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ferroviaires (OTIF)

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Eisenbahnverkehr (OTIF)

Intergovernmental Organisation
for International Carriage
by Rail (OTIF)

WG TECH

20th Session

Minutes

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ANNEX I

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3. Election of chairman
4. Approval of the minutes of the 19th session of WG TECH
Provisional minutes (with delegates' corrections)
5. Preparation of the 7th session of the Committee of Technical Experts
 - 5.1 Strategy and work programme for the OTIF Technology section for 2013 and 2014

Document:	A 92-03/3.2013 ver.02	Strategy and work programme for the OTIF Technology section for 2013 and 2014
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 - 5.2 Transposition of LOC&PAS TSI into the draft UTP LOC&PAS

Document:	A 94-03/1.2013 ver.01	Strategy and roadmap for the transposition of LOC&PAS into UTP LOC&PAS
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 - 5.3 UTP GEN-A amendment

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

Document:	A 94-01C/1.2011 ver.06	Draft proposal for UTP GEN-C amendments
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 - 5.5 ATMF revision with respect to safety management principles

Document:	A 92-03/1.2013 ver.01	Draft proposal for ATMF revision
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 - 5.6 Application guide for UTP-WAG

Document:	A 94-02/1.2013 ver.01	Draft application guide for UTP-WAG
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6. Cross reference document EU/OTIF regulations

Document:	A 92-00/1.2013 ver.01	Cross reference table of OTIF and EU regulations
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7. Next sessions, including venue of the 22nd session of the standing working group TECH
8. Any other business
9. Closing remarks

DISCUSSIONS

Welcome by the Deputy Director of the 1st Regional Management of TCDD

Mr Halil Korkmaz (Deputy Director of the 1st Regional Management of TCDD) welcomed the participants, and said it was an honour to welcome the OTIF Working Group Technology (WG TECH) to Turkey for the first time. He explained that the participants from TCDD were from different departments (safety, traction, high speed trains and others). They were involved in the day to day management of the railway. He hoped that the outcome of this meeting would be productive and would support effective railway transport all over the world.

Welcome by the Secretariat

Mr Bas **Leermakers** thanked the host for his hospitality and welcome. He stressed that there had been very good cooperation between OTIF and Turkey and TCDD as the State railway. This was illustrated not only by the participation of Mr. Carlos del Olmo, head of OTIF's legal service, in the 11th Transportation Maritime Affairs and Communication Forum, where he had given a presentation, but also by the visit of the Secretary General, Mr. François Davenne, and Mr. Bas Leermakers, head of the technology section, to Ankara in April 2013, where an OTIF workshop was organised.

He said that all the conditions were in place for a productive meeting, which had been very well organised in a beautiful location.

1. Approval of the agenda

The **Secretariat** explained that the provisional agenda had been sent to participants with the invitation on 18 July 2013 (circular **A 92-03/505.2013**).

CER asked that items 5.1 and 5.3 be dealt with after items 5.2, 5.4 and 5.5.

WG TECH approved the agenda with this amendment.

2. General information from the OTIF Secretariat

The Secretariat informed the meeting that the document now called "Administrative Arrangement" (instead of MoU) between EC/ERA and OTIF was in the final stage of preparation for signature, in October 2013. It contained a transparent overview of cooperation between EC/ERA and OTIF.

The non-EU OTIF Member States were in the process of being consulted on two draft TSIs:

- TAF (Telematics Application for Freight) TSI with a deadline of 7 October 2013 and
- OPE (Operation and traffic management) TSI with a deadline of 21 October 2013.

Two new members of staff had started work in OTIF's technology section: Mr Dragan Nešić (Serbia) who was the 3rd technical officer, and Mr Jan Hampl (Czech Republic), who had joined OTIF in the framework of the "young experts" programme. His tasks would be to study the interaction between TAF TSI and different databases and the EU/non-EU OTIF Member States' progress in this field.

Pakistan became the 49th Member State of OTIF on 1 September 2013 and would apply CIM only.

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 19th session of WG TECH

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

The **Secretariat** had sent the provisional minutes to delegates who had attended the 19th session on 5 March 2013. It had amended the provisional minutes in accordance with the corrections requested by EC/ERA and uploaded them for the attention of WG TECH 20.

Conclusion:

The minutes of the 19th session of WG TECH were approved with the corrections requested by EC/ERA.

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

5.1 Strategy and work programme for the OTIF technology section for 2013 and 2014

Document: **A 92-03/3.2013 ver.02** Strategy and work programme for the OTIF technology section for 2013 and 2014

The Secretariat explained that the strategy document had been updated to version 03 in accordance with the conclusions of the 6th session of the Committee of Technical Experts (CTE).

In reply to **DE**'s request to be informed at WG TECH or CTE about OTIF's activities on "Dissemination and monitoring" and "Studies", the **Secretariat** said that information concerning these activities would be a recurrent item at WG TECH and CTE.

The representative of the EU suggested that the document be updated in accordance with the decision of this WG TECH concerning the transposition of LOC&PAS TSI into UTP LOC&PAS. He also commented that the vehicle exchange model could be misinterpreted as a single wagon model.

Besides the comments on the document it had sent recently, **ERA** volunteered to improve the description of the two models ("Exchange of vehicles" and "Interoperability"), if necessary. It mentioned that it would probably not be necessary to revise Appendix I of the UTP WAG

In reply to **ERA's** question whether the UTP NOISE in force applies to all rolling stock, the **Secretariat** said that it did.

CH informed WG TECH that Switzerland required all freight wagons travelling on the Swiss network to comply with UTP noise or TSI noise by 2020. The associated legislative basis was currently being discussed by the Swiss parliament.

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

Document: **A 94-03/1.2013 ver.01** Strategy and roadmap for the transposition of LOC&PAS TSI into the UTP LOC&PAS

The **Secretariat** explained that at its 6th session in June 2013, CTE had decided to transpose the complete LOC&PAS TSI into UTP LOC&PAS. UTP LOC&PAS would be based on LOC&PAS TSI version 2014, which merged the HS RST TSI (2008) and CR LOC&PAS TSI (2011). The draft of this merged TSI had not yet been adopted, but was on the agenda for adoption in the EU in October. The **Secretariat** proposed

- a. to add an appendix for voluntary application, which would set out harmonised technical solutions for passenger coaches for 1435 mm track gauge, by closing the open points and
- b. define a harmonised interface between vehicles.

The open points in the draft LOC&PAS TSI relating to compatibility with the network were:

1. compatibility with train detection systems,
2. running dynamics and equivalent conicity for 1520mm,
3. network compatibility with eddy current track brake,
4. aerodynamic effects for 1520/1524mm and 1668mm systems.

Open points not relating to compatibility with the network were:

1. passive safety for locomotives with centre coupler,
2. on-board energy metering system,
3. conformity assessment of variable gauge wheel sets,
4. conformity assessment of fire control systems other than partitions.

To achieve a single admission valid in all Contracting States (CSs), there were seemingly no remaining open points for 1435mm passenger coaches without eddy current brakes meeting the conditions for train detection (similar to UTP WAG:2014 Appendix H).

To achieve harmonised vehicle-vehicle interfaces for passenger coaches, the application of a set of harmonised requirements to interfaces would be necessary. These could include:

1. buffers and draw gear (EN 15807, EN 14601, UIC 648, EN 16116-1),
2. brake interfaces (EN 14198),
3. communication interfaces, e.g. for PA system and passenger alarm (UIC 541-5),
4. electric supply interfaces (UIC cable),
5. gangway interfaces (UIC 561).

An important question would be whether such interface specifications should be included in a voluntary appendix to the UTP/TSI (as is the case for freight wagons), or whether such specifications should be a subject for standards or require RIC to be updated.

RS commented that it was difficult to comment on this proposal without knowing what the content of the merged LOC&PAS TSI would be. It agreed in principle with a similar solution as in the UTP WAG. Not all OTIF CSs had an open market for passenger traffic. International passenger traffic was still based on the exchange of passenger coaches between railway undertakings.

The representative of the EU suggested that a clear distinction be made between the issue of authorisation in all CSs and interface harmonisation. He explained that despite some requests from the railway industry, the issue of a single authorisation valid in all EU MS was not covered in the LOC&PAS TSI, because there was no clear market for such passenger coaches in the EU. According to the EU, the right place for issues of compatibility between vehicles was standards developed by the industry. In order to maintain commercial freedom the regulations should not impose technical solutions. This trend had existed in the EU since 1985 with the “new approach” policy.

The **Secretariat** thought there was a difference between the EU and OTIF in terms of the need for harmonised passenger coach regulations. In the EU, the scope of regulations such as TSIs covers both domestic and international traffic. It is clear that within this scope, the proportion of rail vehicles consisting of coaches which are exchanged between railway undertakings is very limited. The situation for OTIF is different, as COTIF only covers international traffic. The exchange of coaches between railway undertakings is still a very significant proportion of international passenger traffic.

The **Chairman** underlined that the development of UTP LOC&PAS should not deviate from LOC&PAS TSI.

DE stressed that the principle of transposing TSI into UTP on a one-to-one basis should be pursued in order to maintain the cross acceptance of authorisation. It reminded the meeting that although RIV was no longer valid for authorisation, RIC continued to be valid.

CER supported the solution of adding propositions such as chapter 7.1.2 and Annex C to UTP WAG to UTP LOC&PAS. It recommended that an Annex concerning markings should be added. It noted that coaches with driver cabs and passenger coaches with pantographs used in Switzerland were not included for closing open points.

CER understood that for speeds higher than 190 km/h the ballast pick-up was an open point.

CER thought that specific cases should also be examined.

The representative of the EU asked for clarification concerning the RIC regulations.

CH explained that RIC was still accepted in practice. It informed the meeting of the Swiss admission to operate/authorisation for placing in service of 200 sleeping coaches belonging to RZD (Russian railways). The authorisation was based on LOC&PAS TSI and RIC.

The **Secretariat** noted that the RIC agreement referred to UIC leaflets, many of which have been superseded by EN standards. If the RIC were to be used in the future as a reference for vehicle interfaces, the Secretariat believed the RIC would have to be updated. The Secretariat agreed to transpose LOC&PAS TSI into UTP LOC&PAS without any additional appendices that did not correspond to the EU regulations. But it would be necessary to include additional elements from EU law relating to vehicles that did not exist in OTIF law (elements from the CCS TSI relating to train detection, electromagnetic compatibility requirements, PRM TSI requirements relating to vehicles, etc.). It suggested developing additionally and in parallel a separate document (amendment to both

TSI and UTP) with the aim of achieving single admission/authorisation for passenger coaches. This parallel development would not hinder the development of LOC&PAS TSI and UTP LOC&PAS:2014.

The representative of the EU thought that parallel development was a good solution and would not hinder the development of LOC&PAS TSI and UTP LOC&PAS:2014. He expressed the idea of starting this development in both the EU and OTIF in one Working Party (WP). An ERA WP which would be open to experts designated by OTIF to represent the interests of non-EU OTIF Member States could carry out this work.

ERA asked whether a new mandate would be necessary, bearing in mind ERA's workload.

CER reminded the meeting that ERA's current mandate included the closing of open points. The activities of the suggested WP would fit in with this mandate.

ERA underlined that such activity was not yet scheduled in the ERA draft work programme for 2014. The launch of such activity was subject to confirmation by ERA following the ERA procedure relating to the allocation of resources (budget and staff).

Conclusions:

1. LOC&PAS TSI (as anticipated for adoption in October 2013) would be fully transposed into UTP LOC&PAS (intended to be prepared for adoption by CTE in 2014) with no appendices that do not correspond to EU regulations.
2. Open points for 1435 mm track gauge coaches in both UTP and TSI would be closed by means of cooperation between OTIF and ERA in an ERA WP open to experts designated by OTIF for representing the interests of the non-EU OTIF Member States, with the aim of updating UTP and TSI in 2015.
3. CER was requested (in coordination with UIC) to supply a complete overview of the standards applicable to interfaces between vehicles and related operational requirements and, where possible, to propose a draft text for the future "appendix C".

5.3 UTP GEN-A amendment

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

The **Secretariat** explained that UTP GEN-A was based on Annex III of the Interoperability Directive 2008/57/EC. Annex III was amended by Directive 2013/9/EU. The amendment introduced essential requirements for accessibility for persons with disabilities and persons with reduced mobility (PRM). It was questionable whether improving accessibility should be an aim of COTIF.

The Secretariat believed that accessibility for PRM was necessary for international traffic in terms of vehicles travelling into the EU. Accessibility to the infrastructure should remain within the national competence of each Contracting State.

Another question was whether the essential requirements were on the right level (UTP) or whether they should be moved to the level of APTU/ATMF, as the essential requirements in the EU regulations were in the Directive.

RS saw no problem with having the essential requirements at UTP level.

DE commented that the decision concerning amendments to essential requirements in the EU was taken by RISC, which more or less corresponds to CTE within OTIF. This would justify keeping the essential requirements in a UTP. **DE** also noted that if the TSI PRM were not transposed into UTP PRM, cross acceptance would be jeopardised.

The **Chairman** drew attention to the high costs of adapting the infrastructure to make it accessible to PRM. Nevertheless, he stated clearly that PRM TSI should be transposed into UTP PRM as well. Regarding the costs, it must be understood that the migration of infrastructure takes decades and thus the costs are spread over a long period. He had no preference with regard to where the essential requirements should be set out: APTU/ATMF or UTP. As it was RISC that had the competence in the EU with regard to the essential requirements, the level of RISC in the EU corresponded to the level of CTE in OTIF.

DE reminded the meeting that accessibility for PRM was a worldwide issue. The UN Convention on the Rights of Persons with Disabilities was adopted on 13 December 2006. It recommended that the OTIF Secretariat should analyse the relationship between this UN Convention and the scope of COTIF.

The representative of the EU informed the meeting that the modification of the essential requirements for noise was also under review in the EU.

Conclusion:

1. Essential requirements would remain at UTP level,
2. The OTIF Secretariat would analyse the relationship between the UN Convention on the Rights of Persons with Disabilities and the scope of COTIF,
3. The OTIF Secretariat would collect comments and prepare an updated draft proposal for the amendment of UTP GEN-A for the next session of WG TECH. The document was intended to be prepared for adoption by CTE in 2014.

5.4 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. Annex VI Section 4 was amended by Directive 2011/18/EU. The amendment consisted of editorial improvements and updated legal references. To maintain equivalence between EU and OTIF regulations, the **Secretariat** suggested amending the UTP GEN-C accordingly. As there were few changes, they could be adopted using the written procedure. In view of the fact that the amendment was not urgent, adoption could also wait until the next session of CTE (June 2014).

DE was in favour of using the written procedure to adopt the amendment, as the EU and non-EU OTIF MSs would use the same format of the Technical File.

ERA had recently sent two comments on the draft proposal for UTP GEN-C amendment, concerning ISV certificates and national rules and international regulations.

Conclusion:

- The OTIF Secretariat would collect comments and prepare an updated draft proposal to amend UTP GEN-C for the next session of WG TECH.

5.5 ATMF revision with respect to safety management principles

Document: **A 92-03/1.2013 ver.01** Draft proposal for ATMF revision

The **Secretariat** reminded the meeting that the results of the ad-hoc safety subgroup in 2012/2013 were as follows:

1. Include operational and safety management issues in the UTP WAG as a first step,
2. Subsequently include the safety management principles into ATMF.

The **Secretariat** explained that the Revision Committee had the competence to revise ATMF (with exception of Articles 1, 3 and 9, for which the General Assembly had competence). CTE might submit the suggestions for ATMF amendments to the Revision Committee. WG TECH could prepare such suggestions.

Following the decision of the 6th session of CTE in June 2013, the **Secretariat** had prepared a draft ATMF revision. This draft introduced a new Article 15a governing safety principles, defined more explicitly the tasks and competences throughout the ATMF, introduced new definitions, deleted elements called for development where the development was already finished and included several editorial modifications. The **Secretariat** had received comments on this draft from **RS, EC/ERA** and **CER**.

DE asked for a WORD version of the draft to make it easier to provide comments.

At the proposal of the **Chairman**, a subgroup reporting to WG TECH was established to prepare the revision of ATMF. The composition of the subgroup is as follows:

- OTIF,
- EC - Mr. Grillo,
- ERA - Mrs. Dimitrova,
- DE - Mr. Schmitz,
- RS - Mr. Popović,
- CH - Mr. Hepp [confirmed after the meeting],
- CER - Mr. Alibert.

Conclusion:

1. The **Secretariat** will distribute the first draft in MS Word format to make it easier to provide comments,
2. The subgroup members should send their comments to the Secretariat by 20 September 2013,
3. The **Secretariat** would distribute all comments to all members of the subgroup,
4. The **Secretariat** would prepare an updated draft version based on the comments before the first meeting of the subgroup,
5. The first meeting of the subgroup would be held in Bern on 18 October 2013 from 9:00 to 15:00,

6. The document was intended to be prepared for discussion at the CTE in 2014.

5.6 Application guide for UTP WAG

Document: **A 94-02/1.2013 ver.01** Draft application guide for UTP WAG

The **Secretariat** had prepared a draft application guide to UTP WAG providing practical information on how to apply the UTP. The guide also contained a list with references to voluntary standards. If these standards are applied, conformity with the UTP is assumed for the elements covered by the referred standards or parts thereof.

The proposed format of the application guide was based on the ERA TSI application guide. This was justified by the full equivalence between TSI and UTP. In addition to the ERA application guide, the OTIF comments were placed in easily identifiable blue text boxes. TSI guide elements that were not commented on by OTIF were applicable to the UTP WAG as well.

As it was anticipated that the UTP WAG would enter into force on 1 January 2014, it would be desirable to have the application guide available by 1 January 2014. It was not necessary to adopt the guide formally, as it did not contain additional requirements and therefore had no legal force. The guide would be kept up to date. The **Secretariat** suggested validating the application guide at the 21st session of WG TECH and publishing it on the OTIF website before 1 January 2014.

All non-EU OTIF Contracting States attending the meeting (**TR, BA, RS** and **CH**) supported publishing the UTP WAG application guide.

ERA made two comments:

1. On point 2.1: the scope was unclear. The second sentence might be clarified and something could also be added to explain what was within the scope.
2. On Section 6.3 UTP WAG: this might be confusing in view of the fact that IC certification is voluntary. In the future revision of the UTP WAG it would be necessary to add the following at the beginning of section 6.3: "This section applies only to CS which have chosen to make certification of the IC mandatory".

ERA informed the meeting that it may send OTIF some additional comments on the draft application guide.

With regard to the ERA's second comment, **the Secretariat** noted that it concerned the UTP WAG, not the application guide.

In reply to a question from **ERA** concerning the general application guide for UTPs, the **Secretariat** said that it had started drafting a general application guide for ATMF.

Conclusion:

1. The UTP WAG application guide and its presented format received broad support among the non-EU OTIF MSs,
2. OTIF's logo would appear on the guide with a clear reference to the source (ERA TSI application guide). ERA's logos would be removed,

3. The OTIF Secretariat would prepare an updated draft proposal for the application guide for the next session of WG TECH.
4. It was not necessary for the CTE to adopt the application guide. The application guide would be validated at the 21st session of WG TECH and subsequently published on the OTIF website.

6. Cross-reference document EU/OTIF regulations

Document: **A 92-00/1.2013 ver.01** 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.

7. Next sessions, including venue of the 22nd session of the standing working group TECH

The 21st session of WG TECH will be held in Bern on 3 and 4 December 2013.

At the kind invitation of EBA, the 22nd session of WG TECH will be held in Bonn on 5 and 6 February 2014.

The meeting of the ad-hoc subgroup on ATMF revision will be held on 18 October 2013 in Bern at OTIF from 9:00 to 15:00.

8. Any other business

None.

9. CLOSING REMARKS

The **Chairman** thought that adoption of the UTP LOC&PAS in two years time (two steps: in 2014 and in 2015), thus allowing a single “admission” and interface harmonisation, would take a long time, but was realistic. He was satisfied that the subgroup on ATMF revision was comprised of a sufficient number of members of WG TECH.

He thanked the Turkish delegation, which had prepared the meeting exceptionally well in a beautiful setting and which had provided a great deal of assistance to other delegates.