



# Bulletin

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

130<sup>th</sup> year  
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# EDITORIAL

Dear readers,

The current issue of the Bulletin is all about important anniversaries in national and international rail traffic:

- 175 years of railways in Switzerland
- 150 years of the European Passenger Train Timetable Conference
- 130 years of the Bulletin of International Carriage by Rail
- 120 years of the International Rail Transport Committee
- 100 years of the International Union of Railways.

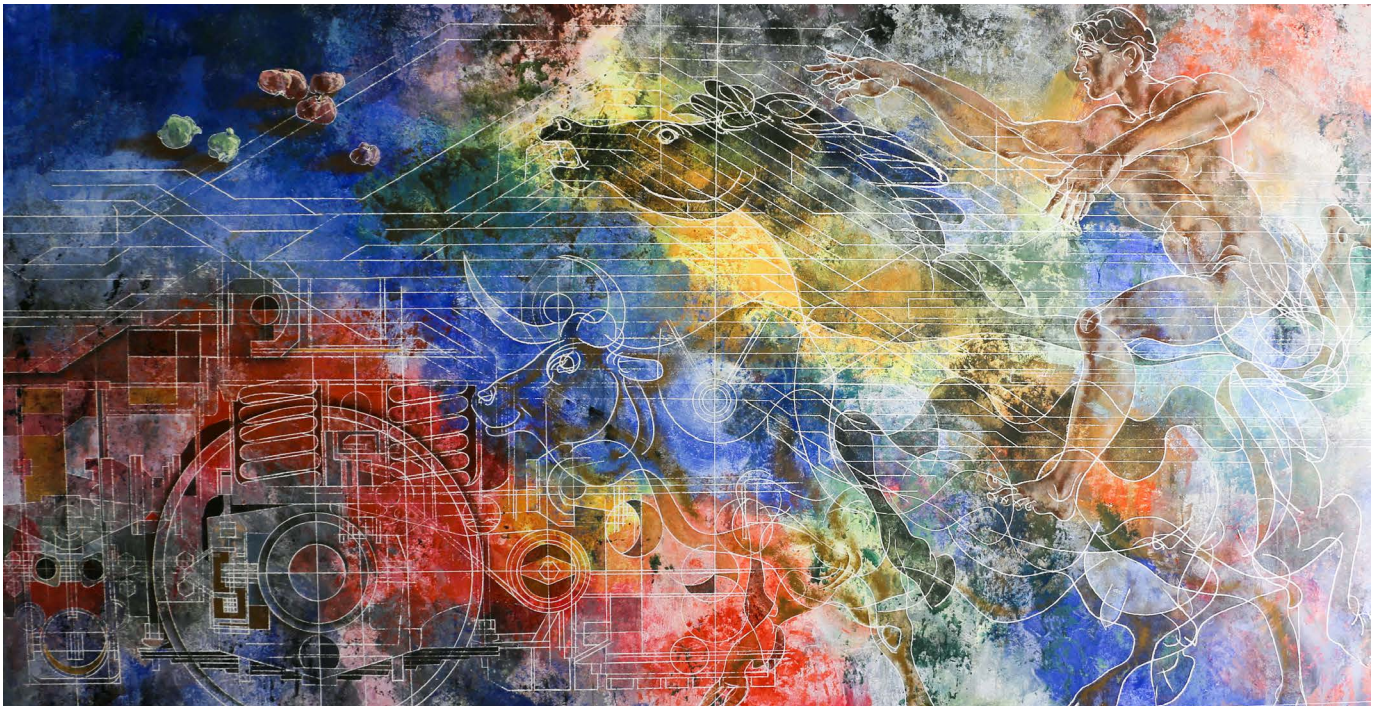
It is important and right that these anniversaries are mentioned and celebrated, despite the current devastating war in Ukraine. The beginning and further development of international rail traffic were often marked by wars and destruction.

Fortunately, however, nations and the railways have always succeeded in overcoming these phases and have managed to put the focus on the international understanding and economic importance of international railway traffic.

I would particularly like to mention the 130<sup>th</sup> year of publication of our Bulletin in 2022. The Bulletin has also accompanied and helped shape years of railway development from the outset. Initially, the Bulletin was clearly structured as an Official Journal and as a source of scientific information. Before the Internet, the Bulletin was the only tool for publishing information. In the digital age, the Bulletin has developed into a modern and attractive communication tool for OTIF. It still contains official communications, depository notifications, announcements and other necessary or useful information with respect to the application of the Convention.

I hope you enjoy reading this issue of the Bulletin.

**Wolfgang Küpper**  
Secretary General



Hans Erni, mural, approximately 20m<sup>2</sup>, 1965, entrance to the Secretariat



# ITF 2022 SUMMIT: “TRANSPORT FOR INCLUSIVE SOCIETIES”

The 2022 session of the International Transport Forum (ITF) Summit – the first face-to-face event since the start of the COVID-19 pandemic – took place in Leipzig, Germany, from 18 to 20 May 2022. The theme of the ITF summit was “transport for inclusive societies”.

OTIF’s Secretary General, Mr Wolfgang Küpper, took part in the open ministerial session “Governing for inclusion: the right framework for universal access” on Thursday 19 May.



*Wolfgang Küpper listening during the Open Ministerial session "Governing for inclusion: the right framework for universal access"*

The public session was dedicated to the creation of comprehensive policies for more inclusive mobility and the establishment of better regulation and coordination that can help promote social and economic inclusion.

Mr Küpper took this opportunity

to exchange views with his counterpart from the Organisation for Cooperation between Railways (OSJD), Mr Mirosław Antonowicz, Chairman of the OSJD Committee.

The Secretary General welcomed OTIF's presence at the ITF Summit.



*Wolfgang Küpper (Secretary General, OTIF), Mirosław Antonowicz (Chairman, OSJD Committee) and Nahn Tran (Head of Safety and Mobility Department of the Social Determinants of Health, World Health Organization) reviewing materials*



# 150 YEARS OF COORDINATION AND PLANNING

In 2022, the Forum Train Europe (FTE) association is celebrating the 150<sup>th</sup> anniversary of the first international timetable conference. In 1872, in response to the need to coordinate train timetables in Europe and to create cross-border rail connections, the first international “timetable conference” was organised. It brought together the railway companies of Germany, Austria, Belgium, France and Switzerland.

For almost a century, the Swiss Federal Railways (SBB) were responsible for organising the timetable conferences. Later on, FTE took over responsibility for organising them, and has continued to do so to this day.

On 8 June 2022, FTE organised a big celebration to mark this anniversary. FTE members,

partner organisations and other stakeholders were invited to board a last “Trans-Europe Express” train for a 6-hour journey through Switzerland. The Secretary General of OTIF, Mr Küpper, took part in the festivities with the 125 other guests on board the train.

The Secretary General of OTIF sends his best wishes to FTE and emphasises that the continued existence of the timetable conferences is a good way to achieve international cooperation.



## BERNE DAYS (BERNER TAGE) 2022

On 9 June 2022, the Secretary General of OTIF, Mr Wolfgang Küpper, spoke at the 2022 Berne Days organised by the International Rail Transport Committee (CIT) in Berne.

This year, CIT is celebrating its 120<sup>th</sup> year. Quite naturally therefore, the Berne Days began by highlighting the rich history of CIT and then turned to the legal challenges facing rail transport in general and CIT in particular.

The Secretary General of OTIF gave a presentation on the latest legal developments in COTIF and its appendices and then took part

in the round table discussion that closed the morning.

In particular, Mr Küpper gave an overview of the main amendments to the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) that will enter into force in 2023 and the amendments to the technical appendices, the APTU and ATMF Uniform Rules. He also presented the latest work of the ad hoc Committee on Legal Affairs and International Cooperation on, inter alia, the interfaces between customs and transport regulations, the bill of lading and the digitalisation of freight transport

documents in international transport.

Lastly, the Secretary General of OTIF emphasised that CIT is a historical and important stakeholder. OTIF is now strongly developing international cooperation by structuring and strongly encouraging the involvement of actors and stakeholders such as CIT in the Organisation's activities.

The Secretary General welcomes OTIF's presence at the Berne Days and wishes CIT a bright future.



## HAPPY BIRTHDAY TO UIC

The International Union of Railways (UIC) is 100 years old.

On 29 June 2022, the Secretary General of OTIF, Mr Küpper, was invited to attend UIC's 100<sup>th</sup> General Assembly. The General Assembly was held as a physical meeting in Paris and remotely.

Mr Küpper gave a short message of congratulations at this important meeting.

He emphasised the solid cooperation that exists between OTIF and UIC. The two

organisations have distinct and very different responsibilities. These differences drive the synergies between the two organisations. The legal acquis represented by COTIF can only be applied operationally with the help of important international railway organisations such as UIC.

He emphasised and concluded that OTIF and UIC are working in the same direction and aim to put

rail transport back at the centre of a global sustainable transport system.

UIC organised a number of events to celebrate this anniversary. Many "digital objects" have also been put online by the international association, in particular the excellent chronology that can be consulted here: <https://uic.org/timelines/>



**OTIF**

100  
YEARS  
ANNIVERSARY



## COURTESY VISIT

On 30 June 2022, the Chairman of the OSJD Committee, Mr Miroslaw Antonowicz, paid a courtesy visit to OTIF's headquarters in Berne.

He had talks with the Secretary General of OTIF, Mr Wolfgang Küpper. The discussions were productive and held in a spirit of cooperation.

Mr Küpper warmly thanks Mr Antonowicz for this visit.



## OFFICIAL VISIT TO AZERBAIJAN

At the invitation of the Minister of Digital Development and Transport of the Republic of Azerbaijan, Mr Rashad Nabiyev, the Secretary General of OTIF, Mr Wolfgang Küpper, travelled to Baku for an official 4-day visit.

On 18 July 2022, the Secretary General met the Secretary General of the TRACECA Intergovernmental Commission, Mr Asset A. Assavbayev. They discussed various topics but mainly Azerbaijan's place as a crossroads for international rail transport.

On 19 July 2022, the Secretary General met the Minister. The Secretary General referred to Azerbaijan's accession to the Convention concerning International Carriage by Rail (COTIF) in 2015.

Together they underlined Azerbaijan's key role in the development of international North-South and East-West rail transport corridors, as Azerbaijan is becoming increasingly important in Eurasian freight transport in particular. In particular, the Secretary General recalled the advantages of applying COTIF on the Baku-Tbilisi-Kars railway line, such as the relaxation of

administrative formalities and time savings. They concluded that Eurasian routes for freight trains are becoming increasingly important. Lastly, the Minister briefed the Secretary General on recent developments in Azerbaijani railways. These developments are necessary for the increase in international traffic and are part of the ambitious policy to modernise the more than 2,000 km of internal railways.

Both parties stressed the important role of international rail transport in promoting peace, cooperation and dialogue.

Following this meeting, Mr Küpper

visited the port of Baku in Alat and met Mr Eugene Seah, Chief Operations Officer of the port of Baku. Mr Küpper emphasised the importance of the port of Baku in improving new alternative logistics routes in the region. He also said that improving modern rail freight services is the cornerstone of the transport system, which is a key pillar of OTIF's strategy for the region.

The Secretary General of OTIF, Mr Küpper, was very pleased with his visit and warmly thanked the Minister for Digital Development and Transport, Mr Nabiyev, for his welcome, his availability and the quality of their discussions.



# 175<sup>th</sup> ANNIVERSARY OF SWISS RAILWAYS

On 9 August 1847, the first Swiss railway line, more commonly known as the “Spanisch-Brötli-Bahn”, went into operation. This year therefore, Switzerland is celebrating 175 years of railways.

The Association of Public Transport (UTP) therefore organised a major event on 9 August 2022. The event, which was reserved for its members and various stakeholders, consisted of a train journey on the famous “Spanisch-Brötli-Bahn” and a visit to the historic workshops of the Swiss Federal Railways in Zurich Altstetten. The Swiss Federal Councillor Ms Simonetta Sommaruga was the guest of honour and keynote speaker

at the celebration. Her speech highlighted Switzerland's special relationship with its railways. In short, Switzerland and its railways are closely entwined.

The Secretary General of OTIF, Mr Wolfgang Küpper, was invited and was pleased to attend.



## DEPOSITARY NOTIFICATIONS

Since 20 June 2022 ([Bulletin 1/2 2022](#))

<a href="#">NOT-22035</a>	01.07.2022	Modifications to the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID)
<a href="#">NOT-22034</a>	22.07.2022	Decisions taken by the Committee of Technical Experts at its 14 <sup>th</sup> session held on 14 <sup>th</sup> and 15 <sup>th</sup> June 2022

## SEMINAR AT THE EUROPEAN TRAINING CENTRE FOR RAILWAYS

Since 2013, the Secretariat of the Intergovernmental Organisation for International Carriage by Rail (OTIF) has contributed to the seminar of the European Training Centre for Railways (ETCR). The high quality seminar is held annually at the prestigious College of Europe in Bruges, Belgium.

This year, the seminar was held in a hybrid format.

On the morning of Wednesday

6 July, Mr Bas Leermakers, Head of the OTIF Secretariat's Technical Department, gave a presentation on the Organisation and the Convention concerning International Carriage by Rail (COTIF). He then took part in a question and answer session with participants.

As the aim of the seminar is to provide an opportunity to study and learn about European transport legislation and the latest

developments affecting the railway sector in the EU Member States, Mr Leermakers' course provides a perspective that takes the seminar and the ETCR students to an international dimension well beyond the EU.



# 2022: the 130<sup>th</sup> year of publication of the Bulletin of International Carriage by Rail.

- **JANUARY 1893:** First edition of the Bulletin of International Carriage by Rail in French and German. From 1893, the Bulletin is published monthly. It contains information that is of interest to international freight transport actors.
- **1923:** The publication frequency and content of the Bulletin are more precisely and officially defined. The Bulletin is published monthly in two languages. When the CIM and CIV Conventions come into force, the Bulletin contains information necessary for the application of the two international Conventions (carriage of goods, carriage of passengers and luggage).
- **1977:** The Bulletin is published and distributed every two months.
- **1980:** The publication frequency of the Bulletin is no longer officially defined. The Bulletin is still published regularly but at freely chosen intervals. The Bulletin is alternately bi-monthly and quarterly, depending on the needs of the Organisation and the latest developments in OTIF law.
- **2000 onwards:** Photos entered the Bulletin in tandem with the digital revolution - digital cameras and the appearance of the first camera phone - which made it easier to print photos.
- **2002:** The Bulletin is now published in three languages: French, German and English, English having become a working language with COTIF 1999.
- **2012:** The Bulletin is only published in a digital format. From 2012 onwards, the Bulletin is no longer published on paper. It becomes an electronic publication available free of charge on OTIF's website.
- **2016:** The Bulletins prior to 2012 are gradually put online and made available on OTIF's website.



# The Bulletin in texts

## “Art. II.

*“The Office shall receive all information of such a nature as to be of interest to the international transport service as may be communicated to it by the Contracting States and by the railway administrations. With the aid of these documents, it may issue a periodical publication, a copy of which shall be sent free of charge to each State and to each of the administrations concerned. Any copies requested in addition to this service will be paid for at a price to be determined by the Office. This Bulletin will be written in German and French.”*

Regulations concerning the establishment of a Central Office (provided for in Article 57 of the International Convention on the Carriage of Goods by Rail).

Entered into force 1 May 1893

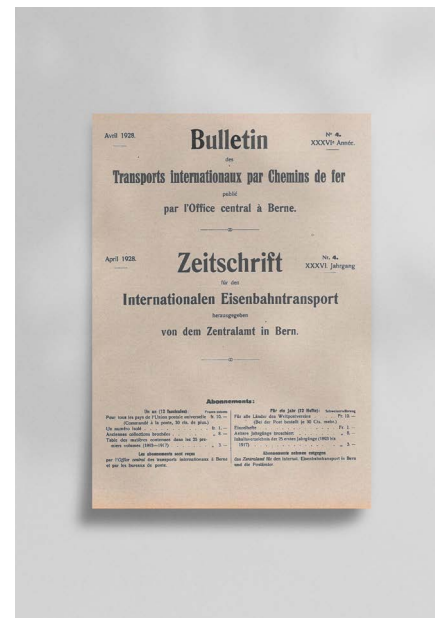
## “Article 2

*§ 1 - The Central Office shall publish a monthly Bulletin containing the information necessary for the application of the Convention [editor's note CIM and CIV], in particular communications relating to the list of railway lines and other undertakings and to articles excluded from carriage or admitted under certain conditions, as well as such documents of case law and statistics as it may deem useful to include in the Bulletin.*

*§ 2 - The Bulletin shall be published in French and German. A copy shall be sent free of charge to each State and to each of the administrations concerned. Any copies requested will be paid for at a price to be determined by the Central Office.”*

Regulations concerning the Central Office for International Carriage by Rail (provided for in Article 57 of the International Convention concerning the Carriage of Goods by Rail -CIM- and Article 57 of the International Convention concerning the Carriage of Passengers and Luggage by Rail - CIV).

Entered into force 1 May 1928



## “Article 9

§ 3 *The periodical bulletin shall contain the information necessary for the application of the Convention, as well as studies, judgments and important information for the interpretation, application and development of railway transport law; it shall be published in the working languages.”*

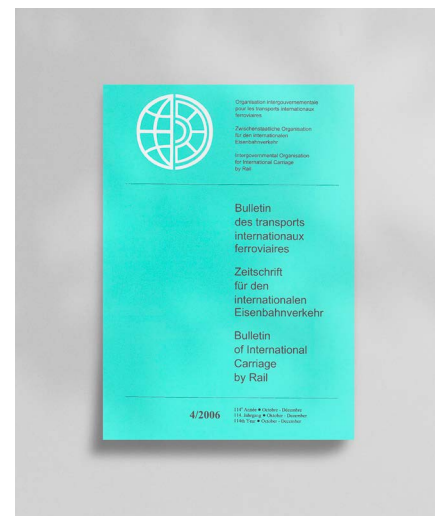
Convention concerning International Carriage by Rail (COTIF 1980)  
Entered into force 1985

## “Article 23

§ 1 *The Organisation shall publish a bulletin which shall contain official communications as well as others necessary or useful with respect to the application of the Convention.*

§ 2 *The communications for which the Secretary General is responsible under the Convention may, if necessary, be made in the form of a publication in the Bulletin.”*

Convention concerning International Carriage by Rail (COTIF 1999)  
Entered into force 1 July 2006





# THE NEW UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING INFRASTRUCTURE HAVE ENTERED INTO FORCE

On 1 January 2022, new Uniform Technical Prescriptions concerning Infrastructure (UTP INF) entered into force. This article provides explanations on how this new UTP came about, what the considerations of the Committee of Technical Experts were before adopting the UTP, and how it should be applied by Member States of OTIF.

In 2018, the Committee of Technical Experts had already discussed the fact that in principle, there is a difference between the application of COTIF to vehicles and the application of COTIF to infrastructure. In this context, it may be worth recalling that the scope of COTIF is limited to international traffic and does not extend to domestic traffic.

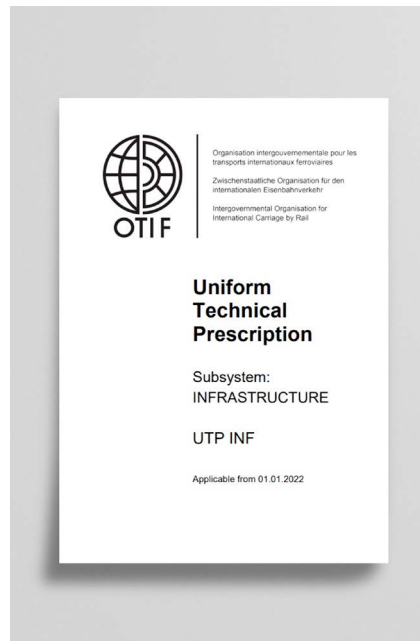
## Infrastructure provisions in the scope of COTIF

When vehicles cross borders, it is clear that they are being used in international traffic. In order for vehicles to be accepted by different states, it is therefore useful and necessary to have common rules for vehicles, so that they can be accepted by different states. It is obvious that the interfaces between vehicles and infrastructure are critical to enable safe railway operations. Nevertheless, the UTPs should respect the scope of COTIF and it was therefore important for the Committee of Technical Experts to take the following facts into account:

- With very few exceptions, infrastructure is not exclusively used for international traffic, but also for domestic traffic, which is outside the scope of COTIF.
- Unlike vehicles, infrastructure remains stationary in one state and is not subject to (mutual)

acceptance by other states. The admission of infrastructure should therefore remain subject to the provisions in force in the state in which the infrastructure is located and not be subject to the UTP.

These facts required careful consideration during the drafting of the UTP.



## Drafting of the UTP concerning infrastructure

In its initial assessment in 2018, the Committee of Technical Experts considered Article 2 of COTIF (Base Convention), Article 8 § 2 of the APTU UR and Article 8 of the ATMF UR to be the legal basis. Consequently, it concluded that

the following principles should be respected:

- Requirements concerning infrastructure should be developed in the scope of the APTU UR, in the form of one or more UTPs,
- The UTP(s) should only cover the infrastructure parameters relevant to compatibility with vehicles, and
- The UTP(s) could not contain binding requirements concerning the admission of infrastructure, as this would remain a national competence.

The Committee of Technical Experts was also of the view that the main purpose of infrastructure requirements should be to promote compatibility between connected lines and networks of neighbouring states, without compromising coherence between the lines used for international traffic and the rest of the domestic network. Consequently, the Committee of Technical Experts agreed that:

- All interfaces between infrastructure and vehicles should be comprehensively covered in the UTPs. This could facilitate coordination of infrastructure development between states and improve compatibility and connectivity between the networks and the vehicles running on them.

- For the parts of rail infrastructure which do not share an interface with vehicles, there should be no binding rules, so that there is freedom to design, construct and, where relevant, certify infrastructure in accordance with the norms and standards applicable in each state.
- Different classes or categories of lines should be envisaged so that all lines can be constructed in the most economically viable way, whilst avoiding an excessive number of different classes or categories of lines. An optimum level of harmonisation should be pursued.
- The provisions in the UTP should take into account the need to maintain compatibility between new, upgraded or renewed lines and the networks to which they are connected or in which they are integrated. This may for example concern compatibility with lines used for domestic traffic or with lines in neighbouring states.

### A lengthy development

**The UTP INF was adopted by the Committee of Technical Experts at its 13<sup>th</sup> session (22-23 June 2021).**

**The first draft version was already reviewed at the 35<sup>th</sup> session of WG TECH in September 2018 and subsequent versions were reviewed at the 36<sup>th</sup> and 37<sup>th</sup> sessions (November 2018 and February 2019). Although a proposal for the UTP INF was ready to be submitted to the 12<sup>th</sup> session of the Committee of Technical Experts (Bern, 12-13 June 2019), adoption was postponed in order to align it with the latest European Union INF TSI, which was to become available in the**

**course of 2019. A new draft UTP INF, based on the TSI as last amended on 16 May 2019, was prepared for review by WG TECH at its 40<sup>th</sup> session (June 2020) and subsequent versions were reviewed at the 41<sup>st</sup> and 42<sup>nd</sup> sessions (September and November 2020).**

### Specific features of the new UTP concerning infrastructure

As is the case for most UTPs, the new UTP INF is based on the Technical Specifications for Interoperability (TSIs) of the European Union. The technical provisions of the UTP and TSI INF are identical, meaning that infrastructure complying with the TSI would also comply with this UTP. Only the rules and responsibilities for application and implementation of the rules are different. Most notably, the Member States of the European Union are obliged to implement the TSI in accordance with EU law, whereas it is at the discretion of non-EU OTIF Member States whether or not they apply the UTP on particular lines.

Below are some of the key UTP provisions that illustrate how the Committee of Technical Experts decided to take into account considerations relating to the scope and purpose.

Point 0.4 lays down that the purpose of the UTP is to promote compatibility between neighbouring lines. Points 0.4 and 1.2 stipulate that Contracting States have to decide whether or not to apply the UTP to a certain line. They are recommended to apply the UTP on all new lines which will be open to international traffic and on all existing lines which are substantially used for international traffic. Furthermore, neighbouring states are encouraged to coordinate the application of the UTP. Point 0.2 also clarifies that the UTP is limited to parameters relevant to

compatibility with vehicles and does not exhaustively describe all infrastructure features. Lastly, point 7 requires states to publish a list of lines to which this UTP is applicable, including identification of non-compliances with the technical provisions of the UTP.

### Point 0.4

***“The purpose of this UTP is to promote compatibility between neighbouring lines and networks, without compromising coherence between the international lines and the domestic network. In order not to hinder states in ensuring such coherence, states may decide on a line by line basis whether or not to apply this 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.”***

### Point 1.2

***“Contracting States on whose territory a line is located shall, for their territory, decide whether this UTP is applicable to that line. Contracting States are recommended to apply this UTP on all new lines which will be open for international traffic and on existing lines which are substantially used for international traffic, if such lines are upgraded or renewed, as described in 7.3. Neighbouring Contracting States are recommended to coordinate the application of this UTP where relevant.”***

### Point 7

***“Contracting States shall publish a list of lines to which this UTP is applicable, indicating for each line whether it fully complies with the technical provisions of***

***this UTP. Non-compliance shall be identified, where possible indicating the characteristics of the line which deviate from the UTP provisions and where these deviations occur. Stations where lines with different characteristics come together shall be indicated.”***

In point 4.2.1.7, several different line performance levels are defined in the form of traffic codes. There are traffic codes for freight and traffic codes for passenger traffic. A line can be attributed one or more traffic codes. Each traffic code is defined by a combination of gauge, axle load, line speed (km/h) and train length (for freight trains) or usable length of platform (for passenger trains). Contracting States are required to attribute one or more traffic codes to all lines that are open to international traffic, including existing lines. Over and above the traffic codes defined in the TSI, the UTP includes additional codes for the network of the Gulf Cooperation Council, which allow in particular for higher axle loads (up to 32.4 t) and longer train lengths (up to 2000 m) than the other (European) traffic codes. The Committee of Technical Experts took this decision in the light of the possible accession of GCC Member States to COTIF. It is a

primary example of how the UTPs could serve a wider geographical scope.

Point 6 indicates that the conformity assessment and procedures for the admission of infrastructure are not regulated by the UTP, but by the provisions in force in the state in which the infrastructure is located. Nevertheless, with a view to correctly applying the UTP, Contracting States are recommended to ensure that adequately qualified persons carry out robust and reliable conformity assessments.

#### **Point 6**

***The admission of infrastructure is subject to the provisions in force in the state in which the infrastructure is located (see Article 8 § 2 of the ATMF UR).***

***Conformity assessment responsibilities and procedures, including declarations, are therefore excluded from this UTP.***

***Contracting States are recommended to have mechanisms and procedures in place which promote and enable robust and reliable***

***conformity assessment. These include provisions such that assessments are made only by persons that possess adequate qualifications and are sufficiently independent. For this purpose, Contracting States are recommended to apply criteria similar to those defined in UTP GEN-E.***

#### **Final considerations**

The Committee of Technical Experts relied on careful deliberation when developing the UTP concerning infrastructure. It was mindful of the limits of the scope of COTIF and of the APTU and ATMF Uniform Rules. The resulting UTP is an important milestone in the development of COTIF. It lays down detailed technical specifications for infrastructure. Contracting States are not obliged to apply these technical specifications, but are recommended to do so. Contracting States are however required to publish a list of lines to which the UTP is applicable. If Contracting States build new lines according to the UTP and make existing lines conform with the UTP, this will, over time, significantly facilitate international traffic.

**Bas Leermakers**



# 14<sup>th</sup> COMMITTEE OF TECHNICAL EXPERTS' RESULTS AND WORK PROGRAMME 2022/2023

The Committee of Technical Experts (CTE) held its 14<sup>th</sup> session on 14 and 15 June 2022. The meeting was held in a hybrid format. This article summarises the results of the session, its decisions and its work programme for 2022/2023.

30 OTIF Member States (MSs) were present or represented at the session. The European Union was represented by the European Commission. There were also delegates from the European Union Agency for Railways (ERA), CER, OSJD and UIC. The Committee elected the United Kingdom, in the shape of Mr Vaibhav Puri, to chair the session.

The Secretary General of OTIF, Mr Wolfgang Küpper, opened the meeting and highlighted the achievements since the first CTE session in 2006. He welcomed the progress concerning the development of annexes to the EST UR and emphasised the importance of the project concerning the monitoring and assessment of the legal instruments of COTIF.

## Adoption of binding provisions

### Revision of UTP TAF

The CTE adopted a revised version of the Uniform Technical Prescription for telematics applications for freight services (UTP TAF). The changes include the obligation for Contracting States (CSs) to inform the OTIF Secretariat of their National Contact Points, the reference to the UTP TCRC regarding train composition, and the addition of provisions related to path allocation and train running information. The revised version of the UTP TAF will replace the old version, which will therefore be repealed. The repealed version will remain available online for future reference.

### Revision of Annex B to the ATMF UR

The CTE also decided to revise Annex B to the ATMF UR concerning derogations. Derogations are decisions by CSs not to apply UTPs or parts of UTPs to specific projects. Compared to the former version, the revised version simplifies the provisions and clarifies the scope. Some responsibilities are transferred from the Secretary General to the CSs. The revised version strengthens the competences of the competent authorities of the CSs and ensures more transparency. The new Annex B will replace and repeal the version currently in force. The repealed version will remain available online for future reference.

### Notification

Following their adoption, both decisions of CTE have been notified in depository notification NOT-22034 of 22 July 2022. The depository notification and the adopted documents are available on OTIF's website under: [Activities > Technical Interoperability > Notifications > 2022](#)

The revised UTP TAF and revised Annex B to the ATMF UR are expected to enter into force on 1 January 2023.

### Items for discussion

Progress report on development of the Annexes to the EST UR

### (Appendix H to COTIF)

The CTE discussed progress on the development of Annexes to the future EST UR. Firstly, the draft Common Safety Method (CSM) on Safety Management System requirements, which will become Annex A to the EST UR. Secondly, the draft CSM on Monitoring, which will become Annex B to the EST UR.

In 2018, the 13<sup>th</sup> General Assembly adopted the new Appendix H to COTIF, the EST UR. It sets out general principles and safety responsibilities for the operation of trains in international traffic. In accordance with Article 34 § 2 of COTIF, two-thirds of the Member States must approve the decision of the General Assembly before the EST UR can enter into force.

The General Assembly recommended that the Committee of Technical Experts prepare proposals for annexes to the EST UR before the EST UR enter into force. The proposals could then be adopted by the Committee of Technical Experts without delay after the EST UR enter into force.

### Procedure for sharing information on the causes of accidents

The CTE established a procedure for sharing information on the causes of accidents, incidents and severe damage in international traffic within the scope of Article 16 § 4 of the ATMF UR. To this end, the CTE reminded all CSs to notify the Secretary General should they

have such cases on their territory in accordance with Article 16 § 4 of the ATMF UR. In turn, the Secretary General will publish the notified information on OTIF's website and will issue a circular letter informing all Competent Authorities of the published information. Lastly, CSs should inform all Railway Undertakings, Infrastructure Managers, Entities in Charge of Maintenance, Keepers and any other relevant actors involved in international traffic on their territory

### Progress report on monitoring and assessment of implementation of the APTU and ATMF UR

At its previous session, the CTE initiated monitoring and assessment of implementation of the APTU and ATMF UR. For this purpose, it decided on a questionnaire addressed to the CSs. The Secretariat was requested to analyse the responses and provide a progress report.

### Summary of findings concerning the monitoring and assessment of implementation of the APTU and ATMF UR by Contracting States (CSs)

1. **With the exception of the EU Member States, CH and NO, the CSs have not recently notified their national technical requirements in accordance with the APTU UR. CSs should be reminded (again) of their obligation to do so.**
2. **The low number of responses suggests that contact with the non-responding states should be improved. Following the example of the ad hoc Committee on Legal Affairs and International Cooperation, C S could be requested to nominate focal points. Focal points would**

**act as the working-level contact point between the OTIF Secretariat and the state concerned.**

3. **Several CSs have not notified OTIF of their Competent Authority. This suggests that these CSs have not, in practice, implemented the APTU and ATMF UR. This mostly concerns CSs that do not currently have any international traffic with other CSs. States that do formally apply the APTU and ATMF UR (but which do not apply them in reality) could be contacted to find out what their requirements are and whether they intend to implement the rules. If not, they should be reminded of the possibility of making a formal reservation in accordance with Article 42 of COTIF to declare that they do not apply the APTU and ATMF UR.**
4. **Vehicle registers and access to them is an important subject. The situation in most CSs is subject to change, because of the implementation of the European Vehicle Register at EU level. The Committee of Technical Experts should continue to monitor this subject with a view to mitigating the problems which occur in practice.**
5. **CSs have no view on how vehicles registered in their register are used in international traffic. Although it is confirmed that the majority of freight wagons are suitable for international traffic, it is not possible for CSs to obtain any information on their actual use and hence whether COTIF is being used. Sector associations may help clarify this in a next step.**

6. **The tasks and responsibilities for CSs and the Committee of Technical Experts concerning incidents and accidents as defined in the ATMF UR are not put into practice. It would therefore seem useful to find ways to apply the provisions better or to consider revising them.**
7. **Over 90% of standard gauge wagons are suitable for international use. This very high percentage reflects the need for highly interoperable freight wagons. The UTPs could possibly better reflect this need by giving more prominence to specifications for standardised wagons. These specifications are currently in point 7.1.2 and in Appendix C to the UTP WAG.**

To follow up on the first step, CTE continues to develop approaches to monitoring and assessing that would allow a better view on the use of vehicles in international traffic by involving the sector's representative bodies. The next step should provide a better understanding of how, in practice, assessing entities and competent authorities apply the rules and procedures within the scope of COTIF and a better view on whether compliance with the UTP is relevant with regard to authorisation for national use in the CSs. Further work would also contribute to the implementation of OTIF's monitoring and assessment policy by other OTIF organs.

### Work Programme of the Committee for 2022/2023

The CTE discussed its work programme for the coming period. In coordination with the standing working group (WG TECH), the Secretariat was requested to prepare the following for the 15<sup>th</sup> session of the Committee of Technical Experts:

- An analysis of the applicable criteria to be met by assessing entities and, if relevant, proposals for new provisions or for modifications to the existing provisions of UTP GEN-E;
- Proposals to update the application guides to UTPs, starting with guides relating to UTPs relevant to freight wagons;
- An analysis of the feasibility of developing specific UTPs, or parts thereof, dedicated to vehicles that can be used freely in international traffic (to replace the former technical provisions of RIC);
- A progress report on the development of annexes to the EST UR, concerning:
  - A harmonised procedure for issuing safety certificates in the scope of the EST UR;
  - The necessary links between the EST UR and the Common Safety Method on risk evaluation and assessment, in particular by drafting proposals to modify UTP GEN-G.
- A progress report on the next step in monitoring and assessing implementation of the APTU and ATMF UR;
- An update on developments concerning the Future Railway Mobile Communication System (FRMCS) and their relevance for OTIF.

All working documents for the session are published here: [http://otif.org/en/?page\\_id=1153](http://otif.org/en/?page_id=1153)

The list of decisions is published here: [http://otif.org/en/?page\\_id=7304](http://otif.org/en/?page_id=7304)

**Technical Interoperability Department**



# RID/ADR/ADN JOINT MEETING

## Berne, 14 to 18 March 2022

The RID/ADR/ADN Joint Meeting took final decisions for the 2023 editions of RID, ADR and ADN. In addition, the first decisions for the 2025 editions of the dangerous goods regulations for land transport were taken

The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe took place from 14 to 18 March 2022 in the form of a hybrid meeting. 20 delegates nevertheless took advantage of the opportunity to attend the meeting in person.

121 delegates from 23 states, the European Union, the Organisation for Cooperation of Railways (OSJD) and 18 non-governmental organisations took part in the discussions.

### Tanks

The documents on tank issues were dealt with partly in plenary and partly by the working group on tanks, which also held a hybrid meeting in parallel to the Joint Meeting. 34 experts from 15 states and 7 non-governmental organisations took part in the work of this working group.

### Extra-large tank-containers

After discussions in various bodies, this Joint Meeting finally succeeded in including some provisions concerning extra-large tank-containers in the regulations. The preparatory work for this had been done by the RID Committee of Experts' standing working group (see Bulletin 1/2/2022, p. 26).

Firstly, a definition of extra-large tank-containers was adopted. In order to distinguish them from conventional tank-containers, a

lower capacity limit of 40,000 litres was chosen.

As for tank-wagons, 4.5 mm was specified for the minimum wall thickness of the shells of extra-large tank-containers.

For the pressure resistance of closures fitted to extra-large tank-containers for the carriage of substances in the liquid state, a value of 0.4 MPa (4 bar) will in future apply, as for tank-wagons.

As the extra-large tank-containers in service up to now were built in accordance with the provisions for conventional tank-containers, which only prescribe a minimum wall thickness of 3 mm, a transitional measure was also included to allow their continued use.

### Deletion of transitional measures for tank-wagons

Because of the time that has elapsed, the Joint Meeting adopted a proposal from the Secretariat to delete the transitional measures for gas tank-wagons whose shells were built between 1 January 1967 and 31 December 1970 and for tank-wagons for the carriage of substances of Class 3, packing group I with a vapour pressure at 50°C of not more than 175 kPa (1.75 bar) (absolute). Following the deletion of the first-mentioned transitional measure, the next tranche of gas tank-wagons whose shells were built in accordance with national regulations before the entry into force of the internationally agreed provisions of Chapter 6.8 must be taken out of service.

### Instant/automatic closing stop-valves

To prevent uncontrolled outflow due to unintended occurrences during the handling of tanks, such as damage to pipework or hoses or a fire, the openings of gas tanks used during filling and emptying should be fitted with instant/automatic closing stop-valves. This is an essential safety aspect, especially for tanks used for the carriage of flammable and toxic gases. These stop-valves are available on most tanks, but new tank designs for the carriage of cryogenic liquefied gases, such as liquefied natural gas (LNG), are coming onto the market, and they are not thus equipped. This is probably due to a possible misinterpretation of the provisions, which is why an informal working group has already been set up to redraft 6.8.3.2.

The Joint Meeting recognised that this issue was so important that it could not wait for the outcome of further discussions and the redrafting of 6.8.3.2, so this would have to be resolved in the 2023 edition of RID/ADR, at least for Chapter 6.8. It decided to include a new special pro-vision for carriage in tanks for all refrigerated liquefied flammable gases (UN Nos. 1038, 1961, 1966, 1972, 3138 and 3312), requiring all connections for filling and emptying to be fitted with instant closing automatic stop-valves.

The Joint Meeting also adopted transitional measures, but at this stage they do not include provisions for retrofitting tanks.

The need for retrofitting should be examined for the 2025 edition of RID/ADR on the basis of the results of the further development of 6.8.3.2.

### Degree of filling of substances carried at or above 50°C

RID/ADR 4.3.2.2 brings together the provisions for the degree of filling for carriage in tanks, where the degree of filling can be calculated using formulae, depending on the type of substance to be carried. 4.3.2.2.3 contains an exemption for tanks whose contents are, by means of a heating device, maintained at a temperature above 50°C during carriage.

It was noted that the wording of 4.3.2.2.3 only prescribes a maximum degree of filling of 95% in cases where the tank is equipped with a heating device. It was also noted that heating above the filling temperature is not allowed, which does not correspond to practice.

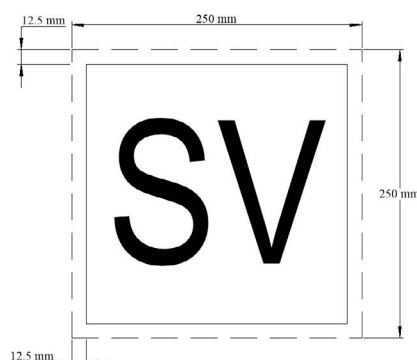
The Joint Meeting decided to revise the wording of the whole of 4.3.2.2.3 to cover also those cases where no heating system is fitted or used and the heating of the contents before unloading is carried out by external heating devices. Furthermore, the new wording also allows temperatures above the filling temperature as long as the degree of filling is not exceeded. These amendments will enter into force on 1 January 2025.

### Marking of tanks intended for the carriage of flammable liquefied gases and equipped with safety valves

At the Joint Meeting in autumn 2021, it was decided to prescribe the mandatory installation of safety valves on road tank-vehicles and tank-containers for the carriage

of flammable liquefied gases in order to reduce the risk of a BLEVE (boiling liquid expanding vapour explosion). For tank-wagons, the RID Committee of Experts' standing working group took over the same technical requirements, but retained the principle of voluntary fitting of safety valves. In principle, it was also decided to mark tank-wagons, tank-vehicles and tank-containers so that the emergency services can see from a long way off whether there is a safety valve, which will enable them to organise the initial measures accordingly (see Bulletin 1/2/2022, p. 25).

Following a proposal from Liquid Gas Europe submitted on behalf of the BLEVE working group, the Joint Meeting adopted requirements that these marks must satisfy. The mark consists of the letters "SV" (for "safety valve") in black, in a black square with a side length of 250 mm. With regard to the fire resistance of these marks, the requirements for the orange-coloured marking were taken as a basis. The marks must be affixed to both sides of tank-containers and tank-wagons and to both sides and the rear of tank-vehicles.



Transitional measures allow these new marks to be affixed as part of the first intermediate inspection or periodic inspection to be carried out after 31 December 2023.

The RID Committee of Experts' standing working group still has to endorse the provisions applicable to tank-wagons.

## Standards

The Joint Meeting approved the inclusion of references to several new versions of standards examined by the working group on standards. Some references to standards were only provisionally adopted because the corresponding standards had not yet been published. The representative of the European Committee for Standardization (CEN) was asked to inform the Sec-retariat if these standards were published by the end of May 2022 at the latest. If they are published any later, the updated standards can only be referred to in the 2025 editions of RID and ADR.

The Chair of the working group on standards, Mr Chris Jubb (United Kingdom), announced that he would now retire completely. The Joint Meeting paid tribute to his extraordinary commitment over the past seven years as Chair of the working group on standards and during almost three decades in the Joint Meeting and wished him a long and happy retirement.

The members of the working group proposed the Secretary General of the European Cylinder Manufacturers Association (ECMA), Mr Andy Webb, as the new Chair. Mr Webb had already represented the European Industrial Gases Association (EIGA) at the Joint Meeting in the past.

## Other proposals for amendments

### Carriage of paint waste

Waste consisting of packaging residues, solidified residues and liquid residues of paint classified as UN number 1263, packing group II, may be carried in accordance with the requirements of special provision 650. These substances are assigned to UN number 1263 because of the flammable

ingredients in the paint. However, over the last 15 years, more and more paints have changed from solvent-based to water-based ingredients, so a large proportion of paints are now assigned to UN number 3082.

The Joint Meeting welcomed Sweden's proposal to amend special provision 650 in Chapter 3.3 and to assign it to UN number 3082 in order to facilitate the carriage of wastes consisting of water-based paints. There was also agreement that multilateral special agreements 8/2021 for RID and M343 for ADR need to be updated or supplemented accordingly. These amendments are due to enter into force on 1 January 2025.

#### New transitional measure for intermediate bulk containers (IBC)

In the 2021 edition of RID and ADR, the provision governing the marking of inner receptacles of composite IBCs was amended. In so doing, it was specified that the mark for the inner receptacle must be placed in a location that is easily accessible for inspection when the inner receptacle has been placed in the outer casing.

The Netherlands established that there are many composite IBCs in circulation that were manufactured before RID/ADR 2021 entered into force and which do not comply with

this provision. As no transitional measure was included when the amendment was adopted, this would mean that these composite IBCs would have to be taken out of service, even though they comply with all the other provisions of RID/ADR.

The Joint Meeting agreed to include a transitional measure allowing the continued use of inner receptacles of composite IBCs manufactured before 1 July 2021 until the end of their permitted period of use (usually five years).

### Any other business

#### Statements by various delegations concerning the war in Ukraine

The representatives of the United States of America, the United Kingdom and the European Union made statements on Russia's war of aggression against Ukraine.

The US representative highlighted that the United Nations Economic Commission for Europe (UNECE) comprised 56 Member States in Europe, North America and Asia, which had set themselves the goal of working together constructively and trustfully in various technical and political areas, and pursuing the common aim of promoting safety, sustainability, social inclusion and economic prosperity through better transport policies.

Russia's invasion and the resulting loss of life and destruction of civilian transport infrastructure violated these fundamental principles and values.

On behalf of its 27 Member States, the representative of the European Union called on the international community to demand that Russia immediately end this aggression, which threatens international peace and security at global level. He also condemned Belarus's involvement in this aggression.

The representative of the United Kingdom underlined Russia's special responsibility as a permanent member of the UN Security Council for maintaining international peace and security. Russia's use of force against Ukraine was a blatant violation of the principles of the United Nations Charter.

### Next session

The next Joint Meeting will be held in Geneva from 12 to 16 September 2022. It will deal exclusively with proposals for amendments intended to enter into force on 1 January 2025.

#### Jochen Conrad



# 14<sup>th</sup> SESSION OF THE RID COMMITTEE OF EXPERTS' STANDING WORKING GROUP AND 57<sup>th</sup> SESSION OF THE RID COMMITTEE OF EXPERTS

## Berne/hybrid, 23 and 24 May 2022

The 14<sup>th</sup> session of the RID Committee of Experts' standing working group and the 57<sup>th</sup> session of the RID Committee of Experts were held as hybrid sessions on 23 and 24 May 2022. 18 States, the European Union, the European Union Agency for Railways (ERA) and 4 international associations were represented.

The main focus of the 14<sup>th</sup> session of the standing working group was to conclude the work on the 2023 amendments to RID. To this end, the standing working group had before it the draft notification texts, which already included the decisions of the last RID/ADR/ADN Joint Meeting (Berne/hybrid, 14 - 18 March 2022). In addition, the standing working group had all the texts adopted by the 111<sup>th</sup> session of WP.15 (Geneva, 9 - 13 May 2022) that might also have an influence on RID.

The working group approved all the latest amendments adopted by the last RID/ADR/ADN Joint Meeting in March (see p. 18) for the 2023 editions of RID, ADR and ADN. This also concerned in particular the provisions for the marking of tanks intended for the carriage of compressed, liquefied or dissolved gases which are equipped with safety valves. These provisions were also adopted in RID for tank-wagons for which the fitting of safety valves is not mandatory. The working group also adopted the amendments adopted by the last session of WP.15.

### Updating the NHM codes in Table B of Chapter 3.2

The alphabetical list of dangerous goods (Table B of RID), as an unofficial part, contains the NHM code for all the individual dangerous goods. The NHM codes are a specific coding for rail transport, which is coordinated with the Harmonized Commodity Description and Coding System of the World Customs Organization (WCO).

The standing working group adopted the amendments to the NHM codes proposed by UIC and the NHM codes established for the new substances included in the alphabetical list.

### Reference to standard EN 14841

At the suggestion of the Joint Meeting's working group on standards, the standing working group should check whether, in the obligations for the filler and the unloader, reference could also be made to standard EN 14841:2022 (LPG equipment and accessories - Discharge procedures for LPG rail tankers), which so far only exists in draft form.

After it was established that information from the checklists for the filling and emptying of tank-wagons published on OTIF's website had not been included in the standard and that the draft standard contains other flaws, the standing working group decided

not to take a decision on including a reference to this standard in RID until it has been published. Irrespective of this, this standard may also be applied on a voluntary basis without its being referenced in RID.

### IRS 40471-3 (Inspections of dangerous goods consignments)

International Railway Solution IRS 40471-3 describes the inspections to be carried out on railway consignments of dangerous goods. These inspections are considered as best practices to meet the carrier's obligations. Every two years, UIC adapts IRS 40471-3 to the current status of RID and submits it to the standing working group for review.

The standing working group noted the current version of IRS 40471-3 and decided to refer to this new version in the carrier's obligations.

### Special provision TT 4

In RID, special provision TT 4 is assigned to six fluorinated substances of Class 8 and, for tank-wagons and tank-containers, stipulates that the tanks be inspected for corrosion resistance between two periodic inspections. Although this special provision in RID also applies to tank-containers, there is no corresponding provision in ADR. This difference in the regulations means that, according to ADR, an inspection of the

internal condition of tank-containers in which the above substances are carried only has to be carried out every five years, whereas according to RID, it has to be carried out every two and a half years.

The Joint Meeting's working group on tanks, to which this issue was referred, noted that tanks for the carriage of the substances referred to were either equipped with an internal liner or were constructed of mild steel, and that exposure to hydrofluoric acid would create a protective layer of iron fluoride. As neither design method led to any problems with corrosion, the working group on tanks was of the view that special provision TT 4 did not improve safety and that deleting it from RID did not cause any safety problems.

As the tank material already has to be checked for compatibility with the substances to be carried to ensure that there is no reaction, the standing working group agreed to delete special provision TT 4.

#### Harmonisation of 1.10.4

Sweden and Norway had submitted a proposal to WP.15 with the aim of making the provisions for security (prevention of theft and misuse of dangerous goods) applicable to all high consequence dangerous goods of Class 1 (explosive substances and articles), including for the carriage of exempted quantities in accordance with 1.1.3.6. This was justified by the fact that even smaller quantities of explosive substances can be attractive to potential perpetrators and that Chapter 1.4 of the UN Model Regulations does not provide for any relaxations either. WP.15 had adopted this proposal with a transitional measure which, for explosive substances of Class 1 that had previously been exempted from the application of Chapter 1.10, allows the provisions of Chapter 1.10 not to be applied

until 31 December 2024.

The standing working group followed this decision of WP.15, but noted that the amendments to RID had to be implemented differently because of the limited applicability of the provisions of 1.1.3.6.

#### Requirements for wagons equipped with digital automatic coupling (DAC)

The representative of the International Union of Wagon Keepers (UIP) informed the standing working group of ERA's ongoing work in connection with the forthcoming introduction of the digital automatic coupling (DAC) in European rail freight traffic. Technical requirements for standardised DAC systems should be included in the Technical Specifications for Interoperability for Freight Wagons, Locomotives and Passenger Coaches and Telematics Applications (TSI WAG, TSI LOC&PAS, TSI TAF) in 2025.

The standing working group reiterated the importance of taking into account the requirements of dangerous goods legislation when revising the TSIs. To this end, ERA will organise a bilateral workshop with the participants of its thematic working group and RID experts in October 2022.

#### Extra-large tank-containers

After the standing working group had endorsed the RID/ADR/ADN Joint Meeting's decisions on extra-large tank-containers (see p. 18) in the context of the proposed amendments for the 2023 edition of RID, the representative of UIP informed it of some points that were still outstanding with regard to the strength of extra-large tank-containers and measures to reduce the extent of damage in the event of an impact or the overriding of buffers.

In contrast to conventional tank-containers and portable tanks, which have to be designed for acceleration values of 2g, extra-large tank-containers are designed for acceleration values of 3g. However, this fact and the related operational requirements are not reflected in the regulations. In this context, it should be checked in future whether a new class should be defined in RID for tank-containers suitable for hump shunting. This new category of tank-containers should also be taken into account when revising standard EN 12663-2 (Railway applications – Structural requirements of railway vehicle bodies – Part 2: Freight wagons).

For tank-wagons, measures to reduce the extent of damage in the event of an impact or the overriding of buffers are set out in special provisions TE 22 and TE 25. As these cannot be implemented in container transport, the need for compensatory measures must be reviewed. The aim is to take account of the decision of principle to formulate only protective aims in RID, and of the development of provisions for digital automatic coupling.

The two open points will be discussed at the next meetings of the Joint Coordinating Group of Experts (JCGE) and the working group on tank and vehicle technology.

#### RID Committee of Experts

Directly after the meeting of the standing working group, the 57<sup>th</sup> session of the RID Committee of Experts was held on 24 May 2022 in order to adopt the amendments proposed at the 12<sup>th</sup> (video-conference, 24 - 26 November 2020), 13<sup>th</sup> (Geneva/hybrid, 15 - 18 November 2021) and 14<sup>th</sup> sessions of the RID Committee of Experts' standing working group. These amendments are to enter into

force on 1 January 2023. The RID Committee of Experts unanimously approved the proposed amendments. The European Union exercised the right to vote on behalf of the EU Member States.

The notification texts were brought to the attention of the RID Contracting States on 1 July 2022 by means of a depositary notification. Until 1 November 2022, the RID Contracting States

have the opportunity to lodge objections to the amendments. The notification texts are also published on OTIF's website ([www.otif.org](http://www.otif.org) > [Activities > Dangerous Goods > Notification Texts > 2023](#)).

### Next session

The 15<sup>th</sup> session of the RID Committee of Experts' standing working group will provisionally

be held from 23 to 25 November 2022. The meeting of the standing working group will be preceded by a meeting of the working group on tank and vehicle technology on 21 and 22 November 2022.

**Jochen Conrad**  
**Katarina Burkhard**

## CALENDAR OF OTIF'S MEETINGS IN 2022

DATE	EVENT	ORG	LOCATION
4 - 6 October	Ad hoc Committee on Legal Affairs and International Cooperation	Department for Transport - United Kingdom	London United Kingdom (HYBRID MEETING)
15 - 16 November	WG TECH 48		Paris - France to be confirmed (HYBRID MEETING)
21 - 22 November	RID Committee of Experts' working group on tank and vehicle technology (19 <sup>th</sup> session)		Berne - Switzerland (HYBRID MEETING)
23 - 25 November	RID Committee of Experts' standing working group (15 <sup>th</sup> session)		Berne - Switzerland (HYBRID MEETING)

## EVENTS WITH OTIF PARTICIPATION IN 2022

DATE	EVENT	ORG	LOCATION
21 - 22 September	IAA Transportation		Hanover - Germany
27 - 28 September	EUMedRail Workshop	ERA	(VIDEO-CONFERENCE)
27 - 28 September	Expert group on implementation of the 4 <sup>th</sup> Railway Package	European Commission	(VIDEO-CONFERENCE)
29 September	2022 World Maritime Day	IMO*	London United Kingdom
18 - 19 October	Railway Days Investment Summit	AIF**	Bucharest - Romania
24 October	UPU-Rail Forum	UPU	Berne - Switzerland
25 - 28 October	OSJD Commission for Transport Law in the field of provisions for the carriage of dangerous goods	OSJD	Warsaw - Poland (VIDEO-CONFERENCE)
8 - 9 November	UIC Group of Experts on the Carriage of Dangerous Goods	UIC	(VIDEO-CONFERENCE)
8 - 10 November	OSJD Commission on Infrastructure and Rolling Stock	OSJD	(VIDEO-CONFERENCE)

\*IMO: International Maritime Organization

\*\*AIF: Club Feroviar, University of Bucharest and Romanian Railway Industry Association



# EVENTS WITH OTIF PARTICIPATION IN 2022

DATE	EVENT	ORG	LOCATION
<b>8 - 11 November</b>	Working Party on the Transport of Dangerous Goods (WP.15) (112 <sup>th</sup> session)	UNECE	Geneva - Switzerland
<b>16 - 18 November</b>	Working Party on Rail Transport (76 <sup>th</sup> session) (SC. 2)	UNECE	Geneva - Switzerland
<b>22 - 23 November</b>	Railway Interoperability and Safety Committee (RISC)	European Commission	<a href="#">(VIDEO-CONFERENCE)</a>
<b>28 November - 6 December</b>	UN Sub-Committee of Experts on the Transport of Dangerous Goods (61 <sup>st</sup> session)	UNECE	Geneva - Switzerland
<b>30 November - 1 December</b>	CIM Working group	CIT	Berne - Switzerland



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