS

Welcome by the Secretariat

Mr Bas **Leermakers** welcomed the participants, particularly those attending the session for the first time: Mr Fedelich and Mr Vignot from France, Mr Sciallis from Italy and Mr Dababneh from Jordan, and opened the session.

1. Approval of the agenda

The **Secretariat** explained that the provisional agenda had been sent to participants with the invitation on 3 October 2013 (circular **A 92-03/506.2013**).

WG TECH approved the agenda.

2. General information from the OTIF Secretariat

The Secretariat informed the meeting of the meeting between the heads of OTIF and OSJD on 18 September 2013 in Warsaw, which had initiated improved cooperation between OTIF and OSJD on the basis of a document entitled "Common view", signed in 2003.

On 24 October 2013 the "Administrative Arrangements" between OTIF, EC and ERA were signed in Brussels. They contain general principles for joint work, finding synergies in TSI/UTP by informing each other of anticipated developments in good time, synchronising dissemination activities and the joint development of guidance documents. Cooperation with ERA and EC had already improved greatly since the beginning of 2013. The Administrative Arrangements enable OTIF to participate in ERA's working parties to represent the interests of non-EU OTIF MSs.

The non-EU OTIF Member States were consulted on three draft TSIs:

- TAF (Telematics Application for Freight) with a deadline of 7 October 2013
- OPE (Operation and traffic management) with a deadline of 21 October 2013; comments were only received from CH and UA
- CCS (Command and Control System) with a deadline of 9 December 2013.

The Secretariat sent the results of the consultation on TAF TSI and OPE TSI to ERA on 22 October 2013. No written answer had yet been received from ERA. Once a reply had been received, the MSs concerned would be informed.

DE asked whether it would be possible to receive a copy of the comments on the draft TSIs from CH and UA. The Secretariat replied that it was not for the Secretariat to disclose comments from MSs to other MSs, and therefore asked DE to contact CH directly.

ERA informed the meeting that the draft LOC&PAS TSI and draft SRT TSI had received positive opinions at RISC68. They would probably apply from 1 January 2015.

The agenda for the forthcoming RISC meetings included:

- Amendment of Annexes V and VI of Directive 2008/57
- Amendment of Recommendation 2011/271
- INF, ENE, PRM, TAF TSIs (in first quarter of 2014)
- OPE, Noise, CCS TSIs (in second quarter of 2014)
- Amendment of WAG TSI concerning composite brake blocks (in third/fourth quarter of 2014)

3. Election of chairman

The **Secretariat** proposed Mr Roland Bacher (Switzerland) to chair this session. **WG TECH** unanimously elected Switzerland, in the shape of Mr Roland Bacher, to chair this session. Mr Bacher accepted the nomination.

The **Chairman** thanked the working group for the trust it had placed in him and reminded it that the two most important items for this meeting were the transposition of LOC&PAS TSI into UTP LOC&PAS and the revision of ATMF.

4. Approval of the minutes of the 20th session of WG TECH

Document: **Provisional minutes (with delegates' corrections)**

The **Secretariat** had sent the provisional minutes to delegates who had attended the 20th session on 19 September 2013. It had amended the provisional minutes in accordance with the corrections requested by EC/ERA and the chairman and uploaded them for the attention of WG TECH 21.

CER requested the addition of two sentences to item 5.2 concerning ballast pick-up for speeds greater than 190 km/h and the examination of specific cases.

Conclusion:

The minutes of the 20th session of WG TECH were approved with the corrections requested by EC/ERA, the chairman and CER.

5. Report from the ATMF subgroup

As the chair of the ATMF subgroup, **DE** informed the meeting that the subgroup was composed of Germany, Serbia, Switzerland, EC, ERA, CER and the OTIF Secretariat. The subgroup had met on 18 October 2013 in Bern and 28 October 2013 in Brussels. It had prepared document A 92-03/1.2013 v.05: draft ATMF revision. The key issues of the draft were:

- New Article 15a including components of safety management for train composition and operation
- Update of definitions (Article 2)

- Deletion/rewording of elements which require rules to be developed, where such development has been already completed (e.g. Article 7a; derogations)

- Editorial modifications

- Deletion of parts of the regulations that are already part of subsidiary legislation (requirements in Article 5 regarding the assessing entity, now part of UTP GEN-E).

The **Chairman** reminded the meeting that it was envisaged that the draft proposal on the revision of ATMF would be approved by the Committee of Technical Experts (CTE) on 4 and 5 June 2014 and subsequently submitted to the 25th session of the Revision Committee (RC) at the end of June 2014, which had the competence to revise ATMF.

The **Secretariat** explained that due to the deadlines for the submission of documents to CTE and RC, the same version of the ATMF revision document would be submitted to both organs. If, after discussion, the CTE saw the need for further amendments to the draft sent to the RC, it could prepare a meeting room document for the attention of the RC, describing the amendments requested and the justification for them.

The **Secretariat** explained that after distributing version 05 of the ATMF revision document, it had received comments from ERA and Serbia. It had prepared version 06 of document A 92-03/1.2013 as a meeting room document with comments from ERA and Serbia, which it had accepted, and some amendments of its own.

WG TECH discussed in detail the content of Article 15a and agreed wording for § 1 e) and f) (in v.05) and to delete (in v.05) "*control the risks related to the operation of trains,*" in § 1 d), as this text was redundant in the context of the wording in the first sentence of § 1 (in v.06).

WG TECH approved the amendments to Article 15a with a reservation by **DE** on the text of § 2 concerning the reference to the IM as an entity other than a rail transport undertaking.

With regard to the amendment to Article 7, the **Secretariat** presented those parts that concerned the international "admission to operation" of vehicles:

- Vehicles should comply with UTPs. UTP compliance is checked by the assessing entity in accordance with the assessment modules set out in UTP GEN-D. The result of these checks should be valid and recognised in all Contracting States.

- The complete vehicle, including all its parts, should comply with the essential requirements including essential requirements which are not railway specific. The latter includes elements of the vehicle which are not relevant for interoperability and which are not therefore covered by the UTPs. This compliance must be ensured by the manufacturer, and confirmation should be given by the competent authority, based on rules applicable in the State concerned[1]. The result of these checks should be valid and recognised in all Contracting States.

[1] In the EU such confirmation is given by the EC Declaration, in which the applicant declares on his sole responsibility that all essential requirements are met.

- Vehicles should also be in compliance with generic requirements, which are not specific to the rail industry, e.g. electromagnetic compatibility (ECM), exhaust gas, batteries, pressure equipment, and toys in family carriages.

For the first "admission to operation", it should be ensured that the entire vehicle meets the essential requirements and generic rules. For consecutive admissions, only elements specific to the network need to be checked in accordance with notified national requirements and/or specific cases. All other requirements are covered by the first admission and should be recognised by other Contracting States. In the EU, the generic rules were covered by Directives which were not railway specific. These EU Directives are not applicable outside the EU and may therefore create a (legal) obstacle to interoperability across the EU's outer borders. The **Secretariat** suggested that the scope of UTPs could include these generic rules at an appropriate level, e.g. in one generic UTP.

DE stressed that the cross-acceptance of vehicles between EU and non-EU CSs should be maintained. It suggested that practical solutions should be sought, e.g. a transparent list of EU Directives accessible to all manufacturers, as manufacturers both inside and outside the EU needed to know about additional requirements.

ERA made the following comments:

1. A list of applicable legislation would be needed and it should be updated constantly
2. Would legislation for placing on the EU market (e.g. batteries) also be applicable?
3. To verify conformity with other legislation, there were Notified Bodies for each Directive
4. In the EU, conformity with other legislation was by reference to harmonised standards (voluntary). The question was the application of standards outside the EU.

CH did not support the idea of a generic UTP as there was no such TSI in the EU.

In reply to a comment from CH, the **Secretariat** reminded the meeting that there were already UTPs that did not have equivalent TSIs.

Conclusions:

1. **WG TECH** supported the intention of introducing generic rules for admission to operation in order to have as few barriers as possible between EU and non-EU CSs

2. Disconnect the issue of generic rules from the revision of ATMF and UTP LOC&PAS development for adoption in June 2014

3. The ad-hoc working group "ATMF revision" would continue its work. The next meeting would be on 10 January 2014 in Bern, to which the OTIF Secretariat would send out an invitation

4. It would be useful if a representative of UNIFE could attend the ad-hoc working group "ATMF revision".

6. Preparation of the 7th session of the Committee of Technical Experts

6.1 Transposition of the LOC&PAS TSI into the draft UTP LOC&PAS

Documents: **A 94-03/1.2013 ver.02** Strategy and roadmap for the transposition of LOC&PAS TSI into the UTP LOC&PAS

A 94-03/2.2013 ver.01 UTP LOC&PAS

The **Secretariat** explained that it had amended the strategy and road map document according to the decision of WG TECH 20. Two open questions still remained:

1. Conditions for single "admission to operation" for coaches (similar to chapter 7.1.2 in UTP WAG)
2. Harmonised interface between coaches (similar to Appendix C in UTP WAG).

For point 1 there seemed to be a consensus in favour of parallel development between the EU and OTIF in an ERA WP. This ERA WP would be open to some delegates who would represent the interests of the non-EU OTIF CSs.

For point 2 there seemed to be no consensus that this issue should be resolved in the TSI/UTP. The decision as to which technical solutions should be specified would be arbitrary. In particular, ERA believed that this should remain the choice of the contractors/industry.

OTIF suggested an alternative solution for point 2 by amending CUV. The aim of this solution would be to resolve the concern expressed mainly by CER to achieve legal certainty. The vehicles may be marked (e.g. RIC) under the responsibility of the keeper. The contract between keeper and RU should make clear which specifications are linked to this marking. Reference might be made to any identifiable set of parameters (RIC, GCU, a validated standard, or any other agreement between two or more parties). This would provide the RU with contractual/technical certainty that a vehicle meets particular requirements as referred to in the contract of use.

ERA informed the meeting that the ERA work programme adopted for 2014 included the WP on the parallel development by the EU and OTIF of TSI/UTP LOC&PAS, including conditions for single "admission to operation" for coaches, for adoption at the 8th session of the CTE in 2015.

CER asked that the strategy and road map document be amended in accordance with the amendments to the minutes of WG TECH 20. CER also requested an amendment to the third paragraph of section 4 to say that the coaches have no pantograph or drivers cab. At the end of section 5, the following reference to marking was added at the request of CER: "*Indication of interfaces on the vehicle by marking*". **CER** would prepare more comments and send them to OTIF.

ERA asked whether the strategy and road map document would be maintained. If so, **ERA** requested that its comments on this document sent to WG TECH 20 to be taken into account.

The **chairman** reminded the meeting that the strategy and road map document was a good basis to provide information to the 7th session of the CTE and on activity on the development of the TSI/UTP LOC& PAS after the 7th session of the CTE.

The **Secretariat (Mr Nešić)** explained that the draft UTP LOC&PAS was based on the LOC&PAS TSI adopted by RISC 68 on 24 October 2013. In addition, the draft contained:

- Appendix K: provisions from PRM TSI,
- Appendix L: provisions for the safe operations from OPE TSI,
- Appendix M: interfaces between rolling stock and CCS systems.

Appendix K was based on the current PRM TSI and needed to be aligned with new EU developments. Appendix K proved to be problematic with a lot of cross references. The **Secretariat** pro-

posed to develop separate UTP PRM simultaneously with UTP LOC&PAS. UTP PRM would be mandatory for vehicles only and would provide a voluntary reference for infrastructure.

Conclusions:

1. **WG TECH** agreed on to develop UTP PRM and UTP LOC&PAS simultaneously and in parallel.

2. The basis for the development of UTP PRM would be the ERA draft submitted to RISC for approval in January/February 2014.

3. Deadline for comments on the draft UTP LOC&PAS (in particular Appendix L) to be sent to the OTIF Secretariat was set at 15 January 2014.

4. Deadline for comments on the draft UTP PRM to be sent to the OTIF Secretariat was set at 15 January 2014.

5. Deadline for comments on the strategy and road map document to be sent to the OTIF Secretariat was set at 15 January 2014.

CER commented that in some cases the wording "*... or an equivalent specification applicable in the Contracting State*" was used. This could jeopardise interoperability.

The **Secretariat** explained that text highlighted in yellow meant that this wording was still under consideration.

CER suggested that proposals from the HS TSI be copied to the left-hand column of section 4.2.4.8.3 3), which was empty in the draft.

CER would send more comments on the draft UTP LOC&PAS.

6.2 UTP GEN-A amendment

Documents:	**A 94-01A/1.2013 ver.01**	Relationship between the United Nations Convention on the Rights of Persons with Disabilities and the scope of COTIF
	A 94-01A/1.2011 ver.07	Draft proposal for UTP GEN-A amendment

In accordance with the mandate of WG TECH 20, the **Secretariat** had prepared an analysis of the relationship between the United Nations Convention on the Rights of Persons with Disabilities and the scope of COTIF. 177 States (including all OTIF Member States except Georgia, Liechtenstein and Switzerland) were contracting parties to the UN Convention. The UN Convention and COTIF have different scopes and different objectives. The proposed amendments to UTP GEN-A corresponded to the objective of the UN Convention.

The amendment of UTP GEN-A was based on the amendment of Annex III of the Interoperability Directive 2008/57/EC as amended by Directive 2011/18/EU. The amendment introduced essential requirements for accessibility to persons with disabilities and persons with reduced mobility. The draft proposal to amend UTP GEN-A contained these essential requirements for vehicles in order to ensure the interoperability of new rolling stock coming from non-EU OTIF CSs and entering the

EU. Within OTIF, accessibility in terms of infrastructure and operation would remain at national level (voluntary). All the EU/ERA comments for WG TECH 20 were included in the updated draft. "UTP GEN-A amendment" could be adopted at the 7th session of the CTE (June 2014).

The **representative of the EU** informed the meeting that in the EU, modification of the essential requirements relating to noise was expected to be adopted in February/March 2014. He proposed to give a presentation concerning this modification at the next meeting of WG TECH.

Conclusions:

1. The **representative of the EU** would prepare a presentation on the modification of the essential requirements relating to noise for WG TECH 22.

2. The **Secretariat** would prepare an updated draft UTP GEN-A amendment, including the modification of the essential requirements relating to noise, for WG TECH 22.

3. UTP GEN-A amendment would be prepared for adoption in June 2014.

6.3 UTP GEN-C amendment

Document: **A 94-01C/1.2011 ver.06** Draft proposal for UTP GEN-C amendment

The **Secretariat** explained that UTP GEN-C was based on Annex VI Section 4 of the Interoperability Directive 2008/57/EC as amended by Directive 2011/18/EU. The amendment consisted of editorial improvements and updated legal references. All the EU/ERA comments for WG TECH 20 were included in the updated draft. UTP GEN-C amendment could be adopted at the 7th session of the CTE (June 2014).

The **representative of the EU** informed the meeting that document DV29 was continuously evolving. This would result in editorial amendments to Annex VI. These amendments should be on the agenda at RISC in January/February and adoption was anticipated in June 2014.

In reply to the **chairman's** question concerning the impact of the development of document DV29 for OTIF, the **representative of the EU** mentioned modules and ATMF revision.

Conclusions:

1. The **Secretariat** would prepare an updated draft UTP GEN-C amendment, including the editorial modification announced by the EU, for WG TECH 22.

2. UTP GEN-C amendment would be prepared for adoption in June 2014.

6.4 Application guide for UTP WAG

Document: **A 94-02/1.2013 ver.02** Draft application guide for UTP WAG

The **Secretariat** had amended the draft application guide for UTP WAG (based on the ERA TSI application guide) in line with all the comments made at WG TECH 20. As it was not necessary to

adopt the guide formally, the **Secretariat** suggested that the application guide be approved at this meeting of WG TECH.

The **Secretariat** informed the meeting that the general application guide for ATMF was currently being drafted. ERA's general application guide for TSIs was not suitable as a basis for the application guide for ATMF, as ERA's general application guide for TSIs was specific to the EU situation.

Conclusions:

1. **WG TECH** approved the application guide for UTP WAG.

2. The English version of the application guide for UTP WAG would be uploaded onto the OTIF web site immediately, the French and German versions as soon as the translations were available.

7. Cross-reference document EU/OTIF regulations

Document: **A 92-00/1.2013 ver.08** Cross-reference table of OTIF and EU regulations

This was a recurrent agenda item for WG TECH. The document was prepared in cooperation with ERA and was intended to reflect the development of the EU and OTIF regulations.

WG TECH took note of this document.

8. Next sessions

The 3rd meeting of the ad-hoc working group to prepare the revision of the ATMF Uniform Rules will be held at OTIF in Bern from 09.00 to 15.00 on 10 January 2014.

At the kind invitation of EBA, the 22nd session of WG TECH will be held in Bonn on 5 February 2014.

On 6 February 2014, the OTIF/ERA "passenger coaches" workshop will be held in Bonn from 09.00 to 15.00 (details see item 9).

The 7th session of the Committee of Technical Experts will be held on 4 and 5 June 2014 in Bern.

The 23rd session of WG TECH will be held in Bern on 10 and 11 September 2014.

9. Any other business

Following discussion with the OTIF Secretariat, **ERA** proposed to organise a small meeting/workshop on TSI/UTP LOC&PAS interfaces between vehicles alongside the next session of the standing working group WG TECH. The following agenda was proposed:

- Content of TSI LOC&PAS regarding interfaces between vehicles; background information (ERA)
- Requirements/expectations of OTIF non-EU Contracting States (OTIF)
- RIC rules; feedback of experience from recent application; current status; revision (CER/UIC)
- View of the industry (UNIFE)

- Various solutions to cover OTIF's requirements; technical annex part of UTP; clause in CUV (OTIF)
- Discussion on feasibility, advantages, work load, time plan (all)
- Conclusion, next steps.

ERA explained that the aim of this meeting/workshop would be to discuss and define future steps for common (EU/OTIF) work on LOC&PAS so that it could be ready for adoption in 2015 and to resolve the issues of single admission and technical interfaces between vehicles. ERA would assist OTIF in finding the correct UNIFE representative.

DE said it would be prepared to organise such a workshop and that it needed to know in advance the approximate number of participants.

WG TECH supported the idea of organising such a workshop.

DE informed the meeting that due to renovations, Wi-Fi access would probably not be available on 5 and 6 February 2014.

The invitation to this workshop would be sent out by OTIF, supported by ERA. UNIFE should be invited to present the industry's view on the issues to be dealt with.

JO expressed its appreciation of WG TECH. It was impressed by the high professional level of the discussion of difficult technical issues.

10. CLOSING REMARKS

As this was the last OTIF meeting Mr Felix Ardiaca would attend, Mr Bas Leermakers thanked him for his very good and productive cooperation.

The **Chairman** thanked the participants for the productive discussion and the OTIF Secretariat for its excellent preparation of the meeting, and closed the meeting.