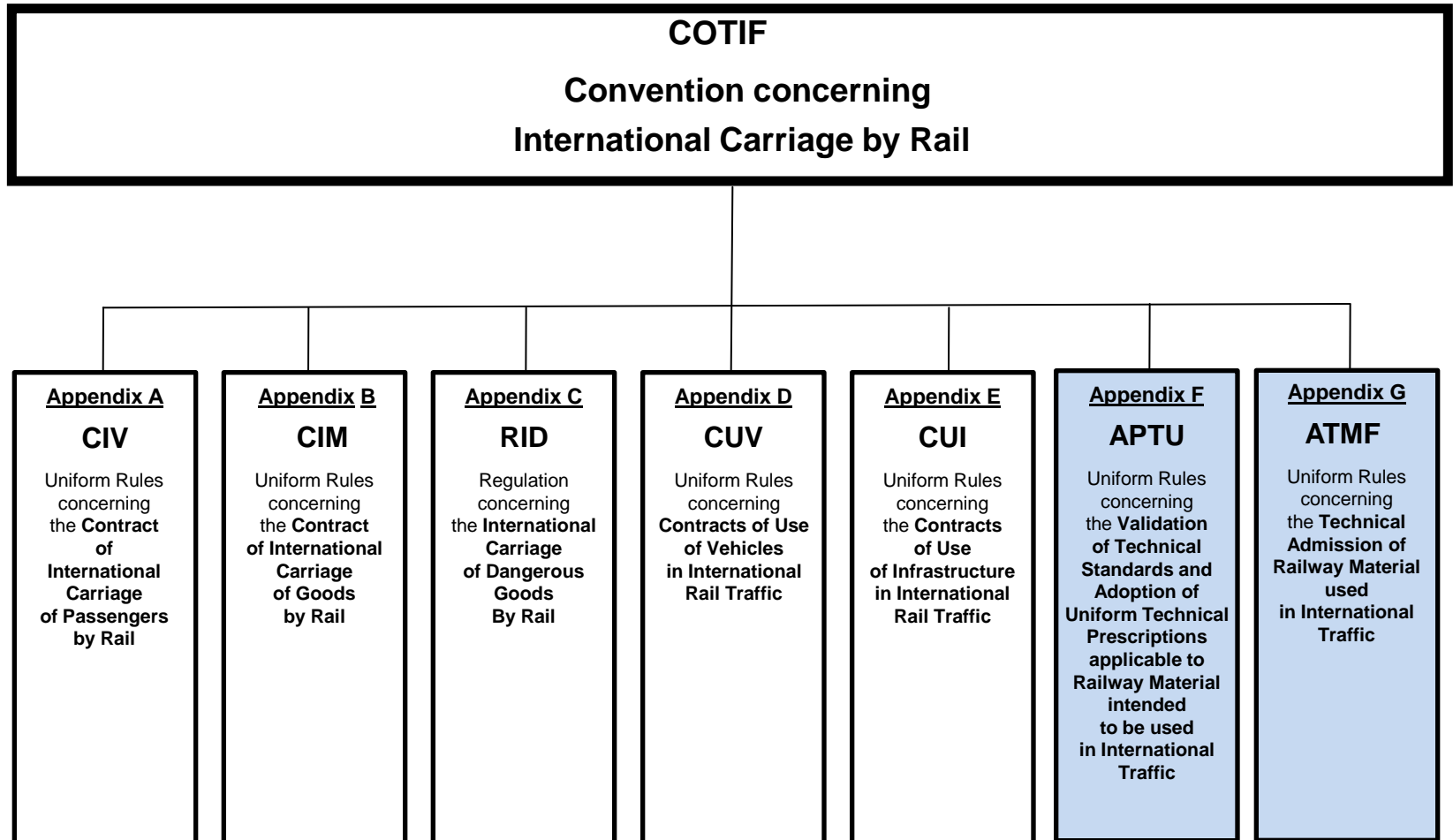
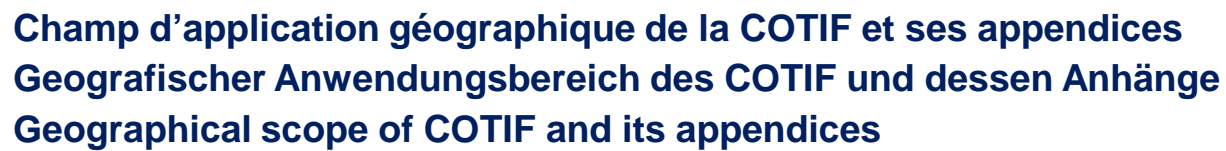


# ATMF and APTU

Regulations for the admission of  
vehicles and their use in international  
traffic





A map of Europe and surrounding regions, color-coded by NATO membership status. The map includes the following countries and their corresponding colors or patterns:

- Green (NATO Members):** IS, NO, SE, FI, EE, LV, LT, DK, PL, UA, MD, RO, BG, GR, TR, SY, IR, PK, AF, TJ, KG, UZ, TM, KZ, RU, SA, IL, EG, LY, MA, DZ, TN, PT, ES, FR, MC, IT, CH, FL, AT, SI, HR, BA, RS, ME, AL, MK, GE, AM, AZ, and CN.
- Yellow (NATO Allies):** IE, GB, NL, BE, LU, DE, CZ, SK, HU, and BA.
- Orange (NATO Partners):** RU, SA, and PK.
- Grey (Non-aligned or other status):** IS, BY, KZ, UZ, TM, TJ, KG, AF, and CN.
- Blue (Other status):** JO.
- Diagonal Lines (Other status):** GE and AM.



Appendices F and G to COTIF: APTU and ATMF

# **SCOPE AND AIMS**



- Develop and adopt harmonised technical requirements for the admission to international traffic of vehicles at state level
- Transfers the competence for approving vehicles from the railway companies to governments
- Definition of responsibilities for the use of vehicles; in particular for railway undertakings (RU), entities in charge of maintenance (ECM) and keepers
- Establish compatibility with EU railway regulations for all of the above



International harmonisation



Separation of powers



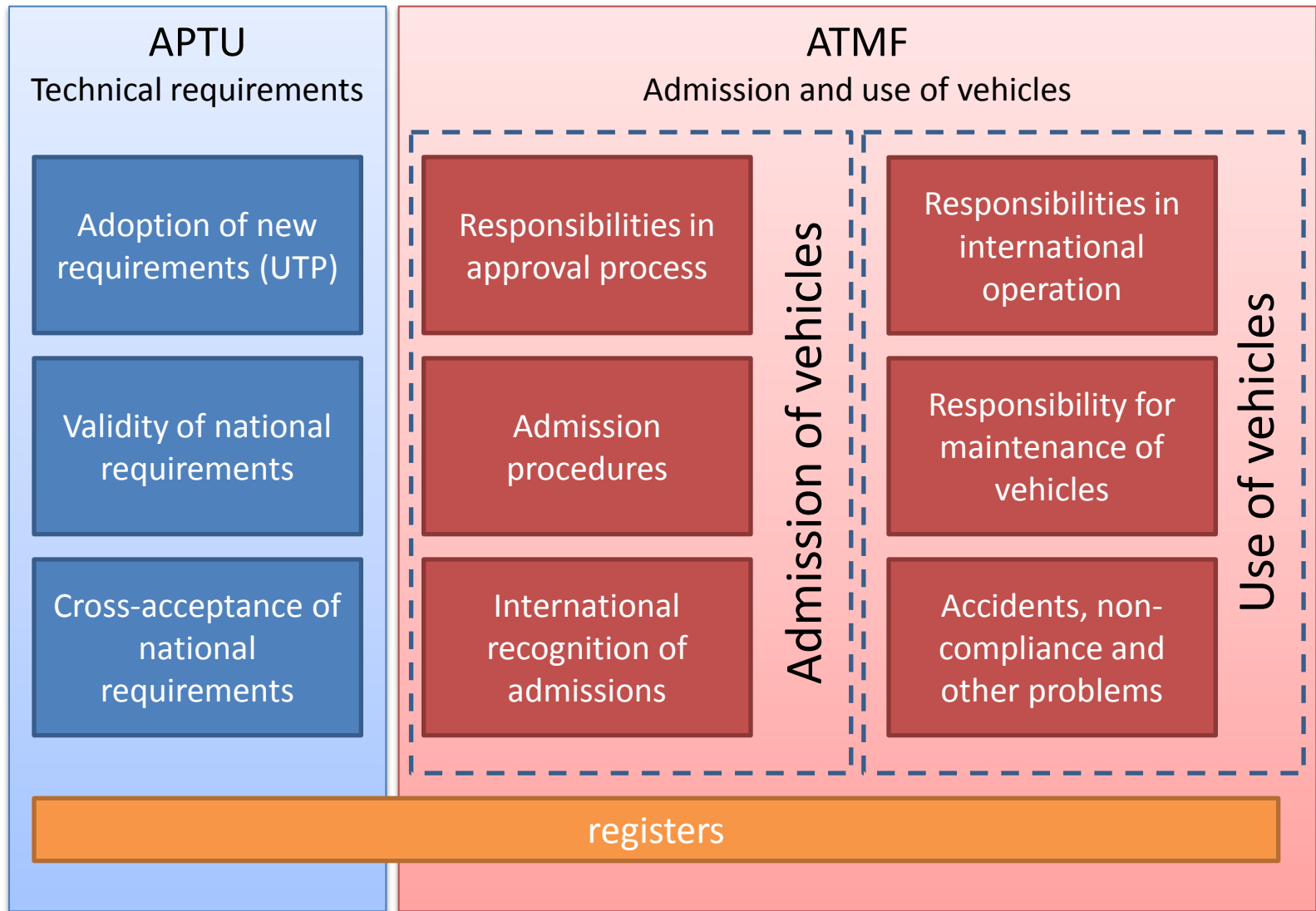
Definition of responsibilities



Equivalence with EU

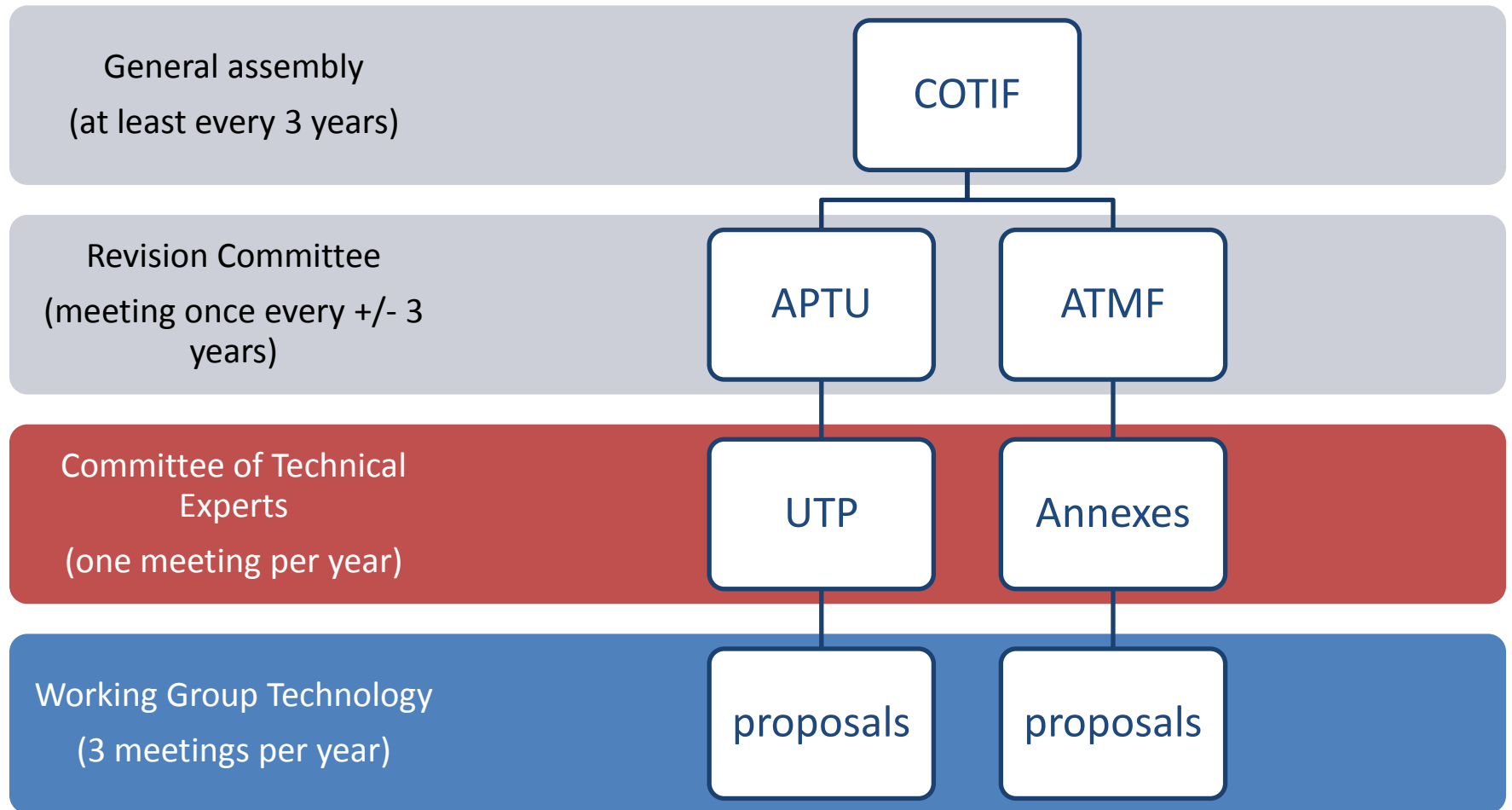


## COTIF: admission and use of vehicles





## Basic (simplified) structure of competences for development of regulations





## Committee of Technical Experts - CTE

### Quorum

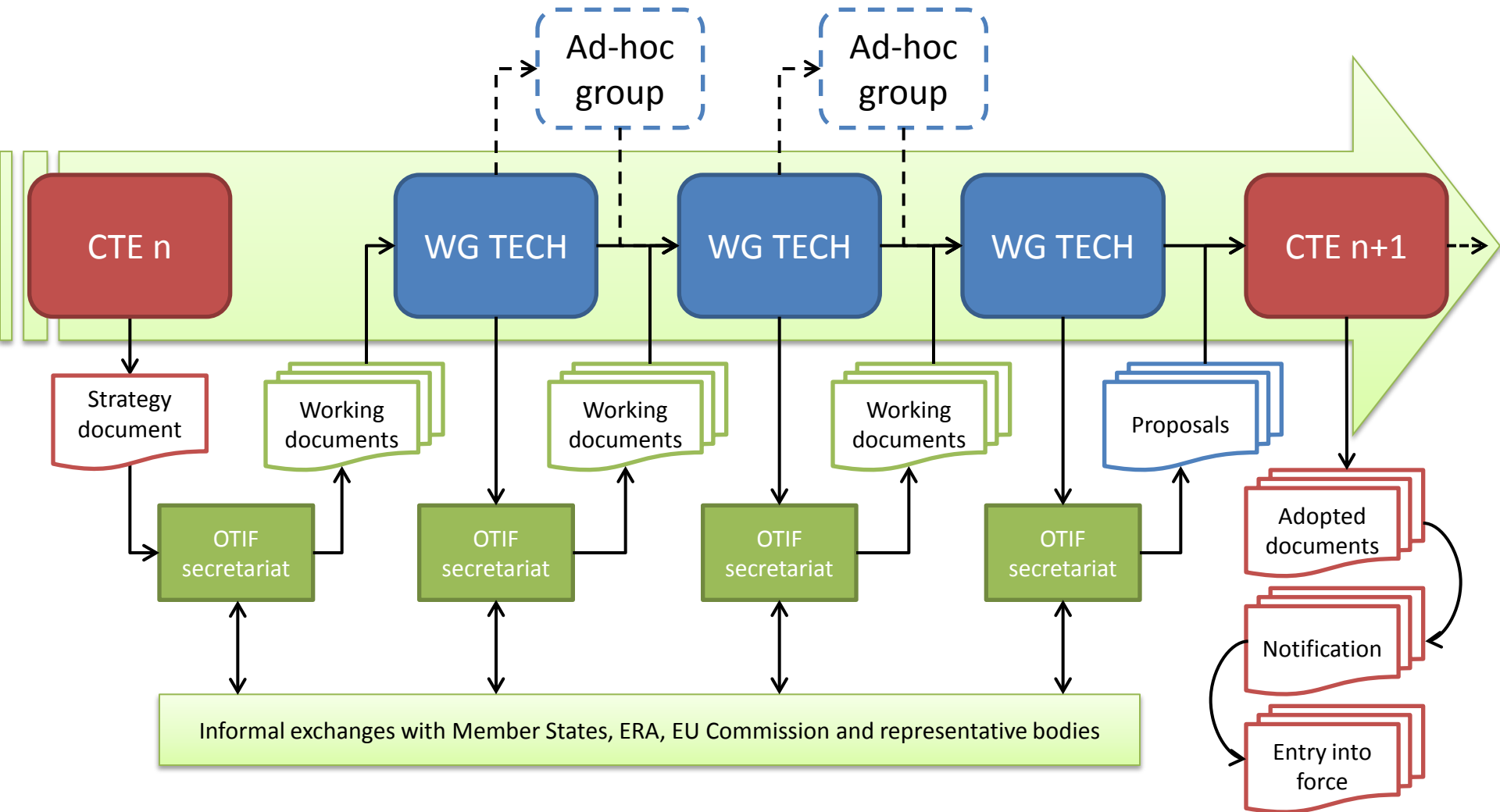
- CTE members are those MSs that apply ATMF and APTU, they are called Contracting States (CSs).
- A CS may be represented by another CS in the CTE.
- For items of exclusive EU competence, the representative of the EU represents all CSs that are also EU Member State.
- There shall be a quorum if half of the CTE members are represented.

### Adoption

- It is the task of the CTE to take decisions about the adoption and validation of documents (COTIF Art.20).
- Each CS has one vote
- A proposal is adopted if the number of votes in favour is:
  - Equal to at least 1/3 of the CSs represented at the time of vote and
  - greater than the number of votes against



## Practical workflow





## Comparing the objectives of EU and OTIF regulations



Objectives	Improve efficiency and market share of rail.	Promote, improve and facilitate international traffic
Scope of application	Domestic and international traffic in the EU	International traffic between OTIF Member States
Market model	EU Member States are required to open their rail markets to competition	OTIF does not have requirements imposing a particular market model
Prerequisites	Interoperability by harmonisation of technical parameters, rules and safety requirements. Opening of supply market. Allowing competition.	As a minimum: interchangeable vehicles

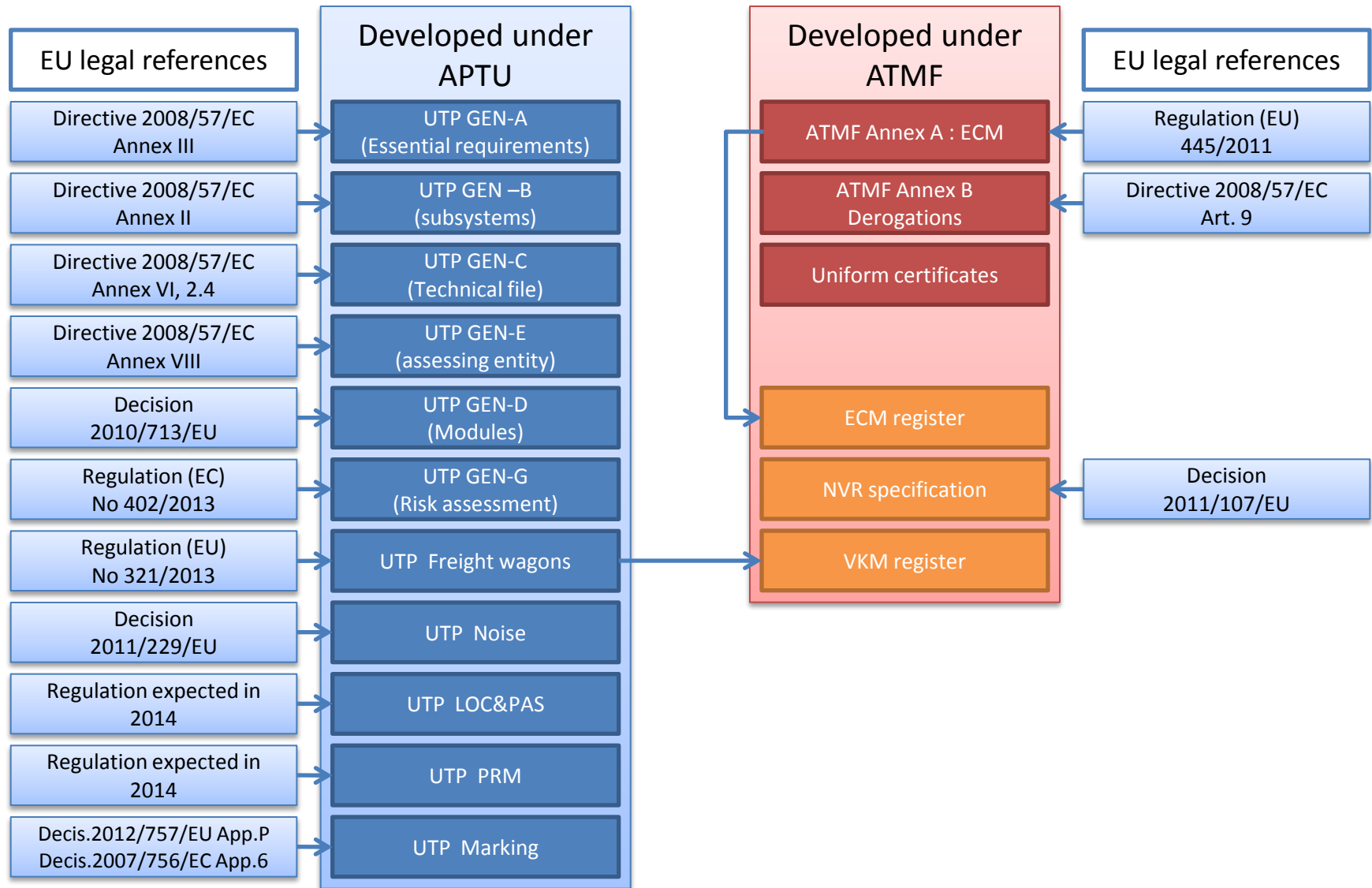


The development and adoption of UTPs

# **OVERVIEW OF APPLICABLE RULES**



## Requirements in force and the EU requirements they are based on





Organising the railway system in accordance with ATMF

# **DISCHARGE OF RESPONSIBILITIES**



- Member States of OTIF that (wish to) apply ATMF and APTU should establish:
    - **A competent authority**
  - And may designate, recognise or accredit:
    - **An assessing entity**
    - **An ECM Certification body**
- Or make use of the latter services from entities in other Member States



### Before ATMF and APTU

- Vehicle requirements defined among railway companies through UIC, RIV, RIC.
- Mutual recognition of homologation checks of passenger coaches (RIC) and freight wagons (RIV) between railway companies, based on UIC standards.
- Mix of technical and commercial requirements, often describing a technical solution (blocking innovation).

### With ATMF and APTU

- States agree on minimum technical and safety requirements for vehicles, set out in UTPs.
- Compliance check by assessing entity, independent from railway company. Admission recognised by all Contracting States (if all requirements are covered by UTPs)
- Legal requirements only those which are strictly needed for interoperability, if possible described functionally / performance based (allowing innovation).
- Railway undertakings and rail industry may agree voluntarily on additional agreements.



## Main actors for verification, admission and operation

### Verification

#### Assessing entity

- Entity that performs the conformity assessment of a vehicle (must meet independence criteria)

#### Applicant

- Entity that asks for the Certificate to operation for a vehicle
- Not defined which entity; could be RU, manufacturer, or other entity.

#### Manufacturer

- The end responsible for the design and production of a vehicle

### Admission

#### Competent authority

- Government body that issues Certificates of Operation
- Supervises activities of all actors

### Operation

#### Keeper

- Holds the Certificate of Operation
- Designates an ECM

#### Railway undertaking

- Is responsible for the correct use of the vehicle
- Provides the ECM with information on the operation of the vehicle

#### ECM

- Ensures that the vehicle is in a safe state of running

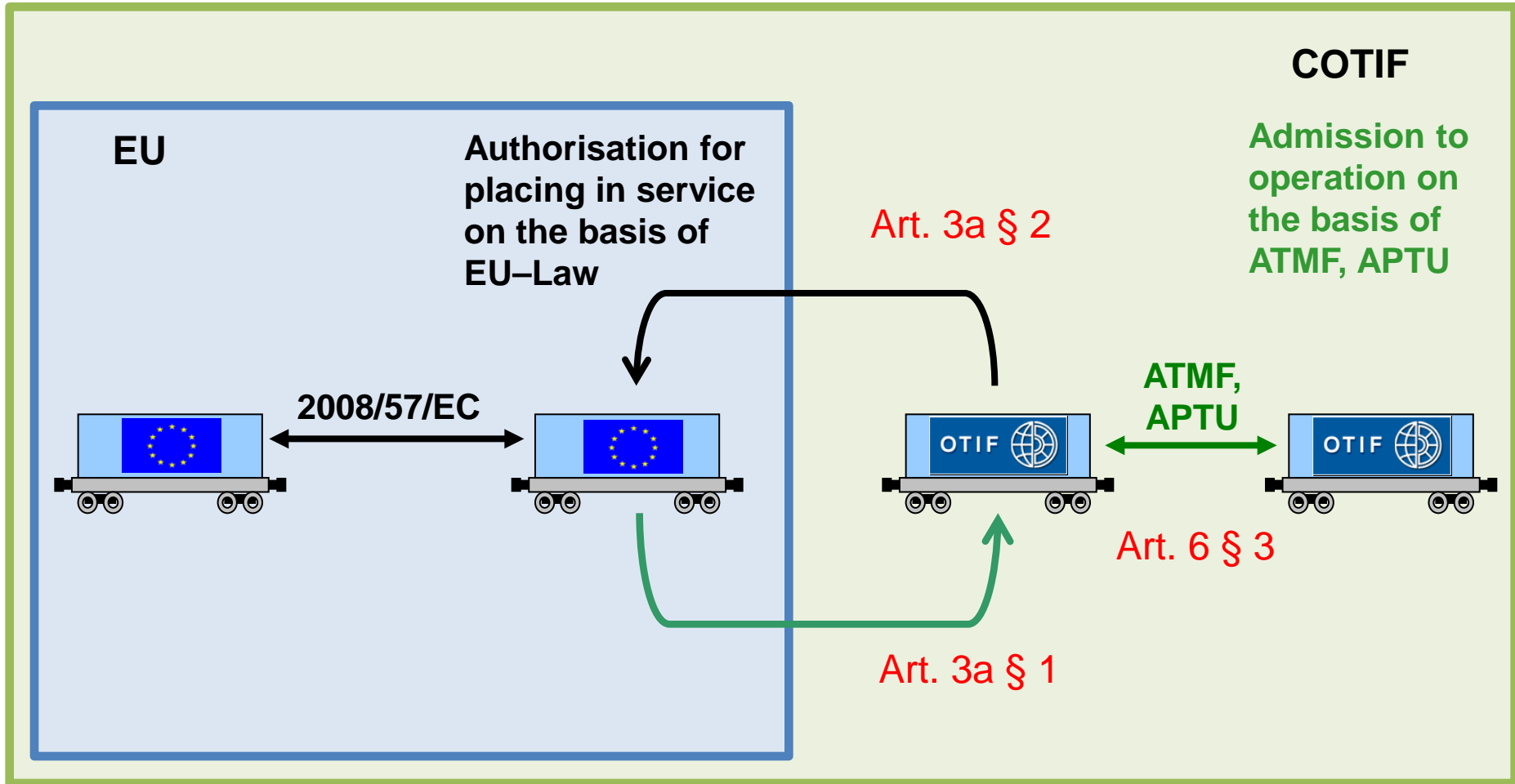


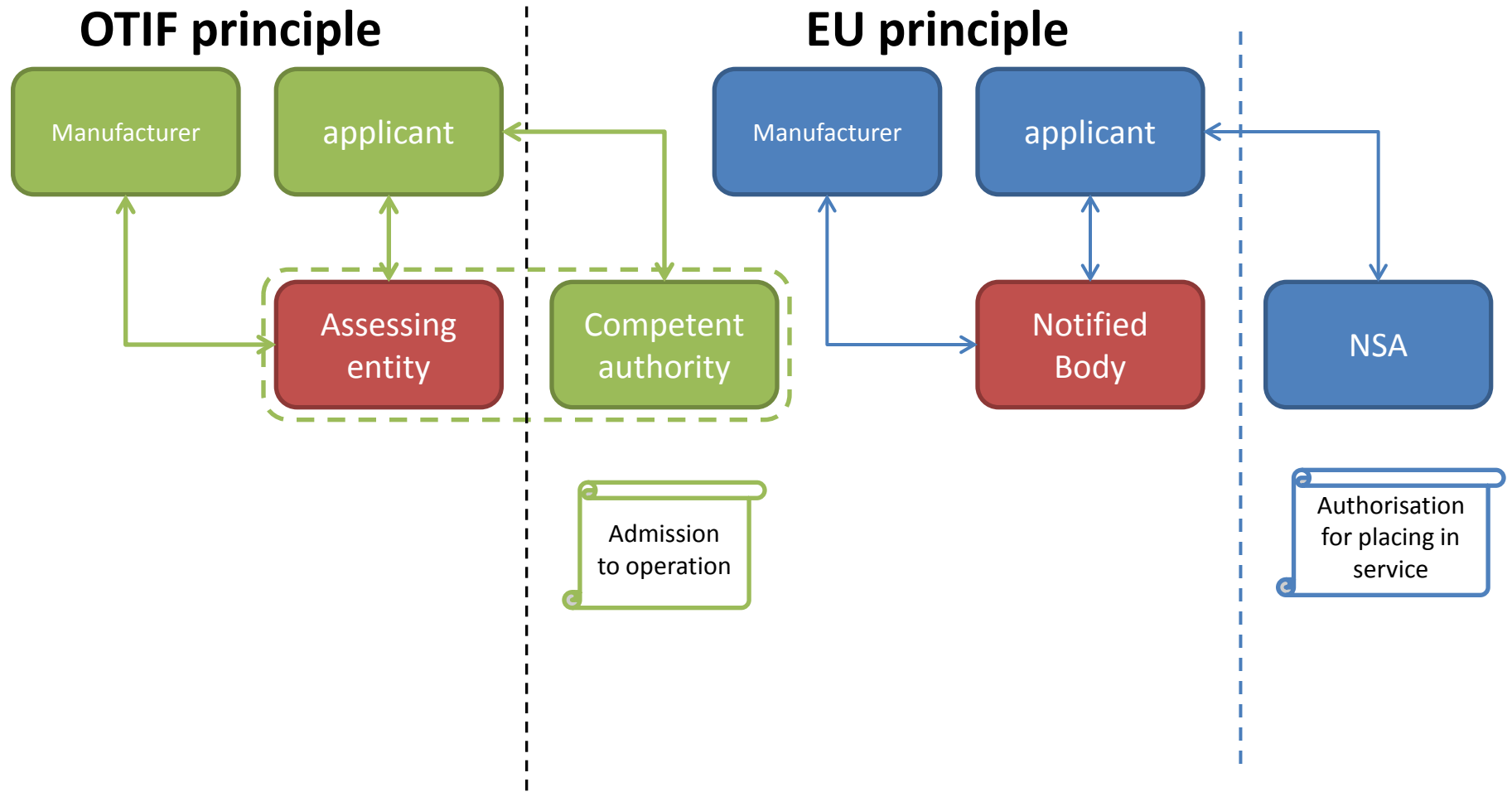
Organising the railway system in accordance with ATMF

# **PRINCIPLES FOR INTERNATIONAL ADMISSION OF VEHICLES**



## Equivalence principle ATMF, for fully UTP compliant vehicles







## Requirements for new freight vehicles to be admitted in international traffic



### Compliant with UTP WAG (including section 7.1.2) and UTP NOI

- Verified by a competent authority or assessing entity which must be independent from a railway undertaking, an infrastructure manager, a keeper, an ECM and the manufacturer.

### Be marked in conformity with the regulations

- This includes: a vehicle keeper marking (VKM), an indication of the State that issued the Certificate of Operation, a 12-digit number.

### Hold a Certificate of Operation

- The certificate of operation must be kept by the keeper

### Be registered in the National Vehicle Register

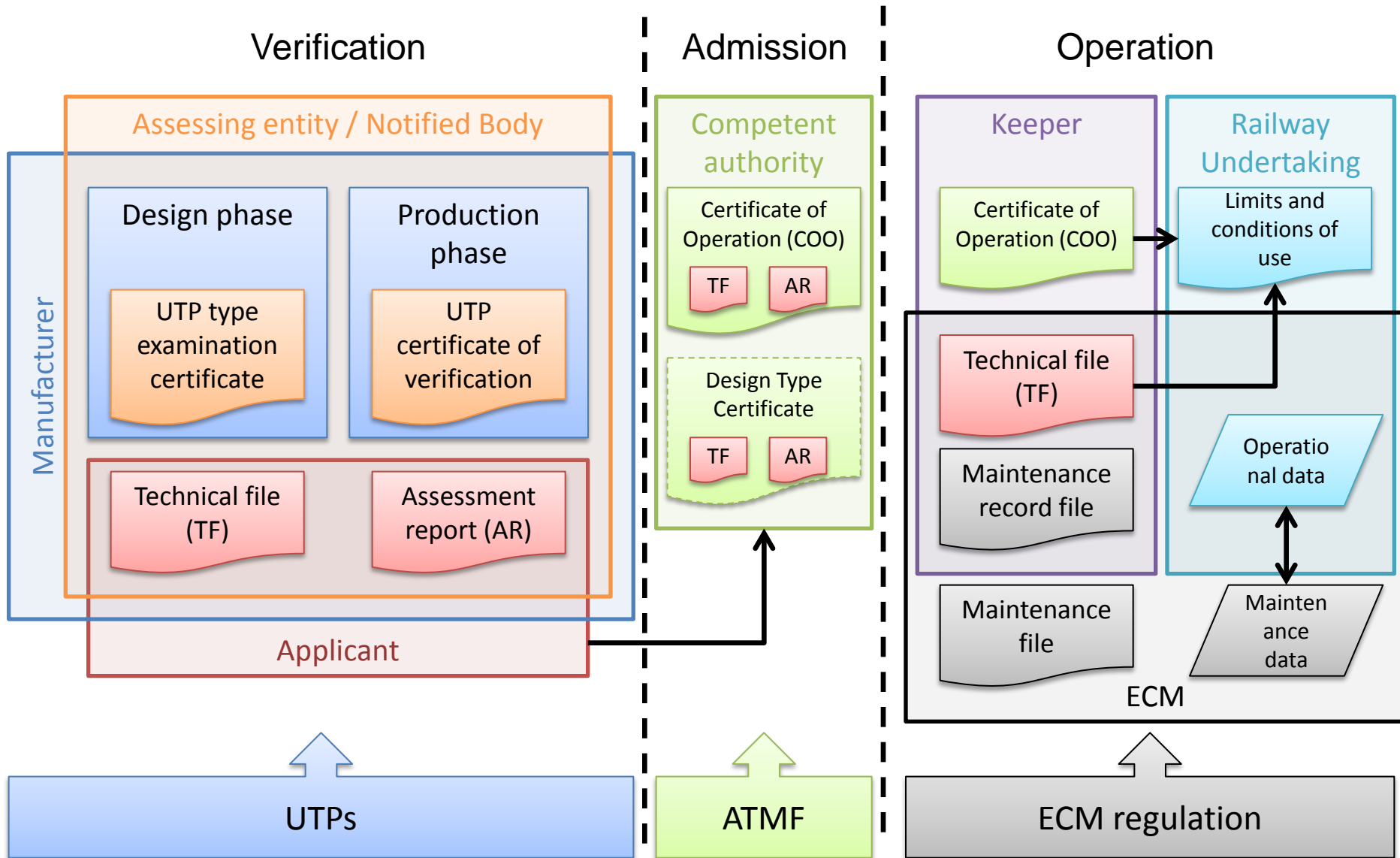
- The NVR must be set up in accordance with the applicable rules.

### Have an ECM assigned to it

- Which must be certified by and ECM Certification body and registered in the ECM register



## Process for verification and admission of vehicles





Organising the railway system in accordance with ATMF

# **ACTORS AND RESPONSIBILITIES IN INTERNATIONAL OPERATION**



## ATMF Article 15 § 2: Entity in Charge of Maintenance

- Each railway vehicle, before it is admitted to operation or used on the network, shall have an entity in charge of maintenance (ECM) assigned to it.
- The ECM for a freight wagon must hold a valid certificate issued by an external auditor accredited/recognised in one of the Contracting States.

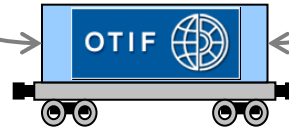
*the owner of a vehicle or having the right to use it, exploits the vehicle as a means of transport and is registered as such in the vehicle register*

Keeper

designates

ECM

*The ECM shall ensure that the vehicles for which it is in charge of maintenance are in a safe state of running by means of a system of maintenance.*

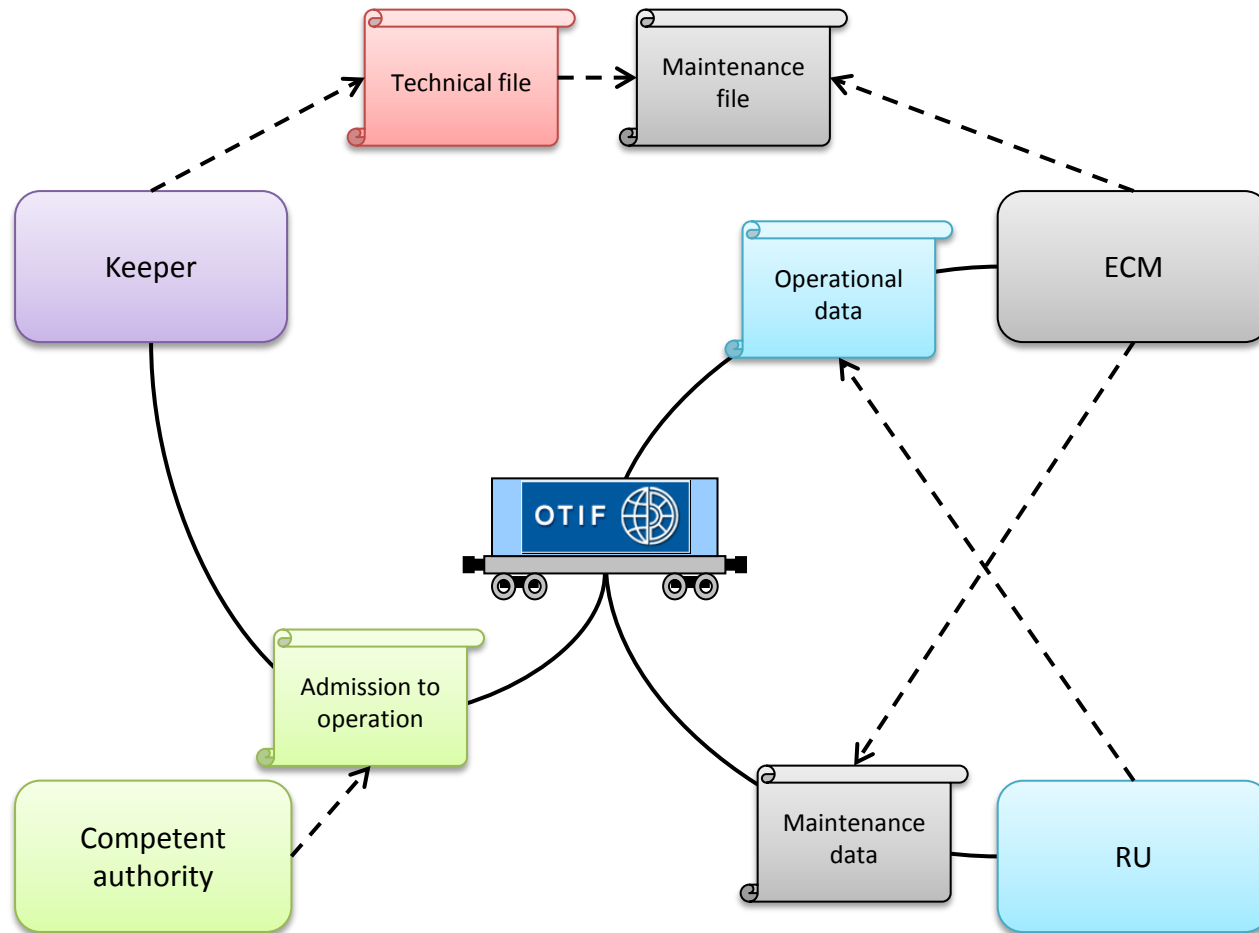


RU 1

RU 2

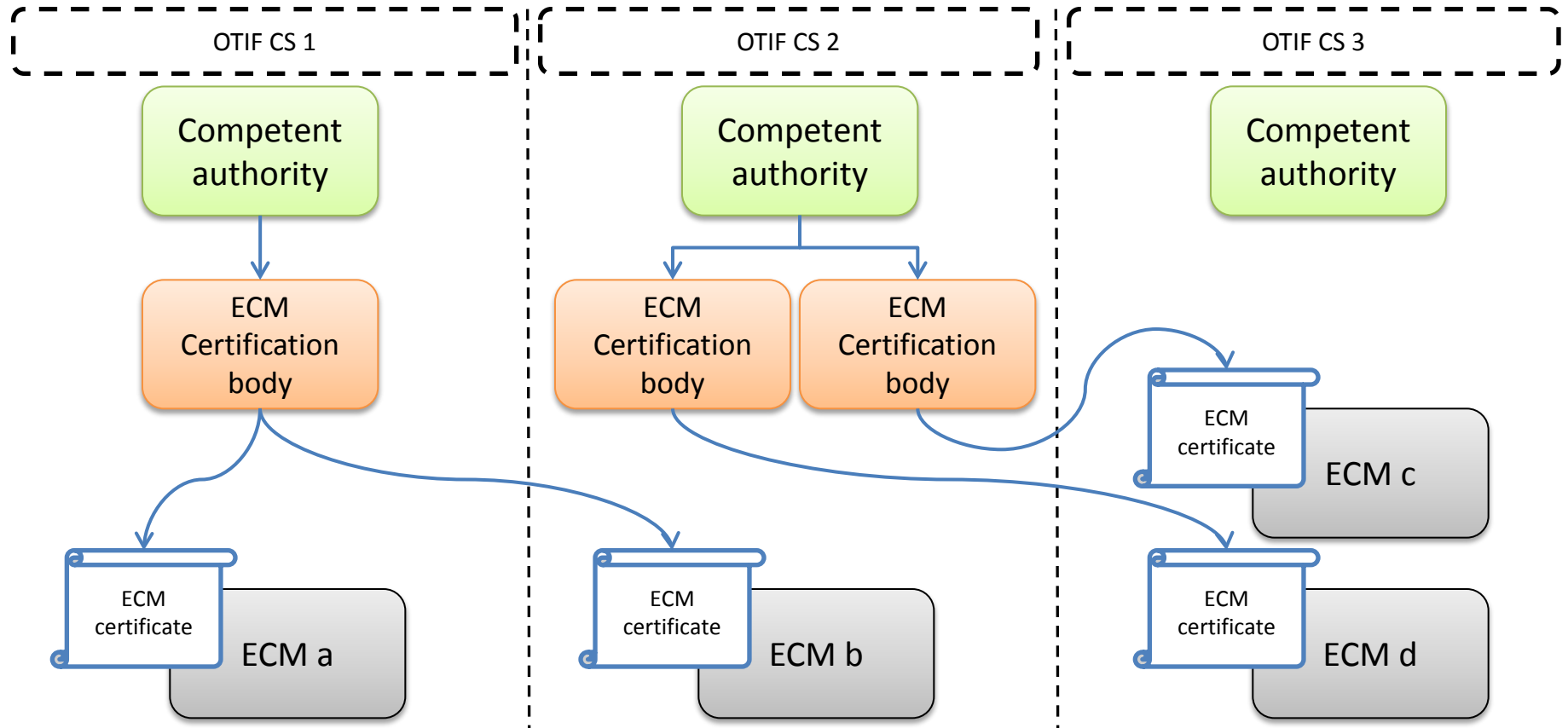
RU 3

RU n





## ATMF Article 15 § 2: ECM certification





**Thank you very much for your attention!**