



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

**Commission d'experts techniques
Fachausschuss für technische Fragen
Committee of Technical Experts**

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UTP Infrastructure

Draft proposal for adoption

I. INTRODUCTION

In accordance with Article 20 § 1 b) and Article 33 § 6 of COTIF and Article 6 of the APTU UR the Committee of Technical Experts (CTE) is competent to take a decision concerning the adoption of Uniform Technical Prescriptions (UTPs).

A proposal for a UTP for infrastructure is set out in the annex to this document.

II. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The purpose of the new UTP is to promote compatibility between neighbouring lines and networks, without compromising the coherence between the international lines and the domestic network. In order not to hinder states in ensuring such coherence, states should be able to decide on a line-by-line basis whether or not to apply the UTP.

Infrastructure in the context of this UTP only covers parameters that are relevant in terms of technical compatibility with vehicles, so it does not therefore constitute an exhaustive design specification.

The EU Technical Specifications for Interoperability concerning infrastructure were used as a basis for the development of the UTP.

III. PREPARATORY WORK

At its 11th session the CTE mandated its standing working group technology (WG TECH) to develop proposals for suitable and feasible provisions concerning infrastructure. WG TECH discussed and examined provisions drafted by the Secretariat at three consecutive sessions (35th, 36th and 37th) between September 2018 and February 2019.

IV. JUSTIFICATION FOR THE PROPOSAL

Creating compatible infrastructure on international lines will increase the efficiency of international traffic. It is, therefore, in the interest of the members of the Organisation to harmonise the characteristics of infrastructure and other fixed installations as far as interfaces with vehicles are concerned. However, three important elements must be taken into account:

- The scope of COTIF is limited to international traffic only. Most rail infrastructure for international traffic is also used - and often mainly - for domestic traffic. States should maintain control over the characteristics and coherence of their own infrastructure. For this reason states should be able to decide whether or not to apply the UTP on a particular line.
- In order to foster interoperability, states should however be recommended to apply the UTP on new and existing lines which are substantially used for international traffic. For existing lines compliance should be achieved gradually over time.
- Unlike vehicles, infrastructure does not “move” across borders and does not therefore have to be mutually accepted between states. Responsibilities in connection with approval procedures are not therefore covered in the UTP, as these should be subject to provisions in force in each state.
- To facilitate international traffic by rail it would be important for states to publish information on whether the UTP applies on particular lines open to international traffic and to which extent these lines are compliant with the UTP.

V. DRAFT PROPOSAL FOR DECISION

In accordance with Article 6 of APTU, the Committee of Technical Experts adopts the Uniform Technical Prescriptions covering infrastructure (UTP INF) set out in the annex to this document [and as amended at the meeting].