



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
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Commission d'experts techniques
Fachausschuss für technische Fragen
Committee of Technical Experts

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16TH SESSION

Report of the Committee of Technical Experts' standing working group Technology
(WG TECH)

49th, 50th and 51st sessions

1. TASKS FOR WG TECH FOLLOWING THE 15TH SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS (JUNE 2023)

The 15th session of the Committee of Technical Experts (CTE), which was held on 13 and 14 June 2023, decided its work programme for the 2023/2024 period¹. The standing working group Technology (WG TECH) arranged its activities accordingly.

2. WG TECH MEETINGS

Since June 2023, WG TECH has held three hybrid meetings:

- 49th meeting on 15 June 2023
- 50th meeting on 7 and 8 September 2023
- 51st meeting on 14 and 15 November 2023

Delegations from the following seventeen Member States took part in the meetings: Albania, Algeria, Austria, Belgium, Bosnia and Herzegovina, Croatia, France, Germany, Hungary, Italy, Jordan, Norway, Pakistan, Serbia, Switzerland, Türkiye and the United Kingdom.

The meetings were also attended by the European Commission’s Directorate-General for Mobility and Transport and the European Union Agency for Railways. The following international organisations and associations also took part in the meetings: CER, NB-Rail, OSJD, UIC and UIP.

As a non-Member State of OTIF, the United Arab Emirates attended as an observer.

3. PROPOSALS FOR BINDING PROVISIONS

The following proposals were prepared by the Secretariat and reviewed by WG TECH:

- Revision of the UTP WAG, discussed at the 49th, 50th and 51st sessions (see TECH-24003-CTE16-4.1)
- Revision of the UTP Noise, discussed at the 49th, 50th and 51st sessions (see TECH-24004-CTE16-4.2)
- Revision of the UTP TCRC, discussed at the 49th, 50th and 51st sessions (see TECH-24005-CTE16-4.3)

A detailed description of the proposals and the related preparatory work is provided in the relevant meeting documents for all the proposals.

4. PROPOSALS FOR NON-BINDING GUIDANCE AND RECOMMENDATION

WG TECH reviewed proposals to update the UTP application guide related to UTP LOC&PAS and the explanatory document to UTP TCRC concerning “train composition and route compatibility checks”. These documents provide explanations of the UTPs and aim to facilitate a shared understanding of how to apply the UTP requirements.

The following documents were prepared for approval:

- The explanatory document on the UTP TCRC, discussed at the 49th, 50th and 51st sessions (see TECH-24007-CTE16-5.1)

¹ Points 34–37 of the list of decisions of CTE 15 ([Activities > Technical Interoperability > Committee of Technical Experts > Decisions](#))

- Revision of the application guide for the UTP LOC&PAS, discussed at the 49th, 50th and 51st sessions (see TECH-24008-CTE16-5.2)

5. DISCUSSIONS

In addition to preparing proposals for the adoption of binding provisions and the approval of guidance and recommendations by CTE, WG TECH also discussed other matters that are detailed below.

5.1 DEVELOPMENT OF THE ANNEXES TO THE EST UR (APPENDIX H TO COTIF)

(Discussed at the 49th, 50th and 51st sessions)

CTE 15 requested the Secretariat, in coordination with WG TECH, to continue developing the Annexes to the new EST Uniform Rules (Appendix H to COTIF), which deal with the harmonised procedure for supervision. A draft of the future Annex D to the EST UR concerning a common safety method for supervision was prepared for review by CTE 16 (see the Annex to TECH-24009-CTE16-6.1).

5.2 RESULTS OF THE JOINT COORDINATING GROUP OF EXPERTS (JCGE) MEETING

(Discussed at the 50th and 51st sessions)

WG TECH took note of document TECH-23036 of 16 October 2023, which contained advice from JCGE concerning the transfer of vehicle requirements from RID to UTP WAG. WG TECH also noted the reaction from the Chairs of RISC and CTE that the target date for the entry into force of these amendments should be 1 January 2027 (see TECH-24014-CTE16-6.6). WG TECH considered that, in accordance with established practice, CTE would only adopt changes to UTP WAG once WAG TSI has been modified.

5.3 CROSS REFERENCE TABLE OF “EU” AND “OTIF” TERMINOLOGY

(Discussed at the 49th, 50th and 51st sessions)

Since 2017, at each meeting WG TECH has reviewed a cross-reference table of OTIF and EU terminology. The table provides an overview of corresponding terms used in the APTU UR, the ATMF UR and EU legislation. The document is publicly available on OTIF’s website as a WG TECH working document.

5.4 EU – OTIF EQUIVALENCE TABLE

(Discussed at the 49th, 50th and 51st sessions)

Since 2015, at each meeting WG TECH has reviewed a so-called ‘equivalence table of EU/OTIF regulations’. The table provides an overview of the equivalence and differences between COTIF and EU rules. The table aims to keep track of COTIF and EU legislative changes in order to anticipate the changes at an early stage. The table is updated prior to each WG TECH meeting in coordination between ERA and the OTIF Secretariat. The document is reviewed at each meeting and is publicly available on OTIF’s website as a WG TECH working document.

5.5 DRAFT AGENDA FOR THE 16TH SESSION OF THE CTE

(Discussed at the 51st session)

WG TECH reviewed and approved the provisional agenda for CTE 16 based on a proposal from the Secretariat.

6. PRESENTATIONS GIVEN BY MEMBER STATES AND ORGANISATIONS AT WG TECH MEETINGS

6.1 EU DEVELOPMENTS

(Discussed at the 49th, 50th and 51st sessions)

At each session, the European Commission informed WG TECH of the latest relevant developments in the EU. A key point was the revision of the TSIs as part of a so-called *TSI revision package 2020-2022*. Changes to many TSIs had been voted on by RISC in March 2023 and adopted in July 2023. The TSI package was published in the EU Official Journal on 8 September 2023.

WG TECH also took note of the subjects to be dealt with by the EU in 2024 and beyond. In particular, the migration of the RID vehicle requirements to the WAG TSI, the development of specifications for the Digital Automatic Coupler (DAC) and the ongoing process to merge the TAF and TAP TSIs into a single TSI.

6.2 SHARING EXPERIENCE CONCERNING SUPERVISION

6.2.1 PRESENTATION BY SWITZERLAND OF EXPERIENCE WITH COORDINATION IN THE SCOPE OF SUPERVISION

(Discussed at the 50th session)

Switzerland presented a general overview of the way supervision is conducted in Switzerland, its scope, process and techniques. The presentation focused on the experience of the Swiss Federal Office of Transport concerning cooperation with other National Safety Authorities (NSAs) in the scope of supervision.

6.2.2 PRESENTATION BY THE UNITED KINGDOM ON EXPERIENCE WITH COORDINATION IN THE SCOPE OF SUPERVISION

(Discussed at the 51st session)

The United Kingdom gave an overview of binational railway safety supervision in two separate presentations, one concerning supervision of the Channel Tunnel between Great Britain and France and the other concerning traffic between Northern Ireland and the Republic of Ireland.

6.3 THE EUROPEAN VEHICLE REGISTER (EVR)

(Discussed at the 49th, 50th and 51st sessions)

6.3.1 PRESENTATION ON LATEST DEVELOPMENTS CONCERNING THE EUROPEAN VEHICLE REGISTER (EVR)

(Discussed at the 49th session)

ERA presented the current status of the European Vehicle Register (EVR) and future developments. In coordination with the European Commission, ERA prepared a non-paper on possible changes to the EVR, which RISC discussed in June 2023. The feedback from RISC was used as input for drafting modifications to the EVR Decision.

6.3.2 DEMONSTRATION OF THE EUROPEAN VEHICLE REGISTER (EVR) TOOL

(Discussed at the 50th session)

ERA demonstrated the use of the EVR tool. The demonstration included an explanation of the procedure for users to apply for an EVR account, the management and approval of these accounts by registration entities and the process for registering a vehicle in the EVR.

6.3.3 STATUS UPDATE CONCERNING THE DEVELOPMENT OF THE EVR

(Discussed at 50th and 51st sessions)

The European Commission and ERA gave progress reports on the modifications to the EVR Decision. The modifications were aimed at improving efficiency, streamlining the registration process and improving use of the EVR. This included establishing ERA as the registration entity for the vehicles it authorised, extending use of the EVR to the non-EU OTIF CS and providing a legal basis for fees and charges to be levied by ERA when third countries use the EVR.

ERA submitted the recommendation to revise the EVR requirements to the European Commission on 19 October 2023. RISC reviewed the recommendation on the revised EVR Decision in November 2023. The vote is planned for 2024.

6.4 REQUIREMENTS FOR CONFORMITY ASSESSMENT BODIES

(Discussed at the 51st session)

ERA presented its Technical Document with requirements to be met by assessing entities. The presentation covered various aspects, including an explanation of the general scope of the accreditation scheme, its place in the EU legal framework, fundamental principles, challenges, and the required independence of persons carrying out assessments and persons providing consultancy services. The relevant COTIF legislation in this context was UTP GEN-E, which will enter into force on 1 January 2024.