



Organisation intergouvernementale pour les
transports internationaux ferroviaires

Zwischenstaatliche Organisation für den
internationalen Eisenbahnverkehr

Intergovernmental Organisation for
International Carriage by Rail

Committee of Technical Experts

17th Session

Minutes

Hybrid meeting, 17 and 18 June 2025

Welcome by the OTIF Secretariat

The **Secretary General** opened the session and welcomed the participants.

The **Head of Technical Interoperability Department** informed participants that the session would be recorded for the purpose of drafting the minutes of the meeting. The recordings would be deleted once the minutes had been finalised.

Election of the Chair

The **Head of Technical Interoperability Department** explained that in accordance with Article 10 of the CTE's Rules of Procedure, CTE elects the Chair from among its members, either for each meeting or for an agreed period of up to five years. The Head of Technical Interoperability Department recalled the established practice of electing the Chair for each individual session, emphasising that this approach allows for greater flexibility over the longer term. The Head of Technical Interoperability Department opened the floor for nominations and proposed the United Kingdom (Mr Vaibhav Puri) to chair the session. There were no other proposals. Mr Puri accepted the nomination and CTE unanimously elected the United Kingdom, in the shape of Mr Vaibhav Puri, to chair the session.

1. Approval of the agenda

CTE adopted the agenda as proposed ([Adopted agenda, Annex II](#)).

2. Presence and quorum

The **Head of Technical Interoperability Department** informed CTE that on behalf of the EU, the European Commission had informed the Secretary General, in a letter dated 20 February 2025, that it would exercise the voting rights for the 25 Contracting States that were also EU Member States.

The Head of Technical Interoperability Department informed the meeting that to be quorate, at least half of the 43 that applying the APTU or ATMF UR (hereinafter referred to as the Contracting States) had to be present or represented. The EU (exercising the voting rights of 25 EU Contracting States) and 5 non-EU Contracting States were present or represented, which meant that the meeting was quorate.

3. Items for information

3.1 General information from the OTIF Secretariat

The **Head of Technical Interoperability Department** gave an overview of depository notifications related to the work of CTE since the previous session:

- Depository notification ([NOT-24009](#) of 12 July 2024) concerning provisions adopted by CTE at its 16th session, which had entered into force on 1 January 2025.
- Depository notification ([NOT-24018](#) of 7 August 2024) concerning Austria's approval of the amendments to COTIF (including the adoption of Appendix H (EST)) and to Appendices E (CUI) and G (ATMF) adopted by the 13th (2018) General Assembly.
- Depository notification ([NOT-25003](#) of 9 January 2025) concerning Sweden's ratification of the amendments to COTIF (including the adoption of Appendix H (EST)) and to Appendices E (CUI) and G (ATMF) adopted by the 13th (2018) General Assembly.

The Head of Technical Interoperability Department also provided an update on the status of approvals of modifications adopted by the 12th and 13th General Assemblies. It was noted in particular that Georgia had approved the modifications adopted by the General Assembly to the base Convention, and that a depository notification would be published shortly.

The Head of Technical Interoperability Department also informed the meeting of the results of the 16th General Assembly held on 25-26 September 2024.

3.2 Report from the Committee of Technical Experts' working group Tech

Document: [TECH-25002](#)

The **Head of Technical Interoperability Department** presented its report on the results of WG Tech meetings since June 2024.

WG Tech had held three hybrid meetings:

- 52nd meeting on 13 June 2024;
- 53rd meeting on 17 September 2024;
- 54th meeting on 19 November 2024.

Delegations from the following states, intergovernmental organisations and associations took part in the meetings:

- Albania, Armenia, Austria, Bulgaria, Croatia, France, Germany, Hungary, Iran, Italy, Norway, Serbia, Switzerland, Türkiye and the United Kingdom;
- the European Commission's Directorate-General for Mobility and Transport and the European Union Agency for Railways (ERA);
- CER, NB-Rail, OSJD, UIC and Transport Community Permanent Secretariat.

WG Tech had:

- Prepared proposals for adoption by CTE (agenda item 4);
- Prepared proposals for non-binding guidance and a recommendation (agenda item 5);
- Discussed matters which did not lead to proposals (agenda item 6).

At WG Tech meetings, the Member States and organisations gave presentations on various topics, including developments in EU regulations that may affect equivalence with COTIF, and shared their experience concerning the application of the ECM rules and measures to improve interoperability in Türkiye.

On behalf of the EU, the **European Commission** thanked WG Tech for its excellent work. It suggested that close collaboration between the Secretariat and the European Union Agency for Railways (ERA) would be beneficial to enable timely review of the documents.

The **Chair** thanked the Secretariat and the European Commission, noted that there were no other comments, and concluded that:

- The Committee of Technical Experts took note of the report of the 52nd, 53rd and 54th sessions of the Committee of Technical Experts' standing working group Technology, as set out in document TECH-25002.

4. Items concerning the adoption of binding provisions

4.1 Revision of the UTP LOC&PAS

Document: [TECH-25003](#) and room documents 1 and 2⁽¹⁾

The **Head of Technical Interoperability Department** presented document TECH-25003 and explained the main changes proposed to the UTP LOC&PAS. The document contained two annexes: Annex 1, which indicated the proposed modifications compared to the UTP LOC&PAS in force, and Annex 2, which contained the proposed revised version of the UTP LOC&PAS. Annex 1 was for information only; Annex 2 was the proposal for adoption.

¹ Room documents 1 and 2 were sent to registered participants by email on 7 and 11 June 2025, respectively. These documents were also attached to the list of decisions of CTE 17 (OTIF-25016-CTE17, dated 18 June 2025, http://otif.org/en/?page_id=7304).

The Head of Technical Interoperability Department informed the meeting that after working document TECH-25003 had been published on OTIF's website, the EU had proposed to revise the UTP LOC&PAS to keep it aligned with legal developments in the European Union and to update specific cases. Furthermore, the proposal would clarify the scope of the UTP LOC&PAS and its application to vehicles suitable for free circulation and to interchangeable vehicles.

Prior to the session, the European Commission had informed the Secretariat of minor modifications to the proposals that it would request at the session. In addition, the Secretariat itself also suggested some minor modifications to the proposed text for the UTP LOC&PAS. The Secretariat set out all the proposed changes in the three working languages in room documents 1 and 2. Room documents 1 and 2 had been sent to all registered participants prior to the session and were also shown on the screen during the session. The proposal for decision would therefore concern Annex 2, as modified by room documents 1 and 2.

With regard to the changes in room document 1, particularly points 18 – 25, concerning the deletion of specific cases related to Northern Ireland, the **UK** informed the meeting that these had been discussed with the European Commission prior to CTE and it expressed its support for the proposed changes.

On behalf of the EU, the **European Commission** thanked the Secretariat and confirmed the EU's support for the amendments to the UTP LOC&PAS, including those in room documents 1 and 2, noting that these changes would improve alignment with EU legislation.

NO supported the revision of the UTP LOC&PAS and thanked the Secretariat and WG Tech for their constructive work on the text concerning specific cases for Norway. It emphasised the importance of a clear approach for the non-EU CSs and explained that these specific cases concerned Norway's rail power supply system and Nordic climatic conditions.

CH supported the proposed revision of the UTP LOC&PAS and noted that the UTP would refer to its specific cases as set out in Annex I to the Land Transport Agreement between the European Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail and Road.

The **UK** requested clarification of point 6 in room document 1 regarding the addition of the text to the title: "Additional requirements regarding interfaces with on-board part of the control-command and signalling subsystem", as it might imply that the UTP included CCS requirements.

The **Head of Technical Interoperability Department** explained that the UTP had carried over requirements from TSIs and noted that there was no corresponding UTP for CCS. As a result, network-specific rules would apply, as there were no OTIF rules.

On behalf of the EU, the **European Commission** clarified that the amendment was intended to highlight the requirements concerning the part of the rolling stock subsystem that formed the interface with the CCS subsystem and not the CCS requirements themselves.

The **Chair** ascertained that there were no further comments. CTE then decided as follows:

- In accordance with Article 20 § 1 and Article 35 of COTIF and Article 6 § 1 of the APTU UR, the Committee of Technical Experts adopted a consolidated new version of the Uniform Technical Prescription applicable to the subsystem "rolling stock – locomotives and passenger rolling stock" (UTP LOC&PAS) as set out in Annex 2 to document TECH-25003-CTE17-4.1 of 24 February 2025, as modified at the session². The UTP LOC&PAS of 1 January 2022 was repealed and was replaced by the consolidated new version from the moment of entry into force of the consolidated new version.
- The Committee of Technical Experts instructed the Secretary General to publish the new version of the UTP LOC&PAS on OTIF's website, although the repealed version should also remain available online for future reference.

² The modifications at the session were set out in room document 1 (TECH-25036) and room document 2 (TECH-25040), which were attached to the list of decisions of CTE 17.

4.2 Revision of the UTP PRM

Document: [TECH-25004](#)

The **Head of Technical Interoperability Department** presented document TECH-25004 and explained the main changes proposed to the UTP PRM. The document contained two annexes: Annex 1, which indicated the proposed modifications compared to the UTP PRM which was in force, and Annex 2, which contained the proposed revised version of the UTP PRM. Annex 1 was for information only; Annex 2 was the proposal for adoption.

The **Chair** ascertained that there were no further comments. CTE then decided as follows:

- In accordance with Article 20 § 1 and Article 35 of COTIF and Article 6 § 1 of the APTU UR, the Committee of Technical Experts adopted a consolidated new version of the Uniform Technical Prescription applicable to the accessibility of the rail system for persons with disabilities and persons with reduced mobility (UTP PRM) as set out in Annex 2 to document TECH-25004-CTE17-4.2 of 24 February 2025. The UTP PRM of 1 January 2022 was repealed and was replaced by the consolidated new version from the moment of entry into force of the consolidated new version.
- The Committee of Technical Experts instructed the Secretary General to publish the new version of the UTP PRM on OTIF's website, although the repealed version should also remain available online for future reference.

4.3 Revision of the UTP Marking

Document: [TECH-25005](#)

The **Head of Technical Interoperability Department** presented document TECH-25005 and explained the main changes proposed to the UTP Marking. The document contained two annexes: Annex 1, which indicated the proposed modifications compared to the UTP Marking in force, and Annex 2, which contained the proposed revised version of the UTP Marking. Annex 1 was for information only; Annex 2 was the proposal for adoption.

The **Chair** ascertained that there were no further comments. CTE then decided as follows:

- In accordance with Article 20 § 1 and Article 35 of COTIF and Article 6 § 1 of the APTU UR, the Committee of Technical Experts adopted a consolidated new version of the Uniform Technical Prescription applicable to vehicle marking (UTP Marking) as set out in Annex 2 to document TECH-25005-CTE17-4.3 of 24 February 2025. The UTP Marking of 1 April 2021 was repealed and was replaced by the consolidated new version from the moment of entry into force of the consolidated new version.
- The Committee of Technical Experts instructed the Secretary General to publish the new version of the UTP Marking on OTIF's website, although the repealed version should also remain available online for future reference.

4.4 Revision of the UTP INF

Document: [TECH-25006](#)

The **Head of Technical Interoperability Department** presented document TECH-25006 and explained the main changes proposed to the UTP INF. The document contained two annexes: Annex 1, which indicated the proposed modifications compared to the UTP INF in force, and Annex 2, which contained the proposed revised version of the UTP INF. Annex 1 was for information only; Annex 2 was the proposal for adoption.

CH noted that, like the UTP LOC&PAS, the UTP INF would refer to its specific cases as set out in the Land Transport Agreement between the European Community and the Swiss Confederation. This agreement included eight TSI infrastructure-specific cases, which would also apply to the UTP.

NO thanked the Secretariat and WG Tech for their constructive approach when drafting Norway's specific case for the proposed text. It noted that its specific case was related to the platform-train interface, which is also addressed in the relevant TSI and the Agreement on the European Economic Area (EEA Agreement).

The **Chair** ascertained that there were no further comments. CTE then decided as follows:

- In accordance with Article 20 § 1 and Article 35 of COTIF and Article 6 § 1 of the APTU UR, the Committee of Technical Experts adopted a consolidated new version of the Uniform Technical Prescription applicable to the subsystem “infrastructure” (UTP INF) as set out in Annex 2 to document TECH-25006-CTE17-4.4 of 24 February 2025. The UTP INF of 1 January 2022 was repealed and was replaced by the consolidated new version from the moment of entry into force of the consolidated new version.
- The Committee of Technical Experts instructed the Secretary General to publish the new version of the UTP INF on OTIF's website, although the repealed version should also remain available online for future reference.

4.5 Modification of Appendix I to the UTP TAF

Document: [TECH-25007](#) and room document 1⁽³⁾

The **Head of Technical Interoperability Department** presented document TECH-25007. The Annex contained proposed modifications to Appendix I to the UTP TAF. Appendix I contained references and set out changes to technical documents that included data message coding necessary for the exchange of information and the harmonised implementation of the provisions of the telematics applications for freight. The Head of Technical Interoperability Department reminded the meeting that it had applied the process for the regular updating of Appendix I to UTP TAF, as agreed at WG Tech 40 ([TECH-20020-WGT40-5e](#) dated 20 March 2020).

The Head of Technical Interoperability Department informed the meeting that after working document TECH-25007 had been published on OTIF's website, the EU had proposed to update the reference in point 6 (ERA-TD-105) of the Annex to the latest version 3.5.1 of 15 December 2024. The Secretariat supported the EU's proposal and had therefore included these changes in room document 1. The proposal for decision would therefore include the changes in room document 1.

The **Chair** ascertained that there were no further comments. CTE then decided as follows:

- The Committee of Technical Experts took note of the changes to ERA's technical documents referred to in the UTP TAF, as described in document TECH-25007-CTE17-4.5.
- In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a of the APTU UR, the Committee of Technical Experts adopted modifications to Appendix I to the Uniform Technical Prescription concerning Telematics Applications for Freight Services (UTP TAF) of 1 January 2023, as last modified on 1 January 2025. The modifications to Appendix I to the UTP TAF were set out in the Annex to document TECH-25007-CTE17-4.5, as modified at the session⁴.
- The Committee of Technical Experts instructed the Secretary General to publish the modified Appendix I to the UTP TAF on OTIF's website.

³ Room document 1 was sent to registered participants by email on 7 June 2025. This document was also attached to the list of decisions of CTE 17 (OTIF-25016-CTE17, dated 18 June 2025, http://otif.org/en/?page_id=7304).

⁴ The modifications at the session were set out in room document 1 (TECH-25036) which was attached to the list of decisions of CTE 17 (OTIF-25016-CTE17, dated 18 June 2025, http://otif.org/en/?page_id=7304).

5. Items concerning approval of non-binding guidance and recommendations

5.1 Explanatory document concerning external vehicle marking

Document: [TECH-25008](#)

The **Head of Technical Interoperability Department** presented document TECH-25008, which aimed to provide an overview and facilitate the uniform application of marking requirements. It noted that the explanatory document covered mandatory, optional and sector markings and that the UTP Marking had to be applied retroactively to all vehicles used in international traffic. The document was relevant to the UTP Marking as adopted under agenda item 4.3. The draft had been reviewed by WG Tech at its 52nd, 53rd and 54th meetings.

The **Chair** noted that there were no comments on the explanatory document. CTE then decided as follows:

- The Committee of Technical Experts approved the explanatory document on external vehicle markings, as set out in document TECH-25008-CTE17-5.1 of 22 April 2024 and requested the Secretary General to publish it on OTIF's website.

5.2 Revision of the application guide for the UTP WAG

Document: [TECH-25009](#)

The **Head of Technical Interoperability Department** presented document TECH-25009, which was drafted on the basis of the ERA guide for the application of the TSI for freight wagons with reference Application Guide GUI/WAG TSI/2023, version 4.0 dated 8 December 2023. The application guide was relevant to the UTP applicable to the subsystem "Rolling stock – freight wagons" (UTP WAG), which entered into force on 1 January 2025. The application guide had been submitted in English only, as the source document only existed in English.

NO thanked the Secretariat and WG Tech for their work in developing and updating the application guides. It noted that the documents were a useful tool for applying OTIF rules, clearly illustrated the differences between COTIF and EU law and helped end users in applying the rules correctly.

The **UK** echoed **NO**'s positive remarks and noted that the application guide was also helpful for domestic use, bearing in mind that the UK had recently updated its own wagon requirements to reflect changes in the TSI WAG. It added that the guide helped to maintain alignment, even though the UK no longer applied the TSIs directly.

The **Chair** noted that there were no further comments on the document. CTE then decided as follows:

- The Committee of Technical Experts approved the English version of the guide for the application of the Uniform Technical Prescription applicable to the subsystem: "Rolling stock – freight wagons" (UTP WAG) of 1 January 2025, as set out in document TECH-25009-CTE17-5.2 of 22 April 2025 and requested the Secretary General to publish it on OTIF's website.
- The Committee of Technical Experts requested the Secretary General to prepare and publish French and German versions of the approved guide if the source documents (TSI application guide) become available in these languages.

5.3 Revision of the application guide for the UTP Noise

Document: [TECH-25010](#)

The **Head of Technical Interoperability Department** presented document TECH-25010, which was drafted on the basis of the ERA guide for the application of the NOI TSI, with reference Application Guide GUI/NOI TSI/2023, version 2.0 dated 8 December 2023. The application guide was relevant to the UTP applicable to the subsystem "Rolling stock – noise" (UTP Noise), which entered into force on 1 January 2025. The application guide had been submitted in English only, as the source document only existed in English.

The **Chair** noted that there were no comments on the document. CTE then decided as follows:

- The Committee of Technical Experts approved the English version of the guide for the application of the Uniform Technical Prescription applicable to the subsystem: “Rolling stock – noise” (UTP Noise) of 1 January 2025, as set out in document TECH-25010-CTE17-5.3 of 22 April 2025 and requested the Secretary General to publish it on OTIF’s website.
- The Committee of Technical Experts requested the Secretary General to prepare and publish French and German versions of the approved guide if the source documents (TSI application guide) become available in these languages.

5.4 Update of the handbook for the implementation and application of the APTU and ATMF Uniform Rules

Document: [TECH-25011](#) and room document 1⁽⁵⁾

The **Head of Technical Interoperability Department** presented document TECH-25011. The handbook concerned the 1 March 2019 version of the APTU UR and the 1 November 2023 version of the ATMF UR. The first version of the handbook had been approved by the CTE 16 in 2024 and had subsequently been published on OTIF’s website. Following the approval, the CTE 16 session had requested the Secretariat to update the handbook, stipulating that any substantive changes would require approval at a future session, while editorial and non-substantive changes could be made directly by the Secretariat. The document submitted was an updated version of the handbook that took into account feedback and experience from COTIF Contracting States.

The Head of Technical Interoperability Department informed the meeting that after document TECH-25011 had been published on OTIF’s website, the EU had proposed to update the following: point 5.3.3, fifth paragraph, first and fifth indents on page 19; point 5.4, fourth paragraph on page 20 and point 10.3, second and last paragraphs on pages 36 and 37, to keep the information aligned with the latest developments in the European Union. The Secretariat had included these proposed changes in room document 1 in all three languages. The proposal for decision would therefore include the changes proposed in room document 1.

On behalf of the EU, the **European Commission** thanked the Secretariat and confirmed that it supported the amendments to the handbook, including those proposed in room document 1.

The **Chair** asked how proposals for additions to the handbook could be submitted and how the handbook would be updated in future.

The **Head of Technical Interoperability Department** said that it intended to include updating the handbook as a standing agenda item for WG Tech meetings. This would ensure that WG Tech would be fully involved in any future modifications.

The **UK** welcomed the document and the discussion at WG Tech. It suggested that the Secretariat should consider adding practical examples from Contracting States in chapter 6, “Admission of vehicles”. In its view, this would help to illustrate the rules, test theories and highlight whether further guidance for specific cases was necessary. The UK also extended its suggestion to other complex chapters, in order to improve the handbook as a whole.

The **Head of Technical Interoperability Department** agreed with the UK and confirmed that the handbook would be updated gradually. It also encouraged Contracting States to share their experiences and make proposals to this end.

⁵ Room document 1 was sent to registered participants by email on 7 June 2025. This document was also attached to the list of decisions of CTE 17 (OTIF-25016-CTE17, dated 18 June 2025, http://otif.org/en/?page_id=7304).

The **Chair** noted that there were no further comments on the document. CTE then decided as follows:

- Based on its competences set out in Article 21 § 4 of the ATMF UR, the Committee of Technical Experts approved the modifications to version 1 of the handbook for the implementation and application of the APTU and ATMF Uniform Rules, as set out in working document TECH-25011-CTE17-5.4 of 22 April 2025, as modified at the session⁶.
- The Committee of Technical Experts requested the Secretariat to publish the modified handbook as a consolidated new version (version 2) on OTIF's website and to share it with interested parties. The date of the new version of the handbook would be the date of its approval.
- The Committee of Technical Experts invited the Secretariat to draft further modifications to the handbook, either at its own initiative, or based on feedback that it received from OTIF members, sector associations and other stakeholders. Substantive modifications should be submitted to a future session for approval. Editorial corrections and non-substantive modifications might be made directly by the Secretariat. All modifications and corrections should be indicated in an amendment table.

6. Further items for consideration

6.1 Progress report on development of the EST UR (Appendix H to COTIF): draft Annex D to the EST UR concerning a Common Safety Method for Supervision

Document: [TECH-25012](#)

The **Head of Technical Interoperability Department** presented document TECH-25012, outlining the developments related to the EST UR (Appendix H to COTIF) and its draft Annexes. The EST UR and its Annexes establish general principles and responsibilities for the safe operation of trains in international traffic. With regard to draft Annex D, the CTE 16 session had reviewed the previous version and requested a revised draft. The main modifications compared to the previous version included the addition of a new Article 3 concerning good faith and the protection of all persons involved in supervision. The Annex also included a new rule clarifying that the documentary evidence established according to EU law would be considered acceptable for the purpose of Annex D, provided the underlying COTIF and EU rules were equivalent. Other changes included clearer requirements for supervising authorities to cooperate and coordinate their activities.

The **Chair** ascertained that there were no comments. CTE then decided as follows:

- The Committee of Technical Experts took note of the progress report on the development of annexes to the EST UR and the remarks with regard to the draft proposal for a common safety method (CSM) for Supervision, as described in working document TECH-25012-CTE17-6.1 of 22 April 2025.
- The Committee of Technical Experts considered the draft proposal for a CSM for Supervision as set out in the annex to document TECH-25012-CTE17-6.1 of 22 April 2025, which, if adopted at a future session, will become Annex D to the EST UR.
- The Committee of Technical Experts requested the Secretary General to place the adoption of Annex D to the EST UR on the provisional agenda of a future session of the Committee of Technical Experts, as soon as the EST UR have entered into force.

⁶ The modifications at the session are set out in room document 1 (TECH-25036), which was attached to the list of decisions of CTE 17 (OTIF-25016-CTE17, dated 18 June 2025, http://otif.org/en/?page_id=7304).

6.2 Progress report on the migration of wagon-related requirements from RID to the UTP WAG

Document: [TECH-25013](#)

The **Head of Technical Interoperability Department** introduced document TECH-25013, outlining developments following the CTE 16. Due to the necessary procedural timelines for the drafting and adoption of provisions within the relevant committees (RID and CTE at OTIF and RISC at EU level), all the modifications necessary were expected to be in force on 1 January 2027. The RID Committee would aim to finalise its modifications to RID by May 2026, while the draft amendments to the TSI WAG were expected to be agreed at the RISC meeting on 2-3 July 2025. Modifications to UTP WAG were expected to be adopted by the CTE 18 (in June 2026). The Head of Technical Interoperability Department also informed the meeting that, following discussion in the EU, modifications to the UTP WAG would probably include new requirements for spark arrestors for certain freight wagons, new requirements for semi-trailer securing devices with the requirements for hitches, and new rules for Wagon Equipment (WE) marking for new wagons and, where necessary, editorial corrections and improvements.

On behalf of the EU, the **European Commission** endorsed the timetable described and confirmed that at the upcoming RISC meeting (early July 2025), the EU Member States would review and presumably agree on modifications to WAG TSI, including the newly added requirements. Subject to a positive opinion of RISC, the European Commission would submit its proposals for modifying UTP WAG to WG Tech for further consideration.

The **Chair** ascertained that there were no comments. CTE then decided as follows:

- The Committee of Technical Experts took note of the information in document TECH-25013-CTE17-6.2 of 22 April 2025.
- The Committee of Technical Experts noted that for the modifications to the UTP WAG to take effect on 1 January 2027, they should be adopted in June 2026 at the latest.
- The Committee of Technical Experts requested the Secretariat and WG Tech to prepare relevant proposals for the 18th session of the Committee of Technical Experts, subject to the European Union's timely adoption of the modification of the TSI WAG.

6.3 OTIF's long-term strategy

Document: [TECH-25014](#)

The **Head of Technical Interoperability Department** presented document TECH-25014. It informed the meeting that the General Assembly had adopted OTIF's long-term strategy at its 16th session (Bern, 25-26 September 2024). The strategy complemented OTIF's two-year work programme and would remain valid until 2040. It set out five strategic objectives, along with specific measures/proposals. All OTIF organs, including the CTE, should help achieve them by 2030, meaning that the CTE should consider OTIF's long-term strategy and integrate its objectives into its own work programme. The five strategic objectives in the long-term strategy were as follows:

- 1) Ensure the effective and uniform application of OTIF law,
- 2) Expand the application of OTIF law over the widest possible geographical area,
- 3) Ensure that OTIF law remains relevant over time,
- 4) Enhance OTIF's leading role in international rail transport and contribute to finding synergies with other relevant international organisations and associations,
- 5) Contribute to the harmonisation and unification of international railway law systems.

TECH-25014 outlined considerations and proposed actions for CTE regarding the implementation of the strategy.

The **UK** welcomed OTIF's long-term strategy and its five strategic objectives. With regard to objective 1, it suggested that OTIF's handbook on the implementation and application of the APTU and ATMF UR could be promoted for the purpose of applying the APTU and ATMF UR to domestic transport in non-EU Contracting States. This might support technical interoperability in non-EU CSs that wished to develop their regulatory environments. The UK wondered whether the Secretariat had a plan to build capacity to keep pace with technological developments and digital applications. In addition, the UK also suggested that, as digitalisation advances, security, including cyber security, could also be considered, although this was not addressed in the document.

The **Secretary General** replied that OTIF was planning a number of changes, coordinated with the Administrative Committee, to better align planning, budgeting and reporting. He explained that although the two-year work programme had previously been loosely connected to the budget, it would now be more closely linked to strategic objectives. He noted that OTIF's work was divided into three separate areas: contractual law, transport of dangerous goods and technical interoperability, where each had their own planning process and programming. In future planning cycles, OTIF would seek to link the work programmes of its committees more closely and integrate these various areas of activity more effectively. The Secretary General explained that OTIF's future work programmes would be based on the specific objectives, set by the relevant committees in each area and would be divided into two parts: one focused on railway law and the other on internal management of the Organisation and its Secretariat. The railway law component would become more dynamic and would be regularly updated and aligned with decisions of the relevant committees. With regard to OTIF's long-term strategy, the Secretary General acknowledged that OTIF's current budget was insufficient to implement it fully. Therefore, priorities would need to be set, resources optimised and additional funding sought; for example, through extra budgetary funding, where certain activities would be dedicated to some regions or countries and their specific projects.

The Secretary General welcomed the UK's suggestion to promote the handbook at national level, particularly in countries without fully developed regulatory frameworks. He confirmed that the OTIF Secretariat would support such efforts where possible. The Secretary General informed the meeting that *OTIF's training programme for experts*, which had been in place for a number of years, would be discontinued and replaced with a new *secondment programme*, planned to start in November 2025. The aim of the programme would be to involve Member States' experts for longer periods in order to support the implementation of COTIF at national or regional level. These experts would be based locally but would occasionally visit the OTIF Secretariat. The programme could entail, among other subjects, the adoption of handbooks at national level.

With regard to the question of ensuring the continued relevance of COTIF, the Secretary General reaffirmed the OTIF Secretariat's commitment to its three core areas and to enhancing awareness of OTIF. He noted that good rules were not sufficient without effective application and greater awareness at all levels. He highlighted the delays in approving the modifications adopted by the 12th and 13th General Assemblies, describing them as critical, and emphasised that the process of approving decisions should be accelerated. He suggested that a remote event could be organised to support states that had not yet approved the amendments to COTIF and to share best practices from those that had. Finally, the Secretary General highlighted the new revision procedure, as part of the modifications adopted by the 13th General Assembly, and especially its importance in the technical interoperability field, noting that it would be one of the most modern revision procedures of its kind and would support efforts to ensure that OTIF's legal instruments remain relevant and adaptable to ongoing changes in rail transport.

The **Head of Technical Interoperability Department** informed the meeting that the topic of security, in the context of digitalisation, would be considered in more detail during the upcoming discussion on digitalisation at WG Tech meetings.

The **Chair** ascertained that there were no comments. The CTE then decided as follows:

- The Committee of Technical Experts took note of document TECH-25014 concerning "OTIF's long-term strategy - proposed actions for its implementation - Considerations for the Committee of Technical Experts" and would consider it when defining its Work Programme.

6.4 Monitoring and assessing implementation: steps towards full and correct application of the ATMF UR by Contracting States

Document: [TECH-25016](#)

The **Head of Technical Interoperability Department** presented document TECH-25016. It highlighted the importance of the full and correct application of the APTU and ATMF UR by Contracting States (CSs). It reminded the meeting that monitoring and assessment of the ATMF UR had been ongoing since 2021, with progress reports being discussed at several CTE sessions. Previous steps had focussed mostly on international rail operations and its actors. The Head of Technical Interoperability Department suggested that the next step should be to focus on the CSs and how they implemented and applied the rules. The Head of Technical Interoperability Department proposed to prepare a comprehensive overview of all CSs, assigning relevant indicators to them and grouping them into three categories:

- Group A, CSs that had notified or registered relevant entities according to the ATMF UR and that were involved in the work of OTIF in relation to the ATMF UR.
- Group B, which would include:
 - o CSs that had not or not fully notified or registered relevant entities according to the ATMF UR, but which were involved in the work of OTIF in relation to the ATMF UR.
 - o CSs that had notified or registered relevant entities according to the ATMF UR, but which were not (much) involved in the work of OTIF in relation to the ATMF UR.
- Group C, CSs that did not meet the criteria for Group A or B.

The Head of Technical Interoperability Department suggested that further assistance should be focused on groups B and C: Group B would be offered capacity building activities (training/workshops/secondments), while Group C would be informed of the benefits of applying the ATMF UR and the steps that could be taken towards implementation. In addition, the Secretariat, in coordination with WG Tech, would develop a questionnaire on how the ATMF UR were integrated into the national legal order, with reference to the key obligations for CSs as set out in the ATMF UR.

On behalf of the EU, **the European Commission** supported the process and emphasised the importance of encouraging CSs, particularly those in category C, to be engaged more actively. In its view, this could be achieved either by providing appropriate support from the OTIF Secretariat to help them implement the ATMF UR, or by inviting them to make a declaration of non-application concerning the ATMF UR, when there was clearly no evidence of its application.

The **Chair** requested clarification on whether the process was intended as a one-off initiative or part of a recurring process and suggested that it might be useful to consider the related timelines.

The **Head of Technical Interoperability Department** clarified that monitoring and assessment was a continuous process.

UIC asked how many OTIF Member States had entered reservations concerning the ATMF UR.

The **Secretary General** explained that out of 51 OTIF Member States, 43 were applying the APTU and ATMF UR. Some states, including Azerbaijan, Georgia, Moldova, Pakistan and Russia, had made formal reservations not to apply certain appendices. As an Associate Member, Jordan was not a party to COTIF and, therefore, did not apply it. The membership of Iraq, Lebanon and Syria had been suspended and they would not apply COTIF during the suspension period. He noted that suspension was not a sanction, but a status requested by the states themselves, which could be lifted once the conditions justifying it no longer applied. He also informed the meeting that further information, including maps and details concerning reservations, were available on OTIF's website.

The **Chair** ascertained that there were no further comments. The CTE then decided as follows:

- The Committee of Technical Experts took note of document TECH-25016-CTE17-6.4 of 22 April 2025 concerning the implementation and application of the ATMF UR by members of OTIF.

- The Committee of Technical Experts considered that non-implementation and non-application of the ATMF UR may have a negative impact on the safety and interoperability of international railway transport. It therefore underlined the necessity and importance that all Member States of OTIF that have not made a declaration of non-application (i.e. a reservation) concerning the ATMF UR in accordance with Article 42 of COTIF effectively implement and apply the ATMF UR.
- The Committee of Technical Experts requested the Secretariat to implement the proposed actions in points 23 to 26 of document TECH-25016-CTE17-6.4, keep WG Tech informed of its activities and report back to the next session, including proposed further actions.

6.5 Discussing the possible integration of additional railway systems in the UTPs: preparing for the possible accession of GCC Member States to COTIF

Document: [TECH-25017](#)

The **Head of Technical Interoperability Department** presented document TECH-25017 and outlined its context, background and key considerations regarding the potential integration of additional railway systems into the UTPs, notably in the context of the possible accession of GCC states to COTIF. The Head of Technical Interoperability Department noted that the UTP framework was flexible, so that it could accommodate additional technical systems through the concepts “area of use” and “route compatibility”. Although no formal request for accession had been made by the GCC, WG Tech considered these preliminary discussions important in preparation for possible accession. The document had been reviewed and updated in coordination with WG Tech.

The **UK** welcomed the document and highlighted the economic potential of a rail link between the Arabian Peninsula and Europe. It added that assessing the differences between UTP and GCC requirements would provide valuable insights and knowledge that would benefit all OTIF Member States.

On behalf of the EU, **the European Commission** expressed its support for the process and emphasised that the approach should carefully consider the scope and distinguish between common and additional requirements in relation to vehicles and infrastructure. It noted that this would ensure clarity concerning minimum requirements when the compatibility and integration of different systems were considered, for example compatibility of COTIF-compliant vehicles with the GCC network, while avoiding a loss of performance of these systems.

The **Chair** emphasised the importance of considering operational rules, which might differ, alongside design rules in order to balance safety and interoperability. He cautioned that safety measures should not hinder interoperability and emphasised that there were significant differences between European and American approaches. The Chair further suggested that the upcoming paper should address these differences and noted that an additional review might be necessary to ensure a comprehensive analysis.

The Chair ascertained that there were no further comments. The CTE then decided as follows:

- The Committee of Technical Experts took note of document TECH-25017-CTE17-6.5 of 22 April 2025 concerning the feasibility of covering additional technical systems in the UTPs, with a view to the possible accession of GCC Member States to COTIF.
- The Committee of Technical Experts requested WG Tech to consider how the integration of GCC specifications into the UTPs could be mutually beneficial to current and possible future OTIF members. As a first step, the focus should be on freight wagons only.
- The Committee of Technical Experts instructed the Secretariat to inquire with the GCC Railway Authority about the requirements applicable to freight wagons in the GCC Member States. Once these requirements were available, WG Tech should analyse the functional and technical differences between the system defined in the UTPs and the GCC system and how they might be bridged.

7. Work programme of the Committee

Document: [TECH-25018](#)

The **Head of Technical Interoperability Department** presented the proposed work programme and emphasised that it had to be considered in the context of OTIF's Work Programme for 2024/2025⁷ and OTIF's long-term strategy⁸. It explained that the document outlined the planned development of specific rules and a timetable for their adoption, with the focus on proposals for the 18th session of CTE (2026) and beyond. The Head of Technical Interoperability Department noted that the UTP WAG would have to be revised, notably to include RID requirements.

Following recent EU developments, the Head of Technical Interoperability Department proposed to add an item not described in the working document, namely the revision of the UTP LOC&PAS.

The UTP TAF would also require consideration, as the corresponding TSI would be updated.

The work programme proposed to update the application guides for the UTP LOC&PAS and UTP PRM, which had been adopted by the CTE 17.

With regard to the ATMF Uniform Rules, the Head of Technical Interoperability Department noted the need to review the uniform format of certificates, which dated from 2012 and currently only addressed paper-based documentation.

Possible assessment of the specifications for vehicle registers was also envisaged, depending on developments at EU level concerning digitalisation and registers.

Finally, the proposed work programme set out a comprehensive list of actions to support OTIF's long-term strategy in point 5.1 of the document. These actions would aim to ensure the effective and consistent application of OTIF rules and expand their relevance across various railway systems. These actions included interim reporting on monitoring and assessing the implementation and application of the ATMF UR (in accordance with TECH-25016), updating the handbook for APTU and ATMF UR, ensuring UTPs are useful in different railway systems, including GCC and 1520 mm gauge systems (in accordance with TECH-25011) and advancing digitalisation efforts, including possible roles for OTIF in future developments.

On behalf of the EU, **the European Commission** welcomed the proposed work programme and supported the inclusion of a revision of the UTP LOC&PAS, in line with the latest developments in the EU. With regard to activities related to the UTP TAF, it suggested that work at OTIF level should begin once the relevant EU text had been finished. It also proposed initiating work within the relevant OTIF organs to identify elements of the EU framework that might be applicable to international passenger traffic under COTIF, without predefining their scope. In this context, the representative of the EU suggested discussing possible synergies between telematics and the CIM and CIV Uniform Rules, particularly in relation to consignment notes, and encouraged such work to be reflected in the working programme.

The **Head of Technical Interoperability Department** noted that a document on telematics would be discussed at the upcoming WG Tech 55. It acknowledged the legal and technical complexity of the subject, particularly for passenger telematics, which did not clearly fall under a single COTIF appendix. Nevertheless, The Head of Technical Interoperability Department recognised the importance of the subject and would explore it further in coordination with other OTIF organs.

CER noted that discussions on the revised TSI for telematics were still ongoing at EU level and that the final outcome remained uncertain. It therefore recommended keeping the planned activity on UTP TAF broad, to allow flexibility and to avoid including elements that might create issues for the sector.

⁷ Link to OTIF's 2024/2025 Work Programme: http://otif.org/en/?page_id=224

⁸ Link to OTIF's long-term strategy: https://otif.org/fileadmin/docs/Activities/Governance_and_revision_of_COTIF/General_Assembly/OTIF-Long-term-Strategy.pdf

The **Chair** concluded that a report on the development of provisions related to telematics would be prepared for the next CTE, taking into account the EU's TSI Telematics. He also noted that possible synergies with the CIM, CIV and CUV Uniform Rules should be explored in coordination with the competent OTIF organs.

RS requested clarification on whether the planned development of specifications for vehicle registers referred to the National Vehicle Registers (NVRs) or to the European Vehicle Register (EVR), which was managed at EU level.

The **Head of Technical Interoperability Department** explained that while OTIF's specifications for vehicle registers took into account the EVR, they also allowed for NVRs provided that they followed the same data structure. The aim of the proposed activity was to monitor developments at EU level and assess the necessity of revising the OTIF specifications.

The **Chair** noted that there were no further comments. The CTE then decided as follows:

- The Committee of Technical Experts took note of document TECH-25018-CTE17-7 and requested the Secretariat, where relevant in coordination with the standing working group (WG Tech), to prepare the following for the 18th session of the Committee of Technical Experts:
 - a) Proposals for the adoption of a revised version of the UTP WAG, in order to migrate the RID vehicle requirements to the UTP.
 - b) Proposals for the adoption of a revised version of the UTP LOC&PAS, in order to integrate the latest developments at EU level.
 - c) A report on the development of provisions related to telematics, taking into account the EU's TSI Telematics, including both freight and passenger telematics. Synergies with the CIM, CIV and CUV UR should be considered in coordination with the competent OTIF organs. Where relevant, proposals should be made for the adoption of provisions.
 - d) Proposals to update the application guides for the UTP LOC&PAS and for the UTP PRM.
 - e) Proposals for the adoption of a revised version of the uniform format of certificates, which includes instructions concerning the scope and validity of certificates issued.
 - f) A report on the development of specifications for vehicle registers and, if required, proposals for their modification.
 - g) An interim report on monitoring and assessing the implementation and application of the ATMF UR in accordance with TECH-25016.
 - h) Proposals to update the Handbook for the implementation and application of the APTU and ATMF Uniform Rules, if required.
 - i) An update on the development of approaches and concepts which ensure that UTPs and other rules are useful in and between technically different railway systems. It should particularly focus on the GCC, in accordance with TECH-25011 and on 1520 mm gauge system specifications as considered by ERA.
 - j) A document that summarises the situation concerning digitalisation in the scope of technical interoperability and the possible role for OTIF in future developments. It should cover vehicle registers, telematics and other possible digital data exchanges and consider the scope of COTIF, and the distribution of responsibilities and tasks between OTIF's Secretariat, OTIF members and sector organisations.
- The Committee of Technical Experts invited WG Tech to propose any other items it considered relevant for the provisional agenda of the 18th session of the Committee of Technical Experts.

8. Any other business

None.

9. Next sessions

CTE reviewed the proposed dates for the next sessions of CTE and WG Tech.

CTE decided that its 18th session would be held on 9-10 June 2026 in Bern.

CTE took note of the provisional meeting dates for WG Tech in 2025 and 2026.

All meetings were scheduled to be held in a hybrid format.

Closing remarks

The **Chair** thanked all the participants, both in person and online, for their contributions. He noted the smooth running of CTE and thanked the Secretariat for the excellent preparation. He also thanked the Secretary General for his valuable and very useful contributions and for attending the meeting. Finally, the Chair thanked the interpreters for their invaluable support during the session.

UIC thanked the Secretariat for providing timely and well-prepared documents and appreciated the efficient incorporation of comments from WG Tech, which had facilitated the discussions.

The **Head of Technical Interoperability Department** thanked all the delegates and interpreters for their contributions to the successful session. On behalf of the delegates, he thanked the Chair for professionally and efficiently chairing this session of CTE.

The **Chair** then closed CTE 17.

List of participants

Annex I

Gouvernements / Regierungen / Governments		
Allemagne/Deutschland/Germany		
M./Hr./Mr	Philipp Unger	Technischer Regierungsamtsrat Eisenbahn-Bundesamt Internationale Angelegenheiten - Sachgebiet 92
Autriche/Österreich/Austria		
M./Hr./Mr	Michael Thomasitz	Amtssachverständiger Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie Sektion IV / Abteilung E5 Technik
Belgique/Belgien/Belgium		
M./Hr./Mr	Luc Opsomer	Ing. Expert matériel roulant ferroviaire Service de Sécurité et d'Interopérabilité des Chemins de Fer
France/Frankreich/France		
M ^{me} /Fr./Ms	Ophélie Riquet	Chargée d'action internationale dans le domaine de l'interopérabilité et de la sécurité ferroviaires Ministère de la Transition écologique et de la Cohésion des territoires Bureau de l'interopérabilité ferroviaire
M./Hr./Mr	Henri Dupuis	Chargé de mission international Etablissement public de sécurité ferroviaire (EPSF)
Hongrie/Ungarn/Hungary		
M./Hr./Mr	György Lengyel	CHG Officer, Expert Ministry of Construction and Transport Department of Railways
Italie/Italien/Italy		
M ^{me} /Fr./Ms	Stefania Fabozzi	Engineer Officer Ministero delle Infrastrutture e dei Trasporti
M./Hr./Mr	Francesco Traina	Funzionario Ingegnere Ministero delle infrastrutture e dei Trasporti Via Div 5 – Interoperabilità ferroviaria, trasporto merci pericolose per ferrovia, normativa di settore e rapporti con gli Organismi europei e internazionali

M./Hr./Mr	Rocco Cammarata	Head of Authorisation of conventional vehicles office Agenzia Nazionale per la Sicurezza delle Ferrovie e delle Infrastrutture Stradali e Autostradali (ANSFISA) Authorisation Subsystems and Vehicles
Luxembourg		
M./Hr./Mr	Cédric Boujong	Agrément matériel roulant / Sous-système CCS Administration des chemins de fer - (ANS)
Norvège/Norwegen/Norway		
M./Hr./Mr	Erik Syvertsen	Deputy Director Ministry of Transport and Communications Railway Section
Royaume-Uni/ Vereinigtes Königreich/ United Kingdom		
M./Hr./Mr	James Le Grice	Head of Rail Safety and Standards Department for Transport Rail Industry Standards and Capability
M ^{me} /Fr./Ms	Michelle Cole	Head of Rail Standards Department for Transport
M./Hr./Mr	Vaibhav Puri	Director of Sector Strategy Rail Safety and Standards Board (RSSB)
Serbie/Serbien/Serbia		
M ^{me} /Fr./Ms	Nataša Cerović	Head of Department for Safety and Interoperability Directorate for Railways
Suède/Schweden/Sweden		
M ^{me} /Fr./Ms	Najlah Ashrafi	International Liaison Officer Swedish Transport Agency Road and Rail Department
Suisse/Schweiz/Switzerland		
M ^{me} /Fr./Ms	Linda Ay	Project Manager Safety and Interoperability Federal Office of Transport of Switzerland – FOT
Türkiye		
M./Hr./Mr	Mustafa Erdem Kirmizigül	Head of Railway Certification Department Ministry of Transport and Infrastructure, DGRTS (Directorate General for Regulation of Transport Services)
M./Hr./Mr	Mustafa İmamoğlu	Expert Ministry of Transport and Infrastructure

M./Hr./Mr	Güner Ömer	Unit Manager Ministry of Transport and Infrastructure, Directorate General for Regulation of Transport Services, Department of Railway Certification
M./Hr./Mr	Cengiz Çakmak	Branch Manager Directorate General for Regulation of Transport Service
M./Hr./Mr	Samet Palabiyik	Civil Engineer Ministry of Transport and Infrastructure
M ^{me} /Fr./Ms	Şerife Yorulmaz	Engineer Ministry of Transportation and Infrastructure DG for Transportation Services Regulation
M./Hr./Mr	Abdulgaffar Berk	Engineer TCDD TAŞIMACILIK A.Ş
M./Hr./Mr	Sezgin Ozdemir	Division Manager, Freight Department Directorate - General of TCDD Taşımacılık A.Ş.
M./Hr./Mr	Nesrin Akman	Deputy of Freight Department Directorate - General of TCDD Taşımacılık A.Ş.
M./Hr./Mr	Abide Koc Demirci	Engineer TCDD TASI MACİLİK A.S., SMS Department
M ^{me} /Fr./Ms	Rezzan Ünal	Interpreter General Directorate of Turkish State Railways (TCDD)
M ^{me} /Fr./Ms	Güliz Polat	Translator Turkish State Railways (TCDD)

Organisation régionale d'intégration économique
Regionale Organisation für wirtschaftliche Integration
Regional economic integration organisation

Union européenne/Europäische Union/ European Union

Commission européenne
Europäische Kommission
European Commission

M./Hr./Mr. Yann **Seimandi**

Policy Officer - Digitalisation
European Commission - Directorate General for
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Unit C4 (Rail Interoperability and Safety)

ERA

M^{me}/Fr./Ms Natalja **Scacenko**

Project Officer
European Union Agency for Railways (ERA)

Organisations et associations internationales non-gouvernementales
Nichtstaatliche internationale Organisationen und Verbände
International non-governmental Organisations or Associations

CER	
M./Hr./Mr. Gilles Quesnel	Directeur Interopérabilité, Normalisation et Recherche Europe (SNCF) CER / SNCF
OSJD	
M./Hr./Mr. Radovan Vopalecky	Chairman of the Commission on Infrastructure and Rolling Stock Organization for Co-operation between railways (OSJD) Commission on Infrastructure and Rolling Stock
UIC	
M./Hr./Mr Jozef Fázik	Senior Adviser Union internationale des chemins de fer (UIC)

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**Interprètes
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Interpreters**

M ^{me} /Fr./Ms	Viviane Vaucher
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M./Hr./Mr	Werner Küpper
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M./Hr./Mr	David Ashman
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M ^{me} /Fr./Ms	Joana Meenken
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Adopted Agenda**Annex II**

1. Approval of the agenda
2. Presence and quorum
3. Items for information:
 - 3.1. General information from the OTIF Secretariat
 - 3.2. Report from the Committee of Technical Experts' working group Tech
4. Items concerning the adoption of binding provisions:
 - 4.1. Revision of the UTP LOC&PAS
 - 4.2. Revision of the UTP PRM
 - 4.3. Revision of the UTP Marking
 - 4.4. Revision of the UTP INF
 - 4.5. Modification of Appendix I to the UTP TAF
5. Items concerning approval of non-binding guidance and recommendations:
 - 5.1. Approval of an explanatory document concerning external vehicle marking
 - 5.2. Revision of the application guide for the UTP WAG
 - 5.3. Revision of the application guide for the UTP Noise
 - 5.4. Update of the handbook for the implementation and application of the APTU and ATMF Uniform Rules
6. Further items for consideration:
 - 6.1. Progress report on development of the EST UR (Appendix H to COTIF): draft Annex D to the EST UR concerning a Common Safety Method for Supervision
 - 6.2. Progress report on the migration of wagon-related requirements from RID to the UTP WAG
 - 6.3. OTIF's long-term strategy
 - 6.4. Monitoring and assessing implementation: steps towards full and correct application of the ATMF Uniform Rules by Contracting States
 - 6.5. Discussing the possible integration of additional railway systems in the UTPs: preparing for the possible accession of GCC Member States to COTIF
7. Work programme of the Committee
8. Any other business
9. Next session