



OTIF

ORGANISATION INTERGOUVERNEMENTALE POUR LES
TRANSPORTS INTERNATIONAUX FERROVIAIRES

ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBahnVERKEHR

INTERGOVERNMENTAL ORGANISATION FOR
INTERNATIONAL CARRIAGE BY RAIL

WG TECH

26th Session

Provisional Minutes

| [Received comment from: CH](#)

Amiens, 9-10.9.2015

DISCUSSIONS

Welcome by the OTIF Secretariat

Mr Bas Leermakers (head of OTIF's technical section) welcomed the participants ([List of participants Annex I](#)), particularly those attending the session for the first time: Ms Duquenne, Mr Gutierrez, Mr Mestre, Mr Pravdik and Mr Varga from ERA, Mr Opsomer from Belgium, Ms Miller and Mr Cazacu from Romania and Mr Fanta from the Czech Republic, and opened the 26th session of WG TECH in Amiens.

Welcome by the host (EPSF)

Ms Rousse, managing director of the EPSF, warmly welcomed the delegates and highlighted the importance of COTIF to technical harmonisation in the light of the 4th railway package. Ms Rousse also highlighted the importance of safety and interoperability for EU and non-EU MS and wished all the participants success with their meeting.

1. Approval of the agenda

The **Secretariat** explained that the provisional agenda had been sent to participants with the invitation on 22 June 2015 (circular [A 92-03/508.2015](#)). ERA asked that the agenda be amended by moving items 5, 6, 7 and 8 as shown on the screen. Since there were no objections, the agenda was adopted accordingly.

Conclusion: WG TECH approved the agenda for the 26th session ([Annex II](#)).

2. General information (from the OTIF Secretariat)

The **Secretariat** noted and appreciated ERA's significant presence at this meeting, the aim of which was to present developments within EU regulations and to provide information about their next steps. The Secretariat said that WG TECH meetings are an important platform for the EU and non-EU MS to exchange information on the development of rail regulations. As COTIF provisions are based on EU provisions, these exchanges are of the utmost importance for both the EU and OTIF.

In connection with the developments that took place after the 25th WG TECH, the **Secretariat** informed the meeting about the results of CTE 8. CTE 8 had adopted revised UTP NOI, which repeals the existing UTP NOI (in force since 1.12.2012), amended ATMF Annex A by adding the "Maintenance functions certificate" template in Annex V, and updated UTP WAG with minor amendments to certain appendices, following similar updates in the EU legislation.

CTE 8 had validated the explanatory document on ATMF and instructed the OTIF Secretariat to publish it on OTIF's website. In addition, it mandated WG TECH to continue working on TAF and to identify all the options and corresponding scenarios for making the TAF specifications available at OTIF level. Furthermore, CTE 8 supported the proposal to set up a working group made up of RID experts and general railway regulation experts. Lastly, CTE 8 concluded that WG TECH would continue to work on interchangeable coaches in close cooperation with ERA.

The **Secretariat** reminded the meeting about process of consultation on draft revised Technical Specifications for Interoperability relating to Subsystems Control-Command and Signalling (CCS TSI), where all non-EU OTIF Member States are invited to analyse the document and to send the OTIF Secretariat any comments they might have by 11 September 2015.

The **Secretariat** informed the meeting about the successful experience with the first trainee of OTIF's in-house expert training programme. The Secretariat invited all non-EU MS to apply to this programme and benefit from it.

In connection with the current geographical scope of COTIF and its Appendices, the meeting was informed that Italy and Sweden had ratified COTIF, Slovakia had lifted its reservation against CUI/APTU/ATMF and the United Kingdom had lifted its reservation against APTU/ATMF.

3. Election of chairman

The **Secretariat** nominated Switzerland (Mr Roland Bacher) to chair the session. Mr Roland Bacher accepted the nomination and WG TECH unanimously elected CH, in the shape of Mr Roland Bacher, to chair this session.

The Chairman thanked the participants for the confidence it had placed in him.

4. Approval of the minutes of the 25th session of WG TECH

Document: [WG-TECH 25 PVM](#) (with delegates' corrections)

On 2 March 2015, the OTIF **Secretariat** had sent the provisional minutes to delegates who had attended the 25th session of WG TECH (4-5 February 2015). It amended the provisional minutes in accordance with the corrections requested by CER, RS and ERA. During the meeting ERA and IT requested some additional clarification with regard to the CER's proposal on RUs' legal obligations toward ECMs, on page 9. Participants agreed that the term "supervise" should be clarified at one of the next WG TECH meetings.

With regard to the CER's statement on the assessment procedure for different CBBs, on page 7, it was agreed to add a text in brackets, so the text should read: "**CER** was of the view that a common assessment procedure for different CBBs should also be defined in WAG TSI *[PM: ERA confirms that this is the case as of 1.7.2015]*."

All other amendments were agreed.

Conclusion: The minutes of the 25th session of WG TECH were approved with the corrections set out above.

5. Information on developments in EU regulations which will affect equivalence with OTIF law (from the European Railway Agency – ERA) and discussion on next steps:

a. WAG TSI – limited revision

Kamil **PRAVDÍK** of ERA informed the meeting of recent developments concerning the 2015 limited revision of WAG TSI. It was planned that ERA's recommendation would be submitted to the EC by December 2015. The scope of work within this WAG TSI limited revision comprises the following:

- closure of remaining open points (axle bearing condition on-board monitoring, dynamic behaviour, variable gauge wheelsets),
- extension of scope to 1520 mm railway system,
- review of specific cases,
- guidance on interoperability constituents impacted by a specific case,
- review of standards, UIC leaflets and ERA technical documents,

- definition of rules related to EC type/design examination certificates,
- guidance on modifications of an approved vehicle type,
- review of conditions in point 7.1.2,
- review of technical scope,
- consideration of experience of application of the TSI and feedback from incidents/accidents,
- correction of mistakes and integration of amendments, ERA technical opinions/advice and recommendations for use,
- guideline for technical compatibility with a given route, and
- review of the Application Guide.

In response to the Chairman's question as to how this revision would affect COTIF, the **Secretariat** reminded the meeting that some OTIF MS with a 1520 mm railway system, e.g. Ukraine and the Baltic States, already apply COTIF. Extending the scope to 1520 rolling stock was already covered in UTP LOC & PAS, which specifies that the UTP may be applied to such rolling stock on a voluntary basis. In the Secretariat's opinion, it was arguable whether this WAG TSI limited revision 2015 would be applicable to other OTIF MS which are also members of OSJD.

With regard to the timeframe for adoption of this WAG TSI revision, **the representative of the EU** informed the meeting that it could be delayed until the end of 2016 due to the new comitology procedure to be applied after the entry into force of the 4th Railway Package. However, the date of application could be later, if necessary.

With regard to the procedure within OTIF, the **Secretariat** believed that according to the yearly CTE schedule, the earliest the UTP WAG could be adopted would be at CTE 2017. This would be followed by a 4-month notification period and it could subsequently enter into force by the end of 2017. The Secretariat also suggested that WG TECH consider to include into UTP WAG 2015 the WAG TSI limited revision 2015, in version as adopted in the EU, in order to avoid possible confusion and the unnecessary duplication of work.

b. WAG TSI – assessment of composite brake blocks

Document: [TEC_WGT26_6ab_UTP_WAG_2016_e_v1](#) (Draft amendment of the UTP WAG)

Kamil **PRAVDÍK** of **ERA** presented the main elements of the WAG TSI amendments, which EC adopted on 8 June 2015¹ and which had been in force since 1 July 2015. The amendments specify an element of construction/interoperability constituent: "Friction element for wheel tread brakes" and the elaboration of the assessment methodology for this IC. In practical terms, the amendments closed the open point referred to in Table A.1 of Appendix A – Assessment by an assessing entity/notified body of composite brake blocks (CBB) in Appendix G. Furthermore, the amendments introduce a 10-year validity of the type or design examination certificates for friction elements for wheel tread brakes and a 10-year transition period from the date of application of the WAG TSI for CBBs currently listed in Appendix G. It should be noted that

¹ Commission Regulation (EU) 2015/924 of 8 June 2015 amending Regulation (EU) No 321/2013 concerning the technical specification for interoperability relating to the 'rolling stock — freight wagons' subsystem of the rail system in the European Union (Published in the Official Journal of the European Union on 17 June 2015).

after the date of application of the amended TSI WAG, no new CBBs would be listed in Appendix G.

The **Secretariat** prepared a first draft of the UTP WAG amendment for this meeting, comprising the above-mentioned elements. For the purpose of creating a consolidated version of the UTP WAG, the amendments also comprise the version adopted at the CTE 8.

With regard to the Secretariat's request for clarification of the 10-year approval period for the type or design examination certificates for friction elements for wheel tread brakes, **ERA** stated that this provision was intended as a safeguard provision for manufacturers of the CBBs. It ensures that they do not need to re-assess their designs of CBBs within the 10-year validity period even if there was a change of TSI requirements in the meantime. If there was such change, once the 10-year validity period expires, only the CBBs designs need to be re-assessed, but no additional assessment of the wagons is required if the wagons have not been renewed or upgraded.

The representative of the EU proposed that next WG tech assess the draft UTP amendment and if needed the question of validity of IC certificate.

The **Secretariat** reminded the meeting that separate assessment of the ICs is generally not mandatory in COTIF. However, it should also be noted that CSs may require separate assessment of the ICs².

FR noted that some assessment criteria were missing.

Conclusion on items 5.a. and 5.b.: WG TECH thanked Mr Pravidík for his presentations on the WAG TSI limited revision 2015 and WAG TSI - assessment of composite brake blocks. With regard to its transposition into UTP WAG, WG TECH assumed that the EU would adopt the WAG TSI revision by the end of 2016, and the corresponding revision of UTP WAG could be adopted in June 2017 at the earliest. WG TECH noted that coordination of OTIF and EU activities is very important and invited the existing OTIF/EC/ERA coordination group to ensure that the timing schedules of OTIF and EC remained on track. The Chairman noted that document "TEC_WGT26_6ab_UTP WAG 2016_e_v1" corresponded to the EU changes and was being prepared for CTE 9. The Chairman also invited MS to analyse the uploaded document and subsequently to provide the OTIF Secretariat with their comments.

c. CSM amendment – design targets

Document: [TEC WGT26 6c UTP GEN-G e v1](#) (Draft amendment of the UTP GEN-G)

The **Secretariat** informed WG TECH briefly about the main changes in the document submitted. The aim of the amendment was to distinguish the acceptance of risks associated with technical systems from the acceptance of operational risks and of the overall risk in terms of the railway system. The term "risk acceptance criteria" with respect to technical systems had been changed to "harmonised design targets" for such technical systems.

Nathalie **DUQUENNE** of **ERA** informed the meeting of recent developments in the EU concerning the common safety method for risk evaluation and assessment (CSM RA) amendment - design targets, which EC had adopted on 13 July 2015³ and which had been in force since 3 August 2015. The amendment modifies the CSM Regulation in line with the latest developments on additional risk acceptance criteria to be used as design targets for technical systems (DT for TS), which should help with the mutual recognition of those systems. The

² See also UTP WAG, 6.3. Subsystem containing components corresponding to an IC not holding a declaration.

³ Commission Implementing Regulation (EU) 2015/1136 of 13 July 2015 amending Implementing Regulation (EU) No 402/2013 on the common safety method for risk evaluation and assessment (Published in the Official Journal of the European Union on 14 July 2015).

amendments are based on the results of the validation of those criteria carried out by the NSAs and the representative bodies (CER, UNIFE and EIM). ERA explained the principle which led to the amendment: a requirement noticed within the 3rd risk acceptance principle (explicit risk estimation) and the need to make it proportional the development costs of TS to the cost arising from its failures. It was also explained that requirements defined in existing standards, national legislation or national rules would still be used, rather than setting up new design requirements based on CSM DT for the future TS. As a next step, ERA would improve the guide on CSM DT, where strong support from the sector was expected. The guide would be published in mid 2016.

Conclusion on item 5.c.: WG TECH thanked Ms. Duquenne for her presentation on the CSM amendment - design targets and took note of this development. The Chairman invited MS to analyse the uploaded document “TEC_WGT26_6c_UTP_GEN-G_e_v1” and subsequently to provide the OTIF Secretariat with their comments. The OTIF Secretariat would distribute the Application Guide on CSM DT to WG TECH members when it became available.

d. ECM regulations –extension of the scope

Nathalie **DUQUENNE** of ERA informed the meeting of recent developments in the EU with regard to extending the scope of the ECM regulation to all railway vehicles. Before receiving a mandate from EC, ERA had prepared a report assessing implementation of the ECM certification. Among other things, the report included answers to the questionnaire sent to the railway actors who apply the ECM system or who are impacted by ECM certification. Based on this report, on 30 June 2015 EC mandated ERA to revise the ECM regulation⁴. ERA informed WG TECH about its project plan: a new Working Party would be set up in September 2015; the WP would hold three meetings (in December 2015, March 2016 and June 2016); the final recommendation to the EC would be submitted by 30 November 2016.

The **Secretariat** noted that this activity would affect equivalence with ATMF Annex A. It also reminded the meeting about the different scope of application of COTIF and EU laws, i.e. COTIF only applies to international traffic, while EU law applies to all traffic, domestic and international. COTIF therefore covers only some vehicles; those which are operated internationally. Therefore, the cost of setting up an ECM certification scheme, the certification itself etc., must be divided among a smaller number of vehicles, which may affect the cost/benefit ratio. As a result, for those OTIF MS which have closed markets, it is possible that general costs for implementing ECM certification scheme might be higher per unit/vehicle for countries outside the EU. The OTIF Secretariat was therefore of the view that the ECM regulation should not be made mandatory for all vehicles. The OTIF Secretariat expressed its interest in participating in ERA’s WP on revising the ECM regulation.

ERA welcomed the OTIF Secretariat’s participation in the WP on revising the ECM regulation.

The **Chairman** noted that if non-EU CS wished to have international traffic with EU MS, they would have to harmonise their regulations with EU law, if the relevant OTIF rules and EU rules are not equivalent.

In response to the Chairman’s question on its experience with ECM certification for freight wagons, **ERA** informed the meeting that there are 350 ECM certificates within the EU and OTIF⁵, and 96% of all wagons are covered. The ERA’s WP on revising the ECM should examine whether the same process of certification could be applied to all vehicles.

⁴ Mandate to the ERA for the revision of Commission Regulation (EU) No 445/2011 on a system of certification of ECM for freight wagons and amending Regulation (EC) No 653/2007.

⁵ Since 1 April 2014 ERA host joint ERA and OTIF ECM database

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Commentaire [1]: CH proposal

The **representative of the EU** was of the opinion that the impact assessment for the extending the scope of the ECM should take into account the situation of some non-EU OTIF Member States as described by the OTIF Secretariat.

Conclusion on item 5.d.: The WG TECH thanked Ms Duquenne for her presentation on the “ECM regulation - scope extension”. It was also noted that ERA had been mandated to extend the scope of the ECM regulation to all railway vehicles. WG TECH suggested that in its impact assessment for extending the scope of ECM to all vehicles, the ERA WP should examine the impact on non EU OTIF MS. WG TECH also noted that this item would be made a permanent item of the agenda from the next meeting on.

6. **TAF TSI transposition: listing and analysis of implementing options**

The **Secretariat** reminded the meeting that CTE 8 had instructed WG TECH to continue working on TAF and to identify all the options and corresponding proposals (scenarios) for making the TAF specifications available at OTIF level and to provide feedback by the next CTE meeting. Furthermore, WG TECH had been asked to start a policy discussion and the OTIF Secretariat had been requested, in cooperation with ERA, to organise a workshop on TAF in order to explain the principles and benefits of the TAF TSI to non-EU Member States.

As the next step forward, the **Secretariat** suggested transposing the core TAF TSI into UTP TAF, with a reference to the technical appendices on the ERA website. Transposition would be voluntary in non-EU OTIF CS and those who applied UTP TAF could also use its technical appendices. It also proposed that the OTIF CS that applied UTP TAF on a voluntary basis should be able to participate in the ERA Working Groups responsible for developing the technical appendices.

Rodrigo **GUTIERREZ** of **ERA** informed the meeting of the pros and cons ERA had discovered with regard to the scenarios and sub-scenarios envisaged in OTIF’s study entitled “Analysis of how OTIF should proceed with TAF TSI”⁶:

- 1 Do not transpose TAF TSI:
 - a Do nothing within OTIF
 - b Promote the use of TAF TSI on a voluntary basis
 - c Application guide issued by OTIF
- 2 Transpose TAF TSI into OTIF regulation
 - a Full transposition of the TAF TSI into OTIF law (UTP), including its technical appendices
 - b Partial transposition, core requirements transposed into OTIF law, technical documents managed by ERA only

From ERA’s perspective, the most preferred option was partial transposition of the core requirements into OTIF law, with technical documents managed by ERA only (Scenario: 2b). In its justification, ERA explained that this scenario would allow progressive evolution of the application instead of disruptive regulatory change. Furthermore, ERA would better support OTIF with a bilateral coordination working group, rather than OTIF’s full involvement in TAF TSI CCM WP⁷ and the TAF TSI Implementation Cooperation Group. In addition, this scenario

⁶ Analysis on how OTIF should proceed with TAF TSI was submitted to the CTE 8 and also to the WG TECH 26 meetings. Link: http://www.otif.org/fileadmin/user_upload/otif_verlinkte_files/06_tech_zulass/01_CTE_08_2015/CTE8_6_1_e_TAF_TSI_study.pdf.

⁷ Change Control Management (CCM) Working Party

would also enable voluntary implementation of the technical appendices (in particular in EU candidate States and countries with an EU border).

The **Secretariat** reminded the meeting that voluntary transposition of TAF would avoid imposing investments on non-EU OTIF MS. The Secretariat also noted the requirement for further clarification of what non legally binding technical appendices meant for non-EU OTIF MS. With regard to OTIF's limited ability to participate in TAF working parties, the Secretariat was of the view that non-EU OTIF MS could be more involved in these developments on the same basis as other members of the TAF working parties.

The representative of the EU supported ERA's proposal. He reminded the meeting that although all functional requirements could be applied through TSI, the system might be useless if the technical appendices are not applied as well. He reminded the meeting how the TAF/TAP TSI had been developed within EU, i.e. through consultation with stakeholders, which had resulted in the implementation plan for the TAF TSI. He recalled that in terms of impact assessment, the TAF TSI had the best outcome of all TSIs, meaning it was a good investment. He proposed that a similar approach be used for OTIF's stakeholders.

With regard to the workshop on TAF, the **Secretariat** informed the meeting that the earliest it could be organised was the beginning of next year and that it had already contacted ERA to provide support. One of the subjects of the workshop would be the EU's experience on how the TAF TSI had been developed.

The Chairman concluded item 6. as follows:

- WG TECH thanked Mr Gutierrez for his presentation on the analysis of options for implementing the transposition of TAF TSI into OTIF's legal framework.
- ERA supported the transposition of TAF TSI into a UTP, with a reference to the technical appendices on the ERA website (Scenario: 2b of the "Analysis on how OTIF should proceed with TAF TSI"). The EU supported this proposal.
- WG TECH noted the OTIF Secretariat's limited ability to participate in ERA's working party "Change Control Management Telematics Applications for Freight" and the TAF TSI Implementation Cooperation Group.
- WG TECH noted the need to prepare an implementation plan, which would comprise:
 - o *Organising the workshop to introduce the general framework of TAF,*
 - o *Preparing a consultation paper for OTIF stakeholders,*
 - o *Organising a workshop to discuss the options, and*
 - o *Preparing a proposal for CTE9.*
- WG TECH noted that the OTIF Secretariat would organise a workshop early next year.

7. Interchangeable coaches:

a. Status update on the unique authorisation of vehicles (ERA)

The **Secretariat** reminded the meeting that ERA's project on "Unique authorisation" aims to complement the TSI LOC&PAS by defining conditions related to the operation of TSI compliant vehicles on existing networks for which compliance with TSIs has not been verified. These conditions should make it possible to establish the technical compatibility of rolling stock with a generic network. The scope of the project corresponds to the scope of the TSI LOC&PAS⁸. The working party was composed of experts from representative bodies with specific experience in

⁸ i.e. Rolling stock subsystem, including compatibility with train detection systems. However, the CCS subsystem and CCS national class B systems are not in the scope of work.

technical compatibility between vehicles and infrastructure at operating level and representatives of NSAs and OTIF.

In addition, Pedro **MESTRE** of **ERA** presented a status update of ERA's WP "Unique authorisation", its deliverables and project development. The project has three stages. The last stage, which is ongoing, would result in ERA's recommendation to the EC to amend TSI LOC&PAS (planned for November 2015). The proposed amendments to the TSI LOC&PAS, consist in a new clause specifying additional conditions for application of article 23(1) of the interoperability directive; ERA suggests then to decompose the clause to be added to the TSI LOC&PAS, with necessary additional conditions, in 2 parts: the first part, related to the EC verification covering all types of rolling stock, and the second part, related to authorisation, covering only vehicles composed of a rolling stock subsystem (including passenger coaches without a driver's cab). ERA also planned to revise the application guide to the TSI LOC&PAS, considering the new proposed clause, and to issue guidelines for RUs to check the technical compatibility of rolling stock with specific routes (to be transferred at later stage to another project, in charge of proposing a complete guideline, taking into account also aspects as Registers (RINF, ERATV), harmonized operating rules in TSI OPE, etc.).

The **Chairman** asked whether it was possible to send the draft recommendation to participants at this meeting.

The **Secretariat** supported this idea and highlighted its importance for the non-EU OTIF MS, as their international traffic depends primarily on the exchange of vehicles.

Conclusion on item 7.a: WG TECH noted Mr Mestre's presentation on the status update on the unique authorisation of vehicles. WG TECH instructed the OTIF Secretariat to obtain the draft recommendation to the EC on the amendment of TSI LOC&PAS and subsequently to forward it to the WG TECH participants.

b. Status update on the specifications for inter-vehicle interfaces and their assessment methods (OTIF Secretariat document)

The **Secretariat** reminded the meeting about the concept of interchangeable coaches and its three layer model. It also informed the meeting that CER had sent the OTIF Secretariat, with a copy to the Commission, UNIFE and ERA, a letter dated 5 June 2015 which contained an updated and more detailed list of requirements. The letter also contained comments from UNIFE.

The **Secretariat** presented a working document for WG TECH 26 ([TEC_WGT26_7c interchangeable coaches](#)) which had been prepared in cooperation with ERA and which provided a status update on the development of specifications for interchangeable coaches. Chapter 3 of the document, "Analysis of CER input", listed the CER proposals in boxes. It then listed the comments from ERA, UNIFE and the OTIF Secretariat.

c. Possible solutions for references to the specifications in the legal framework

Document: [TEC_WGT26_7c interchangeable coaches](#) (Status for Draft UTP LOC&PAS)

The **Secretariat** informed the meeting that most of the proposed requirements seemed already to be specified in UTP/TSI LOC&PAS, i.e. in the concept of "units intended for general operation". Based on this, the OTIF Secretariat and ERA suggested the following way forward (item 4.3. of the document):

1. incorporate the result of CER's analysis into the TSI/UTP LOC&PAS
2. develop provisions covering passenger coaches for international traffic, including the following requirements, in order that such coaches:

- a. can be designed and assessed to be operated in “general operation” as defined in the TSI/UTP LOC&PAS (after it is revised),
- b. meet the conditions for “unique authorisation” as defined in the TSI/UTP LOC&PAS (after it is revised),
- c. can be marked with the relevant technical markings according to EN 15877-2 (list of markings to be defined, if necessary),
- d. are given an “interoperability marking” according to TSI OPE Appendix P/UTP Marking, sections 4 and 6.

The **Secretariat** was of the opinion that this proposal, which EC and ERA also supported, could form a solid basis to make progress. However, after speaking informally with the different stakeholders, it saw little room for changes to the concept as presented in the working document.

CER expressed its appreciation of the work of the Secretariat and ERA, which represented a big step in the right direction. However, it underlined that the proposal did not fully cover the sector’s requirements in terms of interchangeable coaches, so the result was not very useful. CER also noted that a new definition of “interchangeable coach” was needed and it could be integrated as a specific vehicle for general operation. According to CER, this would need to include specific requirements which go beyond the concept of general operation and subsequently to define all minimum requirements for interchangeable coaches and place them in a new appendix.

UNIFE expressed its concerns about specifications being annexed to TSI, as they were not compatible with the logic and objectives of TSI. UNIFE was of the opinion that these requirements were neither related to essential requirements, nor to the OPE TSI. UNIFE feared the specifications would become a new source of additional costs and time-consuming procedures.

The **Secretariat** was of the view that there was no need to develop a new concept for interchangeable coaches instead of the existing concept for general operation. In the Secretariat’s opinion the new definition of interchangeable coaches could be added as point e. to 4.3.2. of the proposed document.

In response to the Chairman’s question as to how to close this gap and where to define interchangeable coaches, **CER** proposed that this could be dealt with in a standard, although a standard itself would not be sufficient.

Having heard the different positions, **the representative of the EU** suggested that any solution would have to be of use to the sector. He saw no problem in creating a TSI appendix of voluntary application, which would describe interchangeable coaches. The clear advantage of such a solution would be to maintain the alignment between EU TSI and the corresponding COTIF UTP.

With regard to the concept of general operations, the **Secretariat** explained that this referred to units which are intended to be coupled to other unit(s) in a train formation which is not defined at the design stage⁹. With marking, it could easily be identified which vehicles could be coupled. However, the main problem with interchangeable coaches were the train bus communications, for which there are no standards which fully define these requirements.

The representative of the EU offered to organise a workshop in Brussels with the participation of COM, ERA, CER and UNIFE. The OTIF Secretariat would also be invited if it so wished. The aim of the workshop would be to discuss the feasibility of:

⁹ UTP LOC&PAS 2015, point 2.2.1. Train formation, item (8)

- Preparing an appendix to LOC&PAS TSI, application of which would be voluntary, and which would define interchangeable coaches, and in parallel
- Issuing a mandate to CEN/CENELEC to develop a standard on interchangeable coaches.

CER and UNIFE supported this approach.

The Chairman summarised the discussion and concluded item 7.c. as follows:

- The Secretariat presented a working document for WG TECH 26/7c, prepared in cooperation with ERA, providing a status update on the development of specifications for interchangeable coaches.
- After speaking informally with the different stakeholders, the Secretariat said that it saw little room for changes to the concept as presented in the working document.
- CER expressed its appreciation of the work of the Secretariat and ERA, which represented a big step in the right direction. However, it underlined that the proposal did not fully cover the sector's requirements in terms of interchangeable coaches and as a result was not very useful.
- Having heard the different positions, the representative of the European Commission suggested that any solution would have to be of use to the sector. He saw no problem in creating a TSI appendix of voluntary application, which would describe interchangeable coaches. The clear advantage of such a solution would be to maintain the alignment between EU TSI and the corresponding COTIF UTP.
- The European Commission would organise a workshop in Brussels with the participation of COM, ERA, CER and UNIFE. The OTIF Secretariat would also be invited if it so wished. The aim of the workshop would be to discuss the feasibility of:
 - o Preparing an appendix to LOC&PAS TSI, application of which would be voluntary, and which would define interchangeable coaches, and in parallel
 - o Issuing a mandate to CEN/CENELEC to develop a standard on interchangeable coaches.
- The Commission would report on the results of the workshop at WGTECH 27.

8. Vehicle related registers

Andreas **SCHIRMER** of **ERA** informed the meeting about ERA's project entitled "Rationalisation of Vehicle Related Registers" (RVRR). The work of the project was limited to rationalising the NVR, ERATV, VKMR and ECMCR registers, i.e. to clarify how to use the registers, to create a system of vehicle related registers, to improve the quality of the data (accuracy, timeliness, consistency) and to simplify input and consultation of data. The intermediate phase of the RVRR Project defined three rationalisation hypotheses, "Do Minimum, Do Medium and Do Maximum", with the appropriate number of rationalisation actions. The EU Member States had selected a "Do medium" option for further analysis. With regard to the provisional calendar for amending Decision 2007/756/EC (NVR Specification), ERA informed the meeting that a progress report would be presented to RISC 74-75 (Q4 2015 – Q1 2016), a proposed modification of the recommendation to RISC 76-77 (Q2/Q3 2016) and a vote on the proposed amendment would take place at RISC 78 (Q1 2017). The meeting was also informed about the status of development of the NVRs in the Contracting States.

Mr **SCHIRMER** also informed the meeting about the accreditation scheme for notified bodies in accordance with the Interoperability Directive, i.e. the sectoral accreditation scheme. The objective of this project was to develop a detailed set of requirements to describe the competence of the conformity assessment bodies to be accredited for the purpose of notification, in order to

allow NSAs to grant authorisations for placing in service (APIS) without further technical checks. The final deliverable of the project is planned for December 2015.

Conclusion: WG TECH noted that Mr Schirmer's presentation on the state of play of two ERA projects: the RVRR Project with connection of NVRs to the ECVVR and the accreditation scheme for Notified Bodies.

9. Information on developments in EU regulations which will affect equivalence with OTIF law (from the European Railway Agency – ERA) and discussion on next steps

a. 4th Railway Package

Patrizio **GRILLO, the representative of the EU**, informed the meeting about the 4th railway package, its pillars, status and achievements. The measures it contained were structured into two pillars: a "market pillar", related to the opening of domestic passenger markets and creating a better structure and governance for IMs, and a "technical pillar", for simplifying procedures and ensuring rail operability and safety. The technical pillar had been agreed on 17 June 2015, while discussion on the market pillar on subjects relating to competitive tendering and direct contributions was still ongoing.

Ainhoa **SAN MARTIN, the representative of the EU**, explained the achievements in the technical pillar: alignment of the scope of the technical pillar with the scope of the safety and interoperability directives, enhanced role of ERA, a renewed framework for railway safety and increased harmonisation at EU level to improve railway interoperability. She explained that the renewed framework clarifies the application of both directives to light rail systems, tram-trains¹⁰ and that the safety directive provides its implementation, on a voluntary basis, to underground train systems. With regard to the enhanced role of ERA, she pointed out that ERA would act as a "one stop shop" for obtaining safety certificates and authorisation for placing vehicles on the market. This would require a cooperation agreement between ERA and NSAs, in which a detailed description of tasks and responsibilities would be developed. It was also highlighted that ERA would become a system authority for ERTMS and telematics and that the European Vehicle Register (EVR) would be operational 5 years after the entry into force of the interoperability directive. The meeting was also informed about the new comitology procedure, i.e. a two step approach for the adoption of TSIs, CSM and CST acts.

With regard to the decision to create the the EVR, the **Secretariat** reminded the meeting that this topic still had to be analysed in the final phase of ERA's WP on RVRR, which the OTIF Secretariat attends. The Secretariat reiterated its earlier position¹¹ that although the NVRs of the OTIF Member States are connected to the VVR, the compatibility of the centralised model for the VRR should be analysed to ensure that it is compatible with OTIF law and the feasibility of this solution for OTIF countries should be examined.

In response to CZ's question on new features in the EVR, **the representative of the EU** informed the meeting that the idea of the EVR was that users need only consult one register, rather than 28. A technical solution and specifications are still to be discussed in the RVRR project.

ERA explained that in practical terms, the interface of the registers would be harmonized, rather than developing a separate central register. He also added that the RVRR project would have to be aligned with the 4th railway package.

¹⁰ Trams that use rail infrastructure.

¹¹ Intermediate Report of the European Railway Agency on rationalisation of vehicle-related registers (RVRR) REPORT N. ERA-REC-102-REP, page 199.

In response to IT's question as to how the 4th railway package deals with the process of assessing technical compatibility with the infrastructure, **the representative of the EU** explained that ERA would refer the applicant's file to the NSAs in order to assess the technical compatibility and safe integration of the subsystem against their national rules where applicable, and technical compatibility of the vehicle with the network. The process would be described in a cooperation agreement to be signed by each NSA and ERA and approved by ERA's administrative board. The discussion on the text of the framework cooperation agreement is on going.

The **Chairman** summarised the discussion and noted that WG TECH should start to analyse the impact of the 4th railway package on ATMF and APTU and asked the meeting for its views.

ERA suggested that this could be a task for an "ad hoc" working group.

The **Secretariat** was of the opinion that, because the changes to the equivalent provisions have been introduced on their side, the EU should take the lead in carrying out the impact assessment of the 4th railway package in terms of equivalence between COTIF and EU law. The Secretariat offered the EU its full support in this task.

The representative of the EU informed the meeting that the 4th railway package would be transposed into the EU MS' national laws 3 years after its adoption by the Council and the European Parliament. He noted that it might be premature to set up an "ad hoc" working group and suggested that this should only happen once the findings of the preliminary analysis on impact assessment of the 4th railway package on APTU and ATMF were available and once they had been discussed at WG TECH 27. The practical arrangements concerning this topic could be discussed at the next Administrative Arrangement Management Meeting between the EC, OTIF and ERA.

With regard to the fact that ERA will become a system authority for ERTMS and telematics, **the representative of the EU** explained that ERA should be authorised to support and help the EC in taking decisions when it comes to the development and financing of the ERTMS and IT projects. He also reminded the meeting that some countries use this function in the shape of system managers, i.e. somebody who monitors the consistency of the system.

The Chairman summarised the discussion and concluded item 9.a. as follows:

- WG TECH thanked Mr Grillo and Ms San Martin for their presentation of the technical pillar of the 4th railway package: a renewed framework for safety and interoperability.
- WG TECH noted that the European Commission would carry out a preliminary analysis of the possible impact of the 4th railway package on APTU and ATMF, and prepare it for the next WG TECH 27. Practical arrangements would be agreed at the next Administrative Arrangement Management Meeting between the EC, OTIF and ERA.
- WG TECH noted that practical arrangements for joint registers would also be discussed at the next Administrative Arrangement Management Meeting between the EC, OTIF and ERA.

b. Noise reduction policy and the retrofitting of existing freight wagons with composite brake blocks

Patrizio **GRILLO**, **the representative of the EU**, informed the meeting of developments in EU Rail Noise Policy, its legislative measures for rail noise abatement, the results of the impact assessment on the "effective reduction of noise generated by railway freight wagons in use in the European Union" and other developments related to the TSI Noise revision. He also explained that after some EU MS and CH had decided to take national measures to reduce rail noise, it was necessary to develop a coordinated approach in order to avoid creating new barriers and to

maintain interoperability. This had resulted in technical incentives (TSI Noise) and financial incentives. The latter concerns the bonus for silent wagons¹² and the possibility of co-funding the retrofitting of freight wagons by the EU¹³ (reimbursement of 20% of costs). The meeting was also introduced to the Noise Differentiated Track Access Charges (NDTAC) measures¹⁴ (so-called: “Scheme”) which harmonises the charging principles and thus encourages more EU MS to introduce noise charging, thus creating more incentives for the sector to retrofit. It was highlighted that the proposed measures would effectively reduce the level of noise for freight wagons in the EU by 2022, without affecting the competitiveness of the rail sector compared with other modes of transport. It was announced that the European Commission will publish a Communication on rail noise reduction, which will comprise the outcome of the impact assessment and set out mid-term and long-term strategies for rail noise abatement. The Commission Communication is planned to be adopted in the following weeks.

With regard to the 20% contribution to the costs of retrofitting, the **CER** representative explained that although significant, this amount of financial support for retrofitting was not enough. He noted the high cost of maintaining retrofitted wagons and said that there was no financial support for these costs. He was of the view that instead of the railway sector, these noise reduction measures should be addressed to the other modes of transport.

In response to the **Secretariat’s** question on the status of the Commission Communication, **the representative of the EU** explained that this document is not a legislative act and its purpose is to announce why the EU had adopted its strategy on noise reduction. He underlined that the results of the impact assessment supported the strategy proposal.

Conclusion of item 9.b.: WG TECH noted Mr Grillo’s presentation on the status of the noise reduction policy and the retrofitting of existing freight wagons with composite brake blocks.

10. EU - OTIF equivalence table

Document: [TEC_WGT26_9 EU OTIF equivalence table 18.8.2015](#)
(Equivalence table EU/OTIF regulations)

The **Secretariat** presented recent developments on both sides of the EU - OTIF equivalence table. It informed the meeting of the main changes compared to the version submitted to CTE 8:

- Adoptions after CTE 8
- ERA’s amendments to TSI WAG and CSM RA
- TSI LOC&PAS (Unique Authorisation/Revision)
- NVR Developments
- ECM scope extension

The **Chairman** noted the information on the updated version of the equivalence table and highlighted the geographical scope of application of COTIF and its Appendices.

¹² Commission Implementing Regulation (EU) 2015/429 of 13 March 2015 setting out the modalities to be followed for the application of the charging for the cost of noise effects

¹³ Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) 913/2010 and repealing Regulations (EC) 680/2007 and (EC) 67/2010

¹⁴ Commission Implementing Regulation (EU) 2015/429 of 13 March 2015

11. Next sessions

The 27th session of WG TECH will be held on 17 and 18 November 2015 in Bern.

The 28th session of WG TECH will be held on 17 and 18 February 2016 (venue to be confirmed).

The **Secretariat** asked Bosnia/Herzegovina to discuss with the OTIF Secretariat the possibility of organising the 28th session of WG TECH.

The 9th session of the Committee of Technical Experts will be held on 7 and 8 June 2016 in Bern.

12. Any other business

CSM Assessment Bodies:

The **Secretariat** informed the meeting about the idea of creating a joint register with ERA to make public the accreditation and/or recognition bodies and the CSM assessment bodies¹⁵. It reminded the meeting of the existing equivalence between Assessment Bodies as defined in UTP GEN-G and “EU Law”, and that the requirements for fulfilling Accreditation or Recognition are therefore the same. This activity was already anticipated in Article 8.3 of the Administrative Arrangement between OTIF, DG MOVE and ERA. The same principle as for the ERA/OTIF ECM Register would be applied.

Conclusion: **WG TECH** noted this initiative and suggested that the OTIF Secretariat prepare all the necessary documents for discussion.

Closing remarks

The **Chairman** thanked all the participants who had prepared presentations, the OTIF Secretariat for preparing all the documents on time, EPSF for its excellent hosting, and closed the 26th WG TECH meeting.

¹⁵ Article 13 of UTP GEN-G

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S'est excusé.
 Hat sich entschuldigt.
 Sent apologies.

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Approved Agenda**Annex II**

1. Approval of agenda
2. General information (from the OTIF Secretariat)
3. Election of chairman
4. Approval of the minutes of the 25th session of WG TECH

Document: WG-TECH_25_PVM	Provisional Minutes of the 25 th session
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5. Information on developments in EU regulations which will affect equivalence with OTIF law (from the European Railway Agency – ERA) and discussion on next steps:
 - a. WAG TSI – limited revision
 - b. WAG TSI – assessment of composite brake blocks

Document: TEC_WGT26_6ab_UTP_WAG_2016_e_v1	Draft amendment of the UTP WAG
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 - c. CSM amendment – design targets

Document: TEC_WGT26_6c_UTP_GEN-G_e_v1	Draft amendment of the UTP GEN-G
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 - d. ECM regulations – scope extension
6. TAF TSI transposition: listing and analysis of implementing options
7. Interchangeable coaches:
 - a. Status update on the unique authorisation of vehicles (ERA)
 - b. Status update on the specifications for inter-vehicle interfaces and their assessment methods (CER and UNIFE)
 - c. Possible solutions for references to the specifications in the legal framework

Document: TEC_WGT26_7c_interchangeable_coaches	Status for Draft UTP LOC&PAS
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8. Vehicle related registers
9. Information on developments in EU regulations which will affect equivalence with OTIF law (from the European Railway Agency – ERA) and discussion on next steps:
 - a. 4th railway package
 - b. Noise reduction policy and the retrofitting of existing freight wagons with composite brake blocks
10. EU - OTIF equivalence table

Document TEC_WGT26_9_EU_OTIF_equivalence_table_18.8.2015	Equivalence table EU/OTIF regulations
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11. Next sessions
12. Any other business