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# APTU Uniform Rules (Appendix F to COTIF 1999)

## Uniform Technical Prescriptions (UTP)

### General Provisions –

## SUBSYSTEMS

#### Explanatory note:

*The texts of this UTP which appear across the whole width of the page are identical to corresponding texts of the European Union regulations. Texts which appear in two columns differ; the left-hand column contains the APTU Annex regulations, the right-hand column shows the text in the corresponding EU regulations. The text in the right-hand column is for information only and is not part of the OTIF regulations.*

OTIF UTP

Corresponding text in EU regulations <sup>1</sup>

EU ref.

### 0.1 EQUIVALENCE

Following their adoption by the Committee of Technical Experts, the OTIF regulations included in this document have been declared equivalent to the corresponding EU regulations within the meaning of Article 13 of APTU and Article 3a of ATMF.

### 0.2 INTRODUCTION

In order to structure the functional and technical requirements in relation to the different types of items to be technically admitted according to COTIF (Appendices F and G), the rail system is divided into subsystems, as shown below.

## 1. LIST OF SUBSYSTEMS

Annex  
II ↓


The rail system is

For the purposes of this Directive,  
the system constituting the rail system  
may be

broken down into the following subsystems, either:

- (a) structural areas:
  - infrastructure,
  - energy,
  - trackside control-command and signalling,
  - onboard control-command and signalling,
  - rolling stock;
  - other (movable) railway material
- (b) functional areas:
  - operation and traffic management,
  - maintenance,
  - telematics applications for passenger and freight services.

<sup>1</sup> Commission Directive 2011/18/EU, published in the EU Official Journal L57 on 02.03.2011.

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## 2. DESCRIPTION OF THE SUBSYSTEMS

For each subsystem or part of a subsystem, the list of constituents and aspects relating to interoperability is

included in the UTP(s) relating to that subsystem | proposed by the Agency at the time of drawing up the relevant draft TSI.

Without prejudging the choice of aspects and constituents relating to interoperability or the order in which they will be made subject to

UTPs, | TSIs,

the subsystems include the following:

### 2.1 Infrastructure (INF)

COTIF includes infrastructure only to the extent related to interfaces with the vehicles and other movable railway material. Therefore, the infrastructure subsystem only includes the track and points.

The track, points, engineering structures (bridges, tunnels, etc.), associated station infrastructure (platforms, zones of access, including the needs of persons with reduced mobility, etc.), safety and protective equipment.

### 2.2 Energy (ENE)

COTIF includes the energy system only to the extent related to interfaces with the vehicles and other movable railway material. Therefore, the energy subsystem only includes the overhead lines (catenary) and the quality of the power supplied.

The electrification system, including overhead lines and the trackside of the electric consumptions measuring equipment.

### 2.3 Trackside control-command and signalling

COTIF includes this only to the extent related to the interfaces with the vehicles and other movable railway material.

All the trackside equipment required to ensure safety and to command and control movements of trains authorised to travel on the network.

### 2.4 Onboard control-command and signalling


All the on-board equipment required to ensure safety and to command and control movements of trains authorised to travel on the network.

### 2.5 Operation and traffic management (OPE)

The procedures and related equipment enabling coherent operation of the various structural subsystems, during both normal and degraded operation, including in particular train composition and train driving, traffic planning and management.

The professional qualifications which may be required for carrying out cross-border services.

<sup>2</sup> The future UTPs: "Noise emitted from rolling stock", "Safety in railway tunnels" and "Persons with reduced mobility" are not subsystems, but UTPs related to one or more subsystems.

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## 2.6 Telematics applications

In accordance with Annex I (to the Directive),

This subsystem comprises two elements:

- (a) applications for passenger services, including systems providing passengers with information before and during the journey, reservation and payment systems, luggage management and management of connections between trains and with other modes of transport;
- (b) applications for freight services, including information systems (real-time monitoring of freight and trains), marshalling and allocation systems, reservation, payment and invoicing systems, management of connections with other modes of transport and production of electronic accompanying documents.

## 2.7 Rolling stock

Structure, command and control system for all train equipment, electric current collection devices, traction and energy conversion units, on-board equipment for electricity consumption measuring, braking, coupling and running gear (bogies, axles, etc.) and suspension, doors, man/machine interfaces (driver, on-board staff and passengers, including the needs of persons with reduced mobility), passive or active safety devices and requisites for the health of passengers and on-board staff.

The rolling stock subsystem is subdivided into

- 1) freight wagons and
- 2) other vehicles
  - Self-propelling thermal or electric trains;
  - Thermal or electric traction units;
  - Passenger carriages;
  - Mobile railway infrastructure construction and maintenance equipment.

## 2.8 Maintenance

The procedures, associated equipment, logistics centres for maintenance work and reserves allowing the mandatory corrective and preventive maintenance to ensure the interoperability of the rail system and guarantee the performance required.