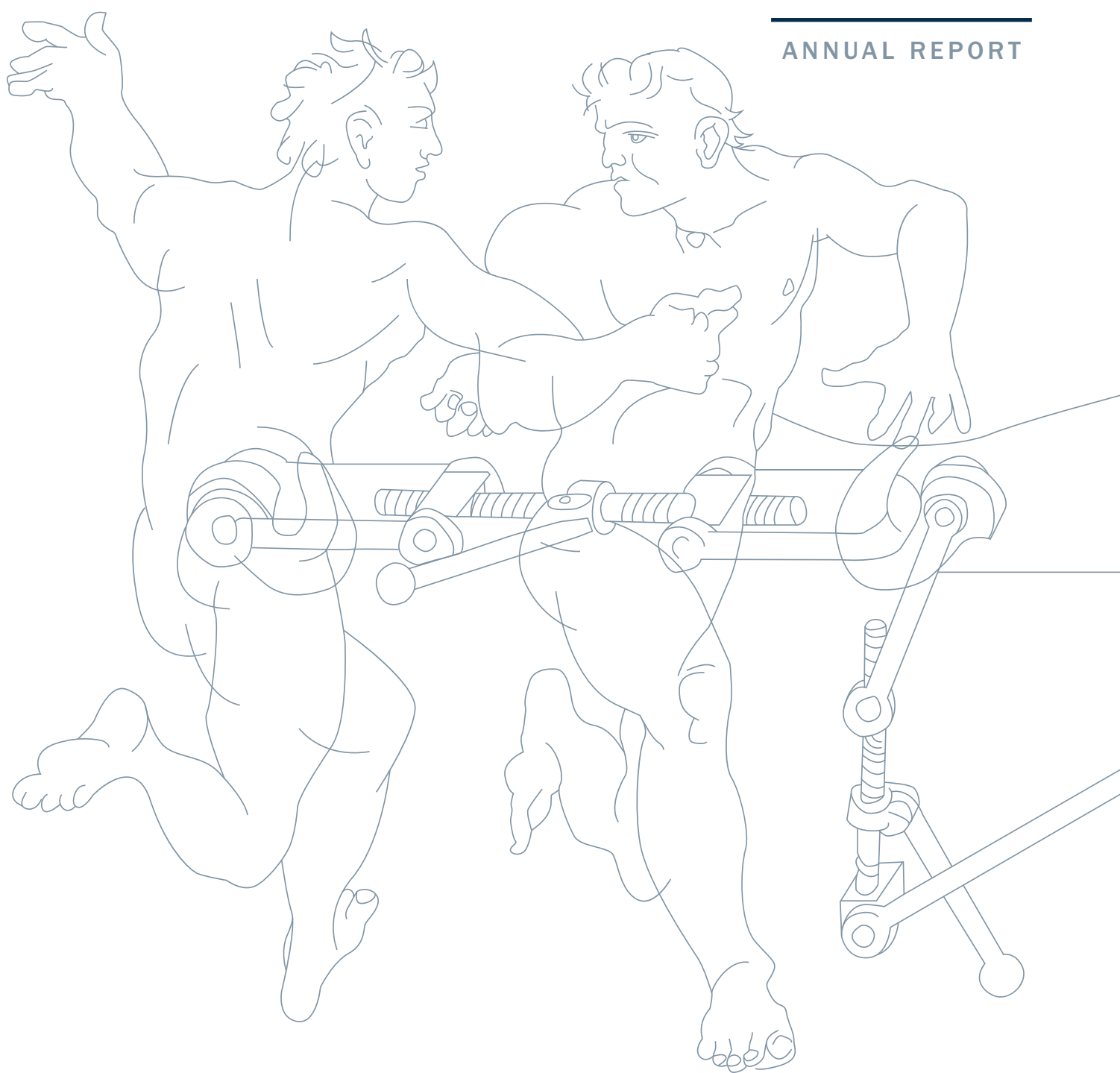




2018

ANNUAL REPORT



OTIF

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

INTRODUCTION

2018 was a very busy year for the Organisation.

In line with the 2018-2019 work programme, OTIF pursued two ambitious objectives:

- to get to know its Member States better and bring them together around the development of international rail traffic;
- to gradually fill in the legal gaps so as to connect the national railways.

Thanks to active support by the Member States and the committed involvement of the OTIF Secretariat staff, the Organisation celebrated the 125th anniversary of the Berne Convention, decided to amend COTIF and its appendices, set up new ways of working, debating and brainstorming for the Member States and provided COTIF with a new Appendix H.

Following the work of the Revision Committee in February 2018, the work culminated in September 2018 with OTIF's 13th General Assembly, which adopted a number of amendments to the base Convention and its appendices. The technical appendices were also amended. They are now aligned with the European Union's 4th Railway Package. In addition, in order to become more flexible and adapt more easily to developments in the legal environment, the Organisation equipped itself with a simplified and quicker procedure for revising COTIF.

The General Assembly also established two new working tools that will bring the Member States together, strengthen OTIF's role as a forum for international railway law and help integrate the national railway networks. Set up until 2021, the first of these new tools is the ad hoc Committee on Cooperation, which will be examining ways of making it easier for OTIF to cooperate with other international organisations and associations. Secondly, COTIF now has a new Appendix H concerning the safe operation of trains in international traffic (EST UR). This new appendix is a significant and promising step forward for the development of the Organisation and for technical interoperability beyond the European Union.

Among the new additions to RID were 12 new UN numbers for articles containing dangerous goods. This will simplify the classification and carriage of a large number of articles that contain dangerous goods in their internal assembly. For damaged or defective lithium batteries which, under normal conditions of carriage, might react dangerously, two new packing instructions have been included to ensure that they can be carried safely.

Like the working group of legal experts set up by the Secretary General in December 2018 – an advisory group that will assist OTIF's organs in the legal area and monitor and assess the application of COTIF – 2018 marked a turning point and a pivotal moment for the Organisation's development.

The Secretariat of OTIF



LIST OF ABBREVIATIONS

AC

Administrative Committee

ADN

European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

ADR

European Agreement concerning the International Carriage of Dangerous Goods by Road

APTU

Uniform Rules concerning the Validation of Technical Standards and the Adoption of Uniform Technical Prescriptions applicable to Railway Material intended to be used in International Traffic (Appendix F to COTIF)

ATMF

Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (Appendix G to COTIF)

CEN

European Committee for Standardisation

CIM

Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (Appendix B to COTIF)

CIT

International Rail Transport Committee

CIV

Uniform Rules concerning the Contract of International Carriage of Passengers by Rail (Appendix A to COTIF)

COTIF

Convention concerning International Carriage by Rail

CSM

Common safety method

CTE

Committee of Technical Experts

CUI

Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (Appendix E to COTIF)

DG

Directorate General

ECOSOC

United Nations Economic and Social Council

ECM Entity in charge of maintenance	SMGS Agreement concerning International Freight Traffic by Rail (OSJD)
ERA European Union Agency for Railways	TAF Telematics Applications for Freight
EST Uniform Rules concerning the safe operation of trains in international traffic	TSI Technical Specification for Interoperability
ETCR European Training Centre for Railways	UIC International Union of Railways
EU European Union	UN United Nations
EVR European Vehicle Register	UNECE United Nations Economic Commission for Europe
FRPF Fibre-reinforced plastics	UNESCAP United Nations Economic and Social Commission for Asia and the Pacific
GCC Gulf Cooperation Council	UNIDROIT International Institute for the Unification of Private Law
GEN-B General provisions-Subsystems	UPU Universal Postal Union
GOST Technical standards or national standards issued and managed by the Federal Agency on Technical Regulation and Metrology, Russia's official standardisation body and a member of the International Organization for Standardization (ISO)	UTP Uniform Technical Prescription
JCGE Joint Coordinating Group of Experts	UR Uniform Rules
LOC&PAS Locomotives and Passenger Rolling Stock	VVR Virtual Vehicle Register
MoU Memorandum of Understanding	WAG Freight Wagons
NOI Subsystem Rolling Stock - Noise	WCO World Customs Organization
NTR National Technical Requirement	WG TECH Committee of Technical Experts Working Group
NVR National Vehicle Register	
OECD Organisation for Economic Co-operation and Development	
OSJD Organisation for Co-operation between Railways	
OTIF Intergovernmental Organisation for International Carriage by Rail	
RID Regulation concerning the International Carriage of Dangerous Goods by Rail (Appendix C to COTIF)	
RISC Railway Interoperability and Safety Committee	

OBJECTIVES/ACTIONS

OTIF as a forum for uniform international railway law

OPERATIONAL OBJECTIVE

1. Set up a standing working group of legal experts
2. Become an open, partnership-based centre of expertise
3. Evaluate the application and implementation of COTIF

ASSOCIATED ACTIONS

Working group of legal experts to start work in 2018

Contact ATMF Contracting States and assist them in notifying their competent authorities

Assist the Gulf Cooperation Council (GCC) with the expansion of its network

Define tools to monitor the application of COTIF

Assist dangerous goods safety advisers in monitoring compliance with RID

Extend and develop the application of COTIF

OPERATIONAL OBJECTIVE

4. Include regional factors in OTIF law
5. Promote and assist in the accession process

ASSOCIATED ACTIONS

Develop, in coordination with the EU, a strategy to adapt OTIF's legal framework for the accession of other regional organisations

Create a page on accession on the OTIF website

Organise at least one seminar a year to promote accession

Promote safe technical interoperability

OPERATIONAL OBJECTIVE

6. Promote and assist with the safe interoperability of trains
7. Support the digitalisation of railways
8. Promote network access

ASSOCIATED ACTIONS

Propose to the General Assembly a new Appendix H to COTIF concerning the safe operation of trains in international traffic

Develop infrastructure-related provisions

Promote and support, with assistance from our partners, the implementation of the UTP TAF

Promote and support use of the e.consignment note

Start discussion on network access conditions



Promote the safe transport of dangerous goods

OPERATIONAL OBJECTIVE

9. Keep the dangerous goods regulations up to date, taking into account technical and scientific progress

10. Simplification of digital access to promote and improve application of the provisions of RID

ASSOCIATED ACTIONS

Revise the dangerous goods provisions for all three land modes

Promote extension of the RID/ADR/ADN Joint Meeting's remit to cover SMGS Annex 2

Help make RID available in a digital form

Learning and sharing

OPERATIONAL OBJECTIVE

11. Innovate to promote our know-how while continuing the social dialogue

12. Strengthen the communication strategy and broaden dissemination networks

ASSOCIATED ACTIONS

Improve training programme for our Member States

Create professional networks with our partners for OTIF staff

Strengthen public and press relations

Produce audio-visual media

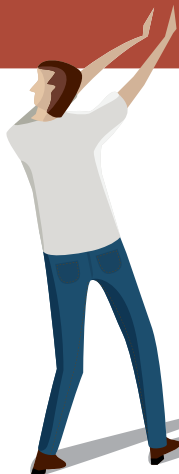


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1

OTIF: A FORUM FOR UNIFORM RAILWAY LAW

OTIF's legal regime supports a modern and constantly developing international rail transport system. The guiding principle of OTIF as a forum for uniform railway law is to achieve consistency in international law.

I REVISION COMMITTEE

On 27 and 28 February 2018, the Revision Committee held its 26th session in Berne, Switzerland. The Revision Committee elected Belgium, in the shape of Ms Clio Liégeois, to chair the session. It also elected Switzerland, in the shape of Mr Marcel Hepp, as vice chair of the session. The Revision Committee:

- adopted amendments to the APTU UR (Appendix F to COTIF) and the ATMF UR (Appendix G to COTIF);
- considered and endorsed an amendment of the procedure for revising COTIF Appendices, a partial revision of the CUI UR (Appendix E to COTIF) and draft EST UR (new Appendix to COTIF);
- noted progress of work on customs issues and the digitalisation of freight transport documents and instructed the Secretary General to submit a report on further developments to its next session;
- noted the analysis made by the OTIF Secretariat on the need to harmonise access conditions and mandated the Secretary General to continue the work on a non-binding legal framework for international railway network access;
- supported setting up a working group of legal experts.

I GENERAL ASSEMBLY

On 25 and 26 September 2018, the General Assembly held its 13th session in Berne, Switzerland. The General Assembly elected the Netherlands (Ms Monique van Wortel), to chair this session. It also elected Austria (Mrs Karin Guggenberger) and Tunisia (His Excellency Mr Mourad Bourehla) as vice chairs of the session. The General Assembly:

- established, for a three-year period, an ad hoc Committee on Cooperation with a mandate to take decisions on cooperation with other international organisations and associations, including establishing and dissolving consultative contact groups with other international organisations and associations and monitoring the functioning of contact groups;
- adopted amendments to the procedure for revising COTIF Appendices and approved the respective modifications to the Explanatory Report;



Aleksandr KUZMENKO
Head of Legal
Department

OBJECTIVE 1
SET UP A STANDING WORKING
GROUP OF LEGAL EXPERTS

- noted progress of work on customs issues and the digitalisation of freight transport documents and instructed the Secretary General to submit a report on further developments to its next session;
- adopted amendments to the CUI UR (Appendix E to COTIF) and related amendments to the base Convention and approved respective modifications to the Explanatory Report;
- adopted amendments to the ATMF UR (Appendix G to COTIF);
- adopted the EST UR (a new Appendix H to COTIF) and related amendments to the base Convention and approved respective modifications to the Explanatory Report;
- noted the OTIF Secretariat's analysis of the conditions for access to the international railway network and instructed the Secretary General to continue the work on a non-binding legal framework within the framework of the working group of legal experts and in cooperation with competent international organisations and associations;
- endorsed the Secretary General's setting up an advisory working group of legal experts.

I WORKING GROUP OF LEGAL EXPERTS

In circular letter LAW-18081-GTEJ dated 17 December 2018, the Secretary General established a working group of legal experts. The task of the working group will be to assist and facilitate the functioning of the existing organs defined in Article 13 § 1 of COTIF in the legal field and to ensure the effective management of the Convention. The working group's functions will be of a preparatory and advisory nature in the legal field, specifically:

- a) preparation of draft amendments or supplements to COTIF;
- b) provision of legal advice and assistance;
- c) promotion and facilitation of the functioning and implementation of COTIF;
- d) monitoring and assessing the application and implementation of COTIF;
- e) acting as a forum and think-tank for OTIF's members to raise and discuss relevant legal questions.

The working group will be composed of representatives of all Member States and regional economic integration organisations that have acceded to COTIF. It will establish conditions for the participation of interested stakeholders (international organisations and associations, experts, non-Member States etc.) as observers. The working group will establish its rules of procedure and work programme.

The first session of the working group of legal experts has been planned for 2019.

I DEVELOPING COOPERATION

OSJD

Cooperation with the Organisation for the Cooperation of Railways (OSJD) is based on the common position adopted on 12 February 2003. Regular contacts at management level in the two organisations ensure that strategic questions of joint interest, as well as any differences of opinion, can be discussed openly and in good time. Genuine partnership has been achieved, which is manifested by the participation of experts from OTIF in OSJD working groups.

On 19 October 2018, the annual meeting between the management of the OSJD Committee and the OTIF Secretariat was held in Warsaw. At the meeting it was agreed that the priority areas for cooperation between OSJD and OTIF in 2019 should be: joint work and an exchange of experience on the digitalisation of transport documents and ongoing harmonisation of the regulations for the transport of dangerous goods, as well as cooperation in the field of technical interoperability in order to improve the efficiency of electronic messaging in freight transport.

CIT

The partnership with CIT is of particular importance for the following reasons:

- it is important to be able to rely on railway undertakings' operational expertise to resolve practical cases and to substantiate the legal concept of texts with a sound appreciation of the constraints in the sector;
- although CIT's task is to defend its members' interests, it occupies a privileged position with regard to the CIM/CIV Uniform Rules, as it prepares supporting documents, such as the CIM consignment note and tickets for CIV passengers, which are recognised throughout Europe and beyond.

In 2018, the OTIF Secretariat participated as an observer in relevant CIT meetings.

UNESCAP

In December 2018 the Executive Secretary of UNESCAP and the Secretary General of OTIF signed a memorandum of understanding against the background of both parties' wish to develop rail transport in Asia, particularly south-east Asia. In this sub-region, most states are neither a party to COTIF nor the OSJD Convention.

The main objectives of this MoU are as follows:

- to bring the Trans-Asian Railway Network into operation, which includes, but is not limited to, the areas described in the Regional Cooperation Framework for Facilitation of International Railway Transport that was adopted in ESCAP resolution 71/7;
- to develop and apply the uniform law of COTIF, particularly railway contract law, carriage of dangerous goods law and the law on technical interoperability and safety;
- to support the accession of interested ESCAP member countries to COTIF;
- to improve the competitiveness of railways in the transport market;
- to promote use of digital technologies in all aspects of railway operations; and

OBJECTIVE 2

BECOME AN OPEN, PARTNERSHIP-BASED CENTRE OF EXPERTISE

- to assist member countries of the Parties in their efforts to develop railway transport through the implementation of joint projects or as requested by them on an ad hoc basis and depending on resources available.

OTHER ORGANISATIONS

In 2018, OTIF continued its cooperation with other international organisations and associations, in particular:

- UNECE, particularly with regard to the transport of dangerous goods and the UNECE project on unified railway law;
- WCO, particularly with regard to the possibility of harmonising the data set required for customs transit procedures and consignment notes;
- GCC, particularly with regard to the GCC railway project and GCC Member States' accession to COTIF;
- UPU, particularly with regard to developing the transport of postal items by rail. On 24 January 2018, a memorandum of understanding was signed with the Universal Postal Union for this purpose.

THE APPLICATION AND IMPLEMENTATION OF COTIF

Keeping a watch on the application of all the rules and recommendations established within the Organisation is one of the aims defined by COTIF (Article 2 COTIF). The preliminary discussions on the monitoring and assessment of the implementation and application of OTIF's legal system will take place at the first session of the working group of legal experts.

OBJECTIVE 3
EVALUATE THE APPLICATION AND
IMPLEMENTATION OF COTIF

OTIF'S EXTERNAL ACTIVITIES

CONFERENCES AND OTHER EVENTS IN WHICH THE OTIF SECRETARIAT ACTIVELY PARTICIPATED:

Links to operational objectives:

EUMedRail Workshop on International Railway Legislation focusing on COTIF appendices and their practical use, 6-7 February, Belgrade (Serbia)	2, 4, 5, 10
80 th session of the UNECE Inland Transport Committee, 20 February, Geneva (Switzerland)	2, 4
34 th Storck Symposium, presentation: Legal developments in the railway sector, 25 - 27 February 2018, Hamburg (Germany)	9, 10
1 March 2018, International Rail Transport Committee (CIT), "Berner Tage" on International Rail Transport Law, Berne (Switzerland)	2, 3
Middle East Rail, 12 th Edition and meeting with the Gulf Cooperation Council (GCC), 12-13 March 2018, Dubai (United Arab Emirates)	5
Symposium "International study day. Les transports au prisme du droit international public" (Transport through the lens of international public law), 15 March 2018, University of Valenciennes (France)	12
Crans-Montana, Africa & South-South Cooperation, 16-18 March 2018, Dakhla (Morocco)	5
EUMedRail Project and Cooperation in Lebanon - United Nations Development Programme - UNDP Lebanon, Institutional Capacity Development of the Railway and Public Transportation Authority, 22 March 2018 Beirut (Lebanon)	2, 4, 5, 10
Bilateral meeting with Latvian Ministry of Transport and LDZ, 3-5 April 2018, Riga (Latvia)	3
United Nations Economic Commission for Europe (UNECE), 5th annual meeting of International Organisations (UNECE, OECD, ISO, IEC), 12 April 2018, Geneva (Switzerland)	2
TEN-T Days 2018 and EUMedRail Workshop, 24 April 2018, Ljubljana (Slovenia)	5, 6
Department for Transport (DfT), bilateral meeting with UK, 2 May 2018, London (United Kingdom)	3, 6
United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), High-level Expert Group Meeting on the Harmonization of the Rules and Regulations for Facilitation of International Railway Transport, 3 and 4 May 2018, Ankara (Turkey)	2, 4, 5
International Union of Railways (UIC), 10 th UIC World Congress on High Speed Rail and High Speed Rail Trade, 10 May 2018, Ankara (Turkey)	2, 12
2 nd Conference on "Transport for Today's Society", presentation of paper: Reducing the pass-by noise of existing freight wagons, 18 May 2018, Bitola (North Macedonia)	6, 8
International Transport Forum 2018, 23-25 May 2018, Leipzig (Germany)	2, 12
UIC's 6 th Global Rail Freight Conference (GRFC), 26-28 June 2018, Genoa (Italy)	2, 12
92 nd UIC General Assembly, 4 July 2018, Madrid (Spain)	2
56 th ETCR seminar on EU Transport and Railway Affairs, the European Training Centre for Railways, lecture concerning OTIF and COTIF at the College of Europe, 4 July 2018, Bruges (Belgium)	2
Office national des chemins de fer (ONCF), bilateral meeting, 5 September 2018, Rabat (Morocco)	2, 3
Universal Postal Union (UPU), UPU Ministerial Strategy Conference 2018, 6-7 September 2018, Addis Ababa (Ethiopia)	2, 3
InnoTrans 2018, 18-21 September 2018, Berlin (Germany)	2, 5, 6, 12
EUMedRail Annual Conference, Regional Transport Action Plan for the Mediterranean Region RTAP - 2014/2020: progress and successes in the railway sector, 9-10 October, Brussels (Belgium)	2, 4, 5, 10

5 th Austrian Dangerous Goods Conference, round table – challenges in the transport industry, presentations: 125 Years of OTIF – Carriage of dangerous goods by rail, retrospective and prospects for international railway transport and changes under RID/ADR 2019, 10-11 October 2018, Vienna (Austria)	9, 10
XVIII International Scientific-Expert Conference on Railways RAILCON 18, presentation of paper: Development of COTIF's technical Uniform Rules for the international operation of railway vehicles, 11 October 2018, Niš (Serbia)	6
Railway PRO Investment Summit 2018, Panel: Transcontinental railway corridors – Solution for global freight distribution, 16 October 2018, Bucharest (Romania)	5, 6
2018 Conference of international railway transport law, 26 and 27 October 2018, Beijing Jiaotong University, Beijing (China)	2, 5
Seminar SIGA 2018, Lecture: Dangerous goods provisions – amendments 2019, 16 November 2018, Novi Sad (Serbia)	9, 10
International Institute for the Unification of Private Law (UNIDROIT), Preparatory Commission for the Establishment of the International Registry for Railway Rolling Stock pursuant to the Luxembourg (Rail) Protocol, 8 th session of the Preparatory Commission (PrepCom) for the Luxembourg Protocol, 6-7 December 2018, Rome (Italy)	2, 11
Meeting with UNESCAP, signature of MoU, present and promote OTIF within the region, 18 and 19 December 2018, Bangkok (Thailand)	2, 4, 5

IN THE MEDIA:

- Global Railway Review, Issue 5, September 2018, paper: Delivering international regulations to ensure efficient rail transportation, Aleksandr Kuzmenko
- Global Railway Review, Issue 6, December 2018, paper: Reducing the pass-by noise of existing freight wagons, Bas Leermakers
- *Gefährliche Ladung*, January to December 2018 issues, various articles on developments in the UN Model Regulations and RID/ADR/ADN, Jochen Conrad
- *Der Gefahrgutbeauftragte*, September to December 2018 issues, explanations on the amendments in RID/ADR 2019, Jochen Conrad

2

EXTEND AND DEVELOP THE APPLICATION OF COTIF

50 States and 1 regional economic integration organisation are members of OTIF. 46 States are active, full Member States of OTIF and contracting parties to COTIF 1999. The membership of Iraq, Lebanon and Syria is suspended. Jordan is an associate member of OTIF and is not a contracting party to COTIF. Accession to COTIF is open to any state on whose territory railway infrastructure is operated and to regional economic integration organisations of which at least one member is an OTIF Member State. Extending the geographical scope of COTIF is a priority of the OTIF Secretariat, which provides any assistance necessary with regard to accession.

In 2018 the OTIF Secretariat received some requests from countries in Europe, Asia and Africa concerning the accession procedure, both for full membership and associate membership, and concerning OTIF's legal systems. In particular, a great deal of work was carried out with GCC, which is aiming to construct an integrated regional railway network in its Member States: Saudi Arabia, Bahrain, the United Arab Emirates, Kuwait, Oman and Qatar.

On 7 November 2018, the Islamic Republic of Afghanistan deposited an application for accession to COTIF and its Appendices. This accession will take effect on 1 May 2019.

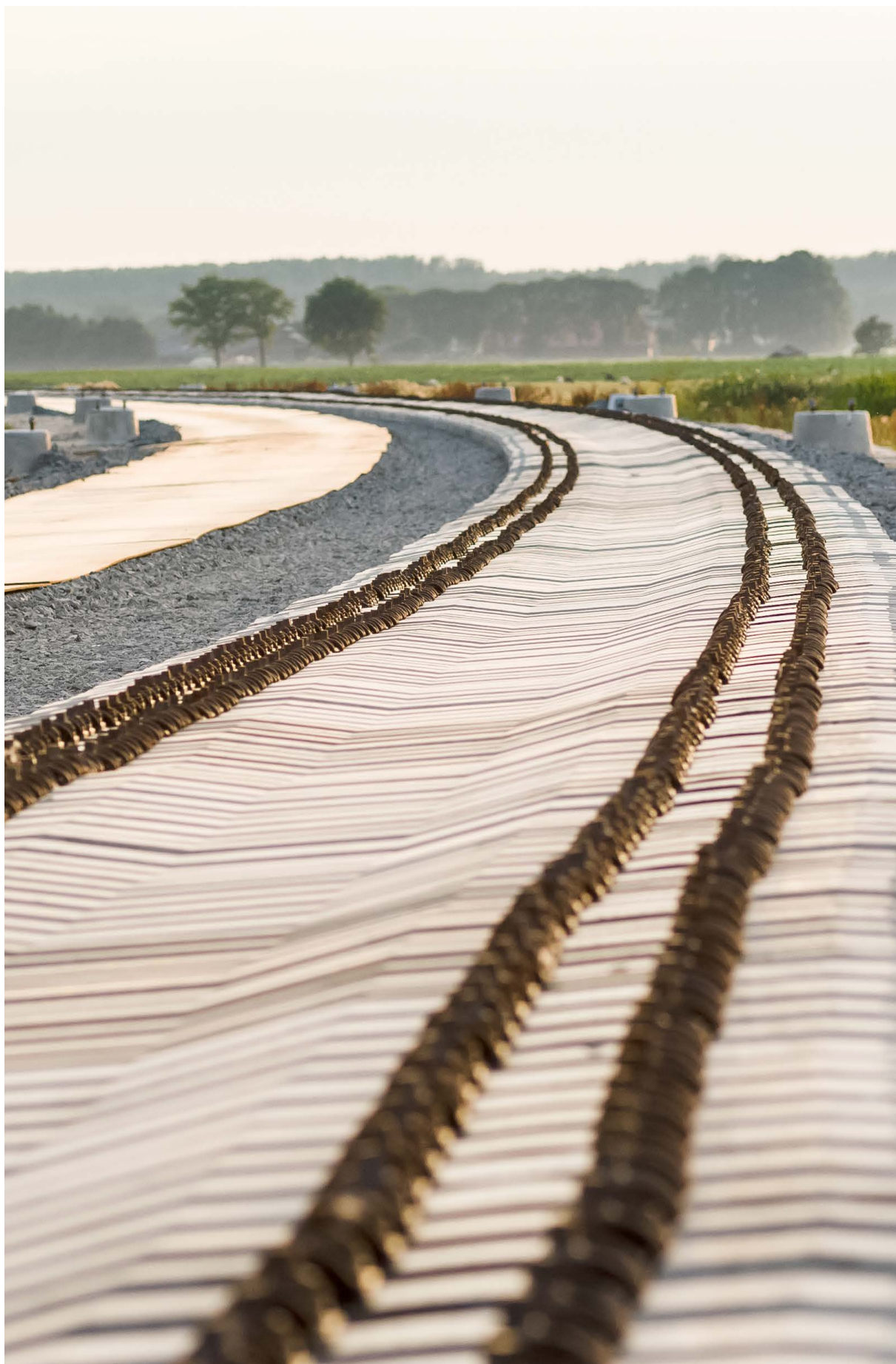
In order to explain the accession procedure and differences between full membership and associate membership, a new page on OTIF's website dedicated to accession was prepared and will be introduced at the beginning of 2019.

OBJECTIVE 4

INCLUDE REGIONAL FACTORS
IN OTIF LAW

OBJECTIVE 5

PROMOTE AND ASSIST IN THE
ACCESSION PROCESS



3

IMPROVING AND PROMOTING INTEROPERABILITY AND SAFETY

During 2018, OTIF's Technical Department focused its efforts on ensuring that the provisions of ATMF and APTU are up to date and are compatible with similar provisions among the Contracting States. The EU was accorded particular attention, as 26 of its Member States, who are also Member States of OTIF, debated the development of new legislation relating to the EU's 4th Railway Package and the revision of the EU's Technical Specifications for Interoperability (TSIs).

EST UR (NEW APPENDIX H): PAVING THE WAY FOR HARMONISED PROVISIONS FOR THE SAFE OPERATION OF TRAINS IN INTERNATIONAL TRAFFIC

The 13th session of the General Assembly adopted the new Appendix H to the Convention (EST UR, on the safe operation of trains in international traffic) and subsequent modifications to the base Convention relating to the adoption of the new Appendix.

Appendix H is a major step in the development of COTIF, because it creates a basis in international law for the further development of harmonised safety and operational provisions. It has the potential to contribute greatly to making railways a truly international mode of transport.

The concept of the new Appendix is that State authorities can issue Safety Certificates for railway undertakings based on harmonised

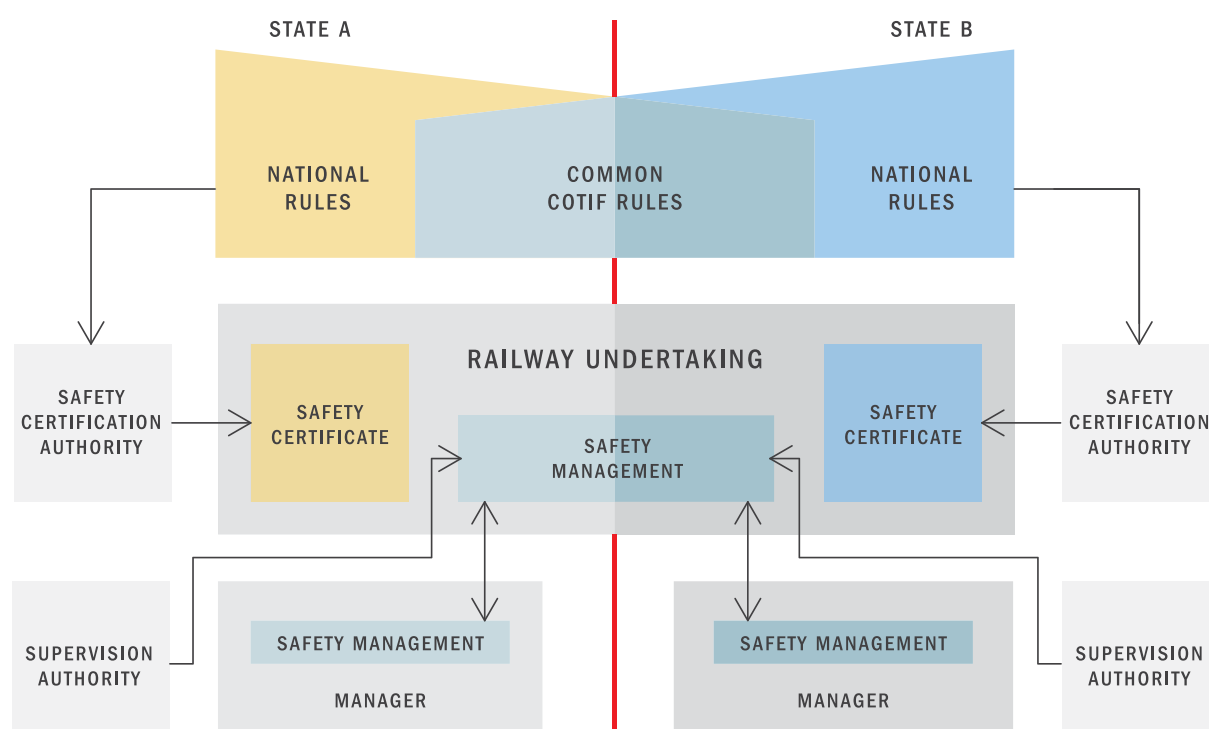


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Head of Technical
Interoperability Department

OBJECTIVE 6
PROMOTE AND ASSIST WITH THE
SAFE INTEROPERABILITY OF TRAINS

criteria, as proof that the railway undertakings are able to operate trains safely in the State concerned. The aim of Appendix H is to lay down principles and common provisions for the establishment of a safety certification authority and a supervision authority and to enable the mutual recognition of results of conformity assessments and of safety management systems for legal entities.

The development of Appendix H, the concept of which was first introduced at the 12th General Assembly in 2015, was a long but productive process that was carried out in close coordination with the standing working group technology (WG TECH) and with sector organisations. As for the next steps, the Committee of Technical Experts (CTE) will start preparations for drafting proposals for annexes to the EST UR before the EST UR enter into force.



PARTIAL REVISION OF ATMF UR AND APTU UR

The 26th Revision Committee held on 27 and 28 February 2018 adopted amendments to Appendices F (APTU UR) and G (ATMF UR) to COTIF, the aim being to align them with the European Union's 4th Railway Package. All the proposed changes were drafted on the basis of an analysis carried out by the European Commission and the OTIF Secretariat, and were subsequently discussed at the meetings of WG TECH and endorsed by the CTE at its 10th session.

The amendments to the APTU UR introduced new points that require future Uniform Technical Prescriptions (UTPs) to define:

- requirements that will be applicable if existing subsystems are renewed or upgraded and
- parameters of the subsystem to be checked by the railway undertaking to ensure compatibility between vehicles and the routes on which they are to be operated.

The amendments to the ATMF UR focused on aligning some terminology with new EU provisions and took into account some procedural changes within the EU. Such amendments will ensure that vehicles coming from and going to the EU could be accepted under the umbrella of COTIF. The modifications concerned the newly introduced concepts of “area of use”, “route compatibility” and “vehicle authorisation for placing on the market”, and took account of the fact that the EU Agency for Railways will be the EU Competent Authority to issue vehicle authorisations from June 2019.

The revised Appendices entered into force on 1 March 2019.

11th SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS – MANDATES, ADOPTIONS AND DECISIONS

THE DEVELOPMENT OF INFRASTRUCTURE REQUIREMENTS

In 2018, the Committee of Technical Experts convened for its 11th session.

It mandated WG TECH develop a proposal for COTIF provisions to cover infrastructure in the form of UTPs. Application of the UTPs would be mandatory, but only on lines chosen by each Member State, taking into account economic feasibility, compatibility with lines used for domestic traffic, etc. The scope of UTP INF would be limited to lines intended to be used for international traffic and to parameters that are relevant in terms of route compatibility with vehicles. The admission of infrastructure and supervision of its maintenance would be excluded from the scope. Contracting States would be recommended to apply the UTP INF on all new lines which will be open to international traffic and on existing lines used mainly for international traffic. Contracting States would be required to ensure that information on these lines is publically available.

DEVELOPMENT OF EXPLANATORY DOCUMENTS

CTE 11 endorsed an explanatory document concerning the procedure for adopting and modifying UTPs. The OTIF Secretariat carried out an analysis and described the usual process for the adoption or modification of UTPs, possible ways of making urgent modifications to UTPs and other possible ways of dealing with shortcomings in UTPs. This explanatory document was subsequently discussed in detail by WG TECH before being endorsed by the CTE.

In response to questions raised by the railway sector representatives, the 11th CTE requested the OTIF Secretariat to prepare an explanatory document concerning the scope of the National Technical Requirements (NTRs) and their application to vehicle admissions. The explanatory document prepared for this purpose explained the differences and relationship between NTRs and specific cases in the scope of COTIF. The document was discussed in detail at the 35th and 36th meetings of WG TECH and it was proposed to submit it for decision to CTE 12 in 2019.

MODIFICATIONS TO UTP GEN-B AND UTP TAF ADOPTED BY WRITTEN PROCEDURE

CTE 11 decided to hold a vote by written procedure concerning modifications to UTP GEN-B and UTP TAF. The modification of UTP GEN-B

included simplification of the text relevant to fixed installations and some editorial changes. In UTP TAF, the technical documents referred to in Appendix I of UTP TAF were updated, some errors were corrected, taking into account feedback that had been received, and technical progress was reflected. In addition, some of the modifications were necessary in order to ensure continued equivalence with the specifications applicable in the EU. The Secretary General notified all Member States of the positive results of the vote in December 2018. The modifications to UTP GEN-B and UTP TAF enter into force on 1 June 2019.

COORDINATION OF DEVELOPMENTS WITH THE EUROPEAN UNION

The provisions of COTIF are currently aligned with EU railway law so that railway vehicles are mutually accepted in international traffic by all EU and non-EU OTIF Member States that apply APTU and ATMF.

In order to facilitate this harmonisation and ensure continued compatibility between EU law and the COTIF technical provisions, effective coordination between the EU and OTIF is essential. In this context the OTIF Secretariat took part in several working groups and expert meetings organised by the EU Agency for Railways or the European Commission.

The OTIF Secretariat strengthened its participation in the Railway Safety and Interoperability Committee (RISC) as an observer and in an advisory capacity. This Committee brings together the EU Member States to discuss and adopt new legislative proposals. OTIF's participation will facilitate cooperation between OTIF and the EU and help to understand better the priorities of the various Member States on issues relating to interoperability and safety, thus helping to develop a stable legal framework.

During 2018, the most critical topics of discussion for OTIF concerned developments relating to the National Vehicle Registers and the centralised European Vehicle Register, new requirements for the certification of entities in charge of maintenance (ECMs), revision of EU TSIs (i.e. WAG, LOC&PAS, NOI) and UTP TAF.

DEVELOPMENTS CONCERNING THE NATIONAL VEHICLE REGISTERS (NVR)

The OTIF Secretariat was actively engaged in an open dialogue with the Contracting States and the EU on developments concerning the National Vehicle Registers and the future European Vehicle Register (EVR), which, from 2021, will become the centralised register, replacing the NVR for the EU Member States. The EVR will be managed by ERA. WG TECH followed a two-step approach in dealing with both topics.

As a first step, WG TECH discussed an updated document on the NVR specifications which reflected modifications at EU level and introduced a requirement for Contracting States to inform OTIF's Secretary General of their Registration Entity.

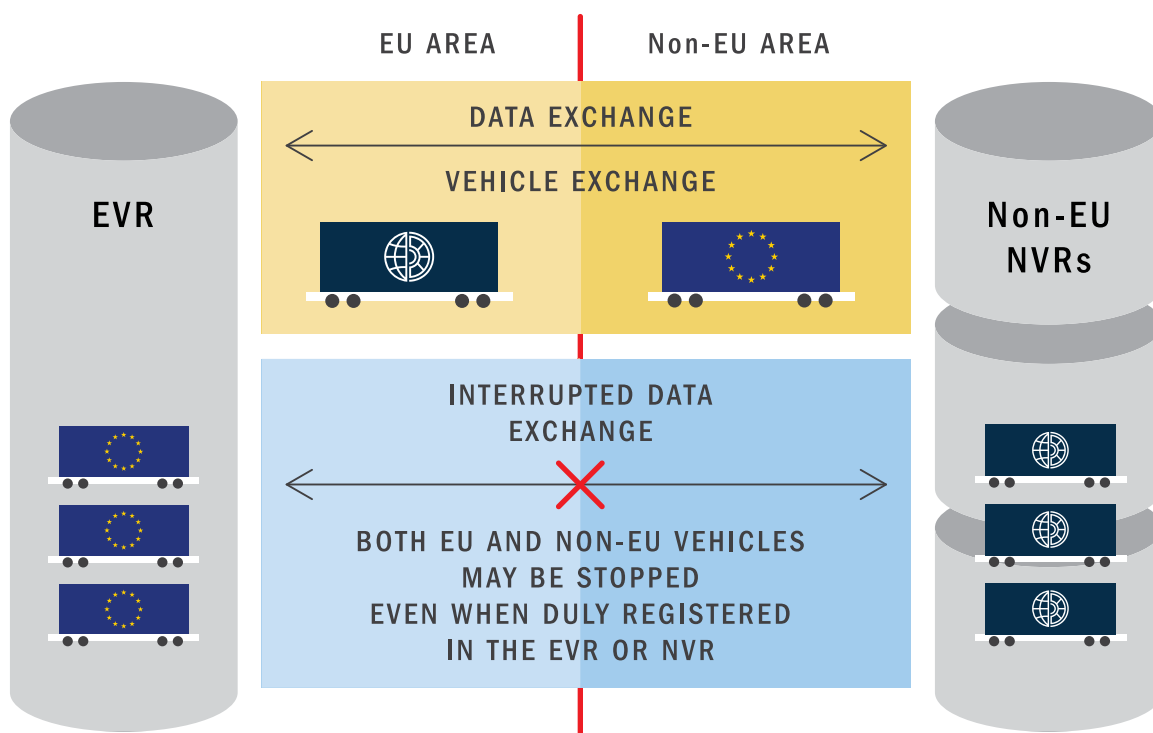
Secondly, WG TECH discussed the consequences of the EU's decision that from 16 June 2021, the EU will discontinue the national vehicle registers and migrate to a centralised register (EVR). From that date, the standard NVR software (sNVR), NVR translation engine (NVR-TE) and Virtual Vehicle Register (VVR), which are used to connect the NVRs, would be discontinued. This means that NVRs established in other OTIF Contracting States will no longer be con-

OBJECTIVE 8
PROMOTE NETWORK ACCESS

nected with the EVR and vice versa.

One of OTIF's priorities is to ensure that, in the interest of both EU and non-EU states, data on vehicles used internationally can continue to be retrieved by the relevant authorities, organisations and companies. Therefore, for those Contracting States that already have NVRs, or are in the process of setting up an NVR, connectivity between the different NVRs has to be ensured.

As a result of the forthcoming changes to the use of the NVRs, WG TECH had some intensive discussions and OTIF held talks with the European Commission and ERA to find the most appropriate solution and way forward to ensure that the exchange of data on vehicles for international traffic is maintained and is not interrupted. It also developed a working document with several scenarios, which are to be analysed further in 2019.



ECM CERTIFICATION

The European Commission informed OTIF that it has proposed to extend the scope of ECM Certification to all vehicles and to make it mandatory, with some exceptions. For example, for RUs that carry out in-house maintenance of their rolling stock, certification could be considered through the Safety Management System. Additional obligations and responsibilities are incumbent upon ERA, which, under the 4th Railway Package, will become the EU Competent Authority from June 2019. The EU ECM Certification requirements also propose to include activities such as supervision, monitoring, inspections, audits and reporting, which are outside the scope of COTIF.

Although still being debated by the EU Member States, the changes affect equivalence between the newly proposed EU legislation and ATMF Annex A, which currently concerns only ECM certification for freight wagons operating in international traffic. This issue was not resolved by WG TECH and OTIF will continue bilateral discussions with the EU with a view to ensuring that there continues to be cross acceptance of vehicles and their ECMs between countries, regard-

less of whether they are EU or non-EU countries, and that vehicles can continue to be used in international traffic.

FOLLOWING THE DEVELOPMENT OF THE EU TECHNICAL SPECIFICATIONS FOR INTEROPERABILITY

The European Commission informed WG TECH that a group of TSIs were being revised and were expected to be adopted and added to the EU Interoperability Directive as annexes by the end of 2018. From this package, the TSIs of relevance to COTIF are the LOC&PAS TSI, WAG TSI and NOI TSI, and their revision may have an impact on compatibility with the existing UTPs. OTIF therefore monitored these developments closely and took part in the EU Expert Group meetings and RISC so as to understand the modifications proposed and draw attention to possible incompatibilities.

As adoption of the EU TSI package was delayed to January 2019, an analysis will be carried out in 2019 in order to ascertain whether the relevant UTPs will also need to be revised.

FACILITATING THE IMPLEMENTATION OF TELEMATIC APPLICATIONS FOR FREIGHT (TAF)

UTP TAF contains requirements for the international exchange of information for international freight services. Its successful implementation will lead to better planning and improved train running information and exchange of information with freight customers. To facilitate the implementation of TAF in its Contracting States, the OTIF Secretariat ensures that any changes relating to the technical documents reflected in Annex 1 of TAF UTP are kept up to date.

Appendix I of the UTP TAF also refers to the technical documents published on ERA's website. When ERA makes amendments to the technical documents of the EU TAF TSI, they cannot be applicable to the UTP TAF automatically, as such modifications require a decision by the Committee of Technical Experts. In coordination with ERA, the Secretariat drafted a proposal for a process to modify Appendix I of UTP TAF. Such a process would provide timely communication between EC/ERA and the OTIF Secretariat, ensure continued equivalence, and allow non-EU OTIF CS to be able to monitor and apply the changes within the scope of COTIF. The process should be simple and reflect the timelines and rolling plans for both the Change Requests at ERA and decision-making within OTIF.

OBJECTIVE 7 SUPPORT THE DIGITALISATION OF RAILWAYS

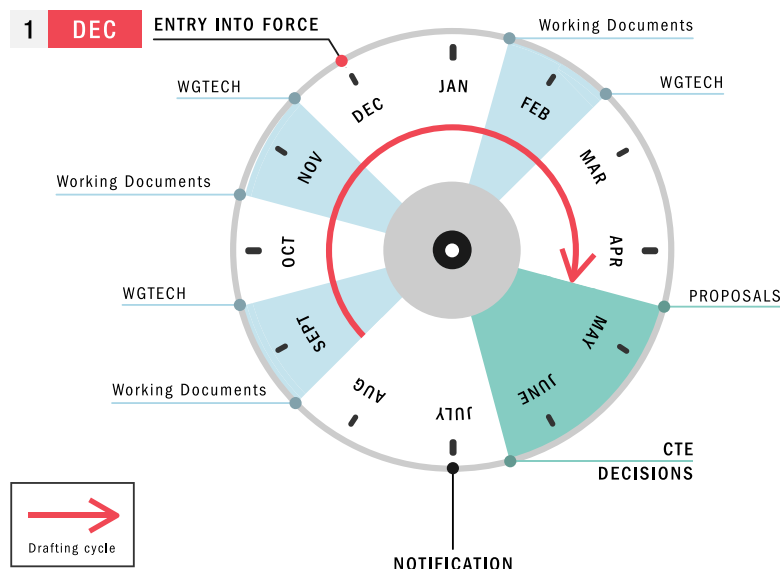
MEETINGS IN 2018

WG TECH 34
6-7 FEBRUARY 2018

COMMITTEE OF TECHNICAL EXPERTS
(CTE)
12-13 JUNE 2018

WG TECH 35
11-12 SEPTEMBER 2018

WG TECH 36
27-28 NOVEMBER 2018



4

RID COMMITTEE OF EXPERTS AND RID/ADR/ADN JOINT MEETING – THE SAFE TRANSPORT OF DANGEROUS GOODS

UPDATE ON THE RID/ADR/ADN JOINT MEETING AND RID COMMITTEE OF EXPERTS

In the RID department, the focus in 2018 was on the notification of the amendments to RID that entered into force on 1 January 2019 and publication of the 2019 edition of RID in all three working languages. Some of the new features in RID 2019 are as follows:

- Twelve new UN numbers for articles containing dangerous substances of the individual classes of dangerous goods, with new packing and labelling provisions;
- Completely revised classification provisions for corrosive substances;
- Inclusion of packing instructions for damaged or defective lithium batteries;
- New testing methods for over-moulded cylinders for which it is not possible to carry out the existing visual inspections and pressure tests.



Jochen CONRAD
Head of Dangerous Goods
Department

OBJECTIVE 9

KEEP THE DANGEROUS GOODS
REGULATIONS UP TO DATE, TAKING
INTO ACCOUNT TECHNICAL AND
SCIENTIFIC PROGRESS

I JOINT MEETING

The RID/ADR/ADN Joint Meeting develops harmonised European dangerous goods provisions for carriage by rail, road and inland waterways. The RID department of OTIF provides the Secretariat for the Joint Meeting, together with the Secretariat of the UNECE Transport Division. In 2018, the Joint Meeting held two one-week meetings. At the spring session, final corrections to the amendments that entered into force on 1 January 2019 were made and at the autumn session, the first proposals for amendments that will enter into force in 2021 were dealt with.

Among the numerous amendments anticipated for 2019, the topics below should be highlighted. They do not provide an exhaustive overview of the RID department's activities, but summarise the most important technological developments that have the biggest impact on the regulations. This makes clear the extent to which the provisions have a direct link to developments in the sector.

DEROGATIONS AND ADDITIONS FOR PLACARDS

The same derogations as for danger labels are now allowed for placards, i.e.

- Models required for other modes of transport, with minor variations which do not affect the obvious meaning of the placard, are also acceptable;
- Except for placard model No. 9A, the placards may include text such as the UN number or words describing the hazard (e.g. "flammable");
- On placards other than those for material of Class 7, the optional insertion of any text in the space below the symbol must be confined to particulars indicating the nature of the risk and precautions to be taken in handling.



REFERENCES TO STANDARDS

The Joint Meeting was again faced with the problem that the European Committee for Standardization (CEN) had not been able to publish the standards on time before 1 June 2018 that were to have been referenced in RID and ADR, so it had not been possible to include them in the list of amendments notified for entry into force on 1 January 2019.

As the complex procedures of the various Member States would have caused difficulties if these standards had been notified separately, the Joint Meeting decided only to include the standards in the 2021 edition of RID/ADR, but to prescribe their mandatory application after a one year transitional period, instead of the usual two years.

However, the Joint Meeting recognised that in the case of EN standard 12972 (Tanks for transport of dangerous goods - Testing, inspection and marking of metallic tanks), the scientific and technical progress achieved between the 2007 edition (the version currently referenced in RID/ADR) and the 2018 edition justified application of the 2018 edition as soon as possible. In particular, the 2017 edition of this standard contained up-to-date procedures for the hydraulic pressure test and leakproofness test, as well as detailed information on the non-destructive tests to be performed on the weld seams of tanks.

As the 2007 edition of EN standard 12972 no longer complies with the provisions of RID/ADR, the Joint Meeting decided to publish guidelines on the UNECE and OTIF websites requesting the competent authorities to allow EN standard 12972:2018 to be applied as soon as possible.

LANGUAGES TO BE USED FOR MARKINGS

Packages containing goods of Class 1 must bear the proper shipping name in the language of the country of origin. If that language is not German, English or French, the name must also be shown in German, English or French.

This provision leads to difficulties when transporting explosives back after military exercises, where the original packagings are usually used for the unused ammunition. The same problems arise when returning unused fireworks after a fireworks display. In these cases, the proper shipping name must, if necessary, be adapted to the marking on the packages.

The Joint Meeting decided only to require the use of either German, English or French, but not to exclude the use of other languages.

TANK CODE FOR FIBRE-REINFORCED PLASTICS

TANKS

Tank-containers made of fibre-reinforced plastics tanks (FRP) have to bear a tank code. During filling, the calculation pressure of the FRP tank-container shown in the second part of the tank code can be ambiguous because, owing to the design criteria for FRP tanks and the selection criteria for the dangerous goods allowed in such tanks, substances with a calculation pressure of up to 4 bar may also be carried in FRP tanks with a lower calculation pressure. This applies in particular to corrosive substances of Class 8 permitted for carriage in FRP tanks.

The Joint Meeting decided that the tank code for FRP tanks must indicate the maximum value of the calculation pressure of the substances permitted for carriage in this tank.

A transitional provision ensures that the tank code shown on the FRP tank only has to be corrected at the next periodic test to be carried out after 1 July 2021.

MAKING THE ACCIDENT REPORT

RID stipulates that if a serious accident or incident takes place during loading, filling, carriage or unloading of dangerous goods, an accident report must be made to the competent authority. For unloaders, the consignee is responsible for providing this accident report, although in Chapter 1.4, the unloader is referred to with his own obligations. Historically, this is explained by the fact that the provisions for making an accident report date back to a time when the unloader was not yet defined as a participant and his obligations were mainly assigned to the consignee.

The Joint Meeting decided that in addition to the consignee, the unloader would also be responsible for submitting an accident report.

REFERENCES TO COMPETENT AUTHORITY IN

RID/ADR

In RID/ADR, competent authority is defined as the authority or authorities or any other body or bodies designated as such in each State and in each specific case in accordance with domestic law. In RID/ADR, the role of the competent authorities is precisely described. Among other things, its tasks include:

- imposing restrictions on carriage and allowing derogations,
- issuing approvals or authorisations,
- determining classifications and conditions of carriage,
- carrying out tests and inspections,
- issuing certificates.

Various parts of RID/ADR also explain which country's competent authority is being referred to, e.g. competent authority of the country of origin, of the countries concerned in the transport operation, of manufacture, of use.

Although RID/ADR only apply to the international carriage of dangerous goods and are only mandatory for the RID Contracting States and ADR Contracting Parties, there are cases where competent authorities of a non Contracting State are referred to. For example, this is necessary in connection with the approval of all types of packagings or portable tanks used globally in intermodal transport.

It was noted that in some places, RID/ADR required clarification in order to avoid differing interpretations. It should also be decided what was meant, for example, by country of transit, use, origin and destination.

It was agreed that an informal working group would meet in the course of this biennium to examine all the places in the regulations where the term "competent authority" is used.

RID COMMITTEE OF EXPERTS AND ITS STANDING WORKING GROUP

The RID Committee of Experts is one of the most important organs of OTIF, as the provisions for the international carriage of dangerous goods by rail are continuously amended, which leads every two years to a completely new edition of RID. As the provisions of RID must also be applied to domestic transport in the EU Member States in accordance with EU Directive 2008/68 on the inland transport of dangerous goods, amendments to RID automatically lead to changes in national law. In this respect, OTIF plays a leading role.

The technical discussion takes place in the RID Committee of Experts' standing working group, which meets once a year. As a rule, the RID Committee of Experts only meets every two years in order to adopt the decisions prepared by the standing working group.

In 2018, the RID Committee of Experts' standing working group held a two day meeting in Berne in May and a three day meeting in November in Krakow (Poland). The RID Committee of Experts met directly following the meeting of the standing working group in May.

The following decisions of the standing working group are worth highlighting:

CONTINUED USE OF OLD GAS TANK-WAGONS

At the meeting of the standing working group in November 2017, Austria had provided information on targeted inspections in which serious defects on gas tank-wagons had been detected. It was agreed that the measures taken at national level and by the international associations would be presented at the May 2018 session of the standing working group in order that a decision could be taken on how to proceed.

The representatives of various states informed the standing working group of the measures taken in their countries. Austria noted that carrying out targeted inspections and the publicity from the inspection results had led to a discernible improvement in the situation. In 2018, there had also been a significant reduction in the number of defects noted in Austria.

The importance of a reciprocal exchange of information on the results of inspections was highlighted. Even though a general improvement in the situation had been noted, targeted inspections in this area should be continued. It was recalled that gas tank-wagons could only continue to be used under the transitional provisions if their equipment satisfied the provisions of Chapter 6.8.

EXTRA-LARGE TANK-CONTAINERS



Two meetings of the working group on tank and vehicle technology were held to discuss the extra-large tank-containers developed by the chemical company BASF and the Belgian tank-container manufacturer van Hool. The first meeting was held in Hamburg on 30 and 31 January 2018 and the second on 19 and 20 November 2018 immediately before the meeting of the standing working group in Krakow.

These tank-containers have a capacity of up to 73,500 litres and a payload of up to 66 tonnes. The load capacity is therefore equivalent to two conventional tank-containers or one bogie tank-wagon.

At the first meeting of the working group on tank and vehicle technology, the discussion took place on the basis of a comparison of the provisions applicable to tank-wagons and tank-containers. It was pointed out in particular that the wall thickness of the tanks of tank-wagons may in no case exceed 4.5 mm, whereas the wall thickness of the tanks of tank-containers may in no case exceed 3 mm, even if high quality steels are used. Several national representatives raised the question of whether this difference was still justifiable in view of the almost equal capacities of a bogie tank-wagon and an extra-large tank-container.

In relation to the tank, other differences were noted with regard to the fixings for welded elements, the pressure resistance of closures, inspection intervals and inscribing the next inspection on the tank.

When comparing the carrying wagons used for extra-large tank-containers, the following points prescribed for tank-wagons stood out in particular: minimum distance between the headstock plane and the shell, energy absorption elements and protection against overriding.

In view of the fact that the use of extra-large tank-containers imposes particular requirements on the carrying wagons, it was pointed out that this could be considered as a significant change within the meaning of the Common Safety Method on Risk Evaluation and Assessment (CSM). As a result, BASF said it was prepared to carry out a voluntary risk analysis, the results of which would be presented at the meeting of the working group on tank and vehicle technology shortly before the 10th session of the RID Committee of Experts' standing working group.

The risk assessment would compare the carriage of extra-large tank-containers on innovative carrying wagons against the carriage of conventional tank-containers on conventional carrying wagons and against carriage in tank-wagons. The risk analysis would include experimental investigation of the driving behaviour, analyses of various accident scenarios, impact tests with the overriding of buffers and investigation of the long term performance of extra-large tank-containers on new carrying wagons.

CHECKLISTS FOR THE FILLING AND EMPTYING OF TANK-WAGONS

The 2013 edition of RID contained the first reference to checklists for the filling and emptying of tank-wagons for liquids that had been developed by several associations in Germany. One of the aims of these checklists is to avoid drip leaks during transport, as these can trigger an emergency response by the fire brigade and lead to line closures.

The 2019 edition of RID then contained references to checklists for the filling and emptying of gas tank-wagons. These checklists were drafted by an informal working group on the basis of the checklists for liquids. In contrast to the checklists for liquids, the new checklists for gas tank-wagons cover even more of the filler's and unloader's obligations.

As the standing working group expressed its wish to take as many obligations as possible into account in the tried and tested checklists for liquids as well, the informal working group also submitted a revised version of these checklists that took into account many of the comments that had been received from the industry. The standing working group decided to reference these updated checklists in the 2021 edition of RID.

55th SESSION OF THE RID COMMITTEE OF EXPERTS

Directly after the meeting of the standing working group in May, the 55th session of the RID Committee of Experts was held. Its task was to adopt all the amendments proposed at the seventh (Prague, 22 to 24 November 2016), eighth (Utrecht, 20 to 24 November 2017) and ninth sessions of the RID Committee of Experts' standing working group so that they could enter into force on 1 January 2019.

The RID Committee of Experts also adopted new Rules of Procedure prepared by the Secretariat, in which the voting rights of the European Union and a written voting procedure are described. The latter was also considered necessary as the RID Committee of Experts only meets every two years.

Following the meeting of the RID Committee of Experts, work began on producing the consolidated texts of the German, English and French versions of RID 2019. In mid-September 2018, the texts of the English and French versions of RID were sent to the publishers, who publish a printed version of RID on behalf of OTIF. At the beginning of November 2018, the 2019 edition of RID was for the first time published on OTIF's website as an unprotected PDF document, which allows texts to be copied. The Member States that so wished also received the RID 2019 files in the original, editable version.

OBJECTIVE 10
SIMPLIFICATION OF DIGITAL
ACCESS TO PROMOTE AND IMPROVE
APPLICATION OF THE PROVISIONS
OF RID

HARMONISATION OF OTIF'S RID AND OSJD'S SMGS ANNEX 2

For a number of years, the Secretariat of OTIF has been making efforts to harmonise RID and SMGS Annex 2, which is applied in the Member States of OSJD (Organisation for the Cooperation of Railways). In addition to some European states, many states in Asia are Member States of OSJD.

However, after 2015, harmonisation stalled because a few of the OSJD Member States were opposed to referring to EN standards in SMGS Annex 2, as most of the OSJD Member States have no influence on how these standards are developed. Some OSJD Member States therefore insisted that before further EN standards could be included in the text of SMGS Annex 2, experts from OSJD would have to check whether these standards were suitable for use on the territory of the OSJD states. However, this turned out to be very difficult, as EN standards are only issued in German, English and French and in most cases, there is no Russian translation of these standards.

Various compromise proposals discussed in the past did not achieve the success desired. In October, the OSJD Member States finally agreed to segregate the references to EN standards in a "List of standardisation and technical documents", which will be referenced in section 1.1.6 of SMGS Annex 2. This List contains the number of each EN standard and the title of the standard in English, with a Russian translation. One column of the List indicates which OSJD Member States have to apply the particular standard. For the other Member States, the standard is only recommended. In addition, GOST standards applied in the Russian Federation and various other Asian states were included in this List.

This compromise also meant that all the other amendments brought

into force for RID 2017 and 2019 could also be included.

As the OSJD Member States did not lodge any objections to the adoption of the entire package of amendments in the framework of the notification procedure either, the 2019 edition of SMGS Annex 2, which is harmonised with RID, can enter into force on 1 July 2019.

PARTNERSHIPS WITH THE UNITED NATIONS ORGANISATIONS

The RID department took part as an observer in both sessions of the United Nations Economic and Social Council (ECOSOC) Sub-Committee of Experts on the Transport of Dangerous Goods. The decisions adopted at these sessions will be reflected in the 21st revised edition of the UN Recommendations on the Transport of Dangerous Goods (UN Model Regulations) and will be included in the 2021 edition of RID in the context of harmonisation.

The RID department also attended the two sessions of the Working Party on the Transport of Dangerous Goods (WP.15), the United Nations Economic Commission for Europe's (UNECE) decision-making body for amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). The main purpose of attending these meetings is to make sure that the RID and ADR regulations are parallel and thus to ensure that there is a smooth transition between the modes in multimodal transport.

MEETINGS IN 2018

RID COMMITTEE OF EXPERTS' WORKING GROUP ON TANK AND VEHICLE TECHNOLOGY

30-31 January (Hamburg)

RID/ADR/ADN JOINT MEETING

12 to 16 March (Berne)

9th SESSION OF THE RID COMMITTEE OF EXPERTS' STANDING WORKING GROUP

28 to 30 May (Berne)

55th SESSION OF THE RID COMMITTEE OF EXPERTS

30 May (Berne)

RID/ADR/ADN JOINT MEETING

17 to 21 September (Geneva)

10th SESSION OF THE RID COMMITTEE OF EXPERTS' STANDING WORKING GROUP

19 to 23 November (Poland)

5 | THE OTIF SECRETARIAT

Management is responsible for achieving the aims of the Organisation and for its good development. This requires the support of the Administrative Committee and the necessary skill to meet the high expectations. The Secretary General, together with the Administrative Committee, are responsible for strategic leadership. It is paramount that the Administrative Committee and the management work to serve the Organisation astutely, discerningly and loyally. They identify with the values and are responsible for setting the objectives and meeting them.

| PEOPLE AT OTIF

THE SECRETARIAT, A SMALL TEAM, EVEN SMALLER THAN USUAL IN 2018

In 2018, the Secretariat functioned with a much reduced number of staff. From the beginning of the year, the legal department reorganised with one competent and professional member of staff fewer. Although this reduction had been planned following Mrs Hammer-schmiedová's retirement at the end of 2017, it had a far-reaching effect on other members of staff.

From 25 October, Mrs Pujol, the head of communication, went on maternity leave. Mrs Pujol's tasks and projects were allocated to various other members of the Secretariat.

At the end of September 2018, the head of the administration and finance department, Mr Ghousébash Gaffar, left OTIF at relatively



Ruth WABER
Head of Administration
and Finance Department
ad interim

OBJECTIVE 11

INNOVATE TO PROMOTE OUR KNOW-
HOW WHILE CONTINUING THE SOCIAL
DIALOGUE

short notice and at the end of the year, the Secretary General, Mr François Davenne, left to take up other professional challenges.

The gaps they left had to be filled internally. The credo “OTIF – a learning organisation – further development and the willingness to adapt” was now put to the test.

With fewer staff, the additional workload had to be dealt with in line with the motto: “**YOU MAKE THE DIFFERENCE**”. Thanks to the above-average commitment of some staff, the willingness to adapt, autonomous management and the willingness to take on other tasks and leadership roles in addition to the staff’s own work, we succeeded in dealing with this challenging year. The small team surpassed itself and demonstrated its skills, personal responsibility and competences.

However, this also shows that an untapped budget in the personnel area need not necessarily be positive.

Despite the low number of staff, a lot was achieved in 2018. A few examples are given below.

GENERAL ASSEMBLY, REVISION COMMITTEE AND ADMINISTRATIVE COMMITTEE

A great deal of time went into preparing the 13th General Assembly on 25 and 26 September 2018. Shortly after this, preparations began for the 14th General Assembly in February 2019.

Making contact with the Member States for the new composition of the Administrative Committee from 1 October 2018 to 30 September 2021 also took up a lot of time, but the numerous discussions and exchanges of correspondence resulted in strengthened contacts between the Secretariat and the delegates responsible in each Member State.

DEVELOPING A PROJECT TO RENOVATE THE OTIF BUILDING

As it was not possible to complete the project to relocate to the premises of the Universal Postal Union, a project will be started in 2019 to renovate the OTIF building. This process will no doubt take a number of years and will be carried out in conjunction with the Administrative Committee.

OPTIMISED AND RATIONALISED ADMINISTRATION

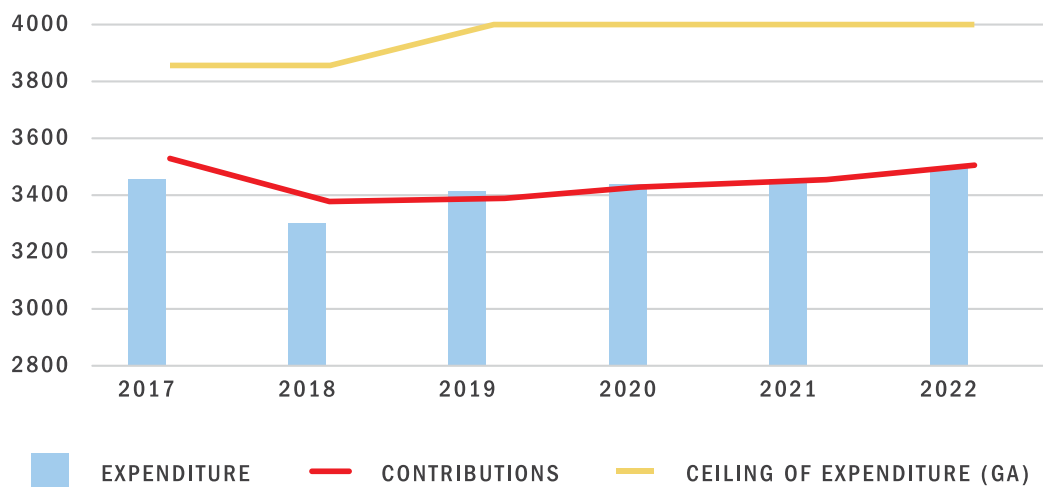
PWC’S FINAL REPORT ON OPTIMISED AND RATIONALISED ADMINISTRATION

The working arrangements with the bookkeeping expert FIDUCOM, which are now tried and tested, the efficient organisation of the work and the rigorous implementation of the adapted internal instructions were all endorsed in the final, very positive report by PwC. All the recommendations to ensure that the financial reporting is reliable were taken into account.

This proven and professional cooperation was also put to the test following the departure of the head of the administration and finance department.

OTIF 2018 IN FIGURES

Strict control of expenditure and stability of the Member States' contributions, which provide OTIF's only source of income, are ongoing objectives. Actual expenditure in 2018 was 2% less than the budget forecast, which illustrates how precisely the budget is prepared. For this reason, it might also be possible in future that actual expenditure exceeds the budget. The positive financial outturn in 2018 will be credited to the reserve fund. In September 2018, the 13th General Assembly increased the ceiling of expenditure for 2019 to 2024 to 4 million CHF per year, thus ensuring OTIF's dynamic development strategy and providing leeway to invest in OTIF's headquarters should this be decided in the next few years following the failed project to relocate to the Universal Postal Union. These costs should not be covered by increasing the contributions, but by using the reserve fund.



With working capital of 6.6 million CHF, which would cover two years' activities, OTIF's financial situation is very satisfactory. This was also confirmed by the auditor's report. At 477,000 CHF, the working capital required remains under control, but is higher than in 2017 because the amount of contributions the Member States owe OTIF is somewhat higher.

Assets = Usage	2018	Liabilities = Resources
Fixed usage 1,415,000 CHF		Fixed resources 7,978,000 CHF
Capital assets 1,415,000 CHF	Working capital 6,563,000 CHF	Net assets 7,245,000 CHF Financial debts 0 kCHF Provisions 733,000 CHF
Floating assets 637,000 CHF	Working capital required -483,000 CHF	Current liabilities 154,000 CHF
Active cash assets 6,080,000 CHF	NET 6.080,000 CHF	Passive cash assets 0 CHF
Liquid assets 6,080,000 CHF		

I THE LUXEMBOURG PROTOCOL

The Luxembourg Protocol creates a new global legal system for the recognition and prioritisation of three types of security interests held by creditors in railway equipment. These security interests will be registered in a new international registry, located in Luxembourg, which will be searchable by the public 24/7

The Luxembourg Protocol is not yet operational. It requires a minimum of four ratifications to come into force. OTIF will provide the Secretariat of the Supervisory Authority.

Implementation of the Luxembourg Protocol is overseen by the Supervisory Authority, a new international body set up under the Protocol. It will have its headquarters in Berne, Switzerland. It will be made up of the Contracting States and, to begin with, representatives of the three states nominated by UNIDROIT (International Institute for the Unification of Private Law) and the three states nominated by OTIF. OTIF will act as its official secretariat and the Supervisory Authority will be advised by a committee of experts. Until the Protocol enters into force, efforts to achieve its implementation will be led by a Preparatory Commission set up in accordance with the final acts of the Luxembourg Diplomatic Conference held in 2007. UNIDROIT, OTIF, states that have ratified the Convention and the industry are members of the Commission. The first meeting of the Supervisory Authority will take place on the day on which the Protocol enters into force. This will also be the day the International Registry becomes operational. At that meeting, the Supervisory Authority will be constituted and will adopt its rules of procedure. It will then approve all the agreements and documents established by the Preparatory Commission, its working arrangements with the secretariat, nominate the committee of experts, enact provisions for operating the International Registry, approve the Registrar's operating procedures and establish the schedule of fees for the Registry services.

The 13th General Assembly instructed the Administrative Committee to:

- define the rules for OTIF to designate three of its Member States as members of the Supervisory Authority and
- define the arrangements for certifying the Registry in the agreement setting out the detailed conditions for performing the task of secretariat to be signed by the Chair of OTIF's Administrative Committee and the Chair of the Supervisory Authority of the International Rail Registry.

TRANSLATION, INTERPRETING AND TERMINOLOGY

For the first time, the 2018 Annual Report also contains a section on OTIF's translation department, which usually works busily in the background. Since 2010, as a result of the increased volume of texts, the OTIF Secretariat has had three permanent translators, one for each of the Organisation's working languages. Before that, partly in preparation for the introduction of English with the entry into force of COTIF 1999 on 6 June 2006, an English translator was taken on in order to translate various texts in the run-up to the entry into force.

In addition to the translation work itself, two of OTIF's translators also take part in various OTIF meetings as interpreters, while the third translator takes the lead on terminological work.

Following the boost in the three operational departments' activities that has taken place in recent years in line with the Organisation's strategy, the amount of translation has also increased. In view of the legal bodies that were newly set up in 2018 (working group of legal experts and ad hoc Committee on Cooperation), this trend looks set to continue.

For OTIF's translators, the first half of each year is a very busy period. This was also the case in the first half of 2018. In addition to preparations for the meetings that always take place in the first six months of every year, there was also work for the 26th session of the Revision Committee and the RID Committee of Experts, which meets every other spring, and its standing working group. In the second half of the year, the focus was on preparations for the 13th General Assembly. With regard to the meetings that take place every year, only one session of the Administrative Committee was held in 2018, which is not the usual practice, and the number of pages to be translated for the Committee of Technical Experts was relatively small compared with previous years.

In order to provide a rough idea of the volume of text the translators translated or proofread in 2018, the following table provides an overview of the number of pages for particular meetings or for the Bulletin, and the average volume of other translations.

"Other" includes translation and correction work that cannot be ascribed to a particular meeting, such as various circular letters, internal communications, internal instructions, texts for the website, MoU, PowerPoint presentations, contracts of employment, depositary notifications, working groups that only use English, such as WG TECH and the JCGE etc. The Joint Meeting is also included under "other", as much of the translation work is carried out by the United Nations and only a few documents and the report are translated into or from German or are proofread by OTIF. The number of pages shown here is an average of the figures calculated for each language.

A similar volume of translation work is expected in 2019, because although there will be no General Assembly or Revision Committee, there will be two meetings of the two new legal bodies in March and October and three sessions of the Administrative Committee.

Project on teleworking for the translators

The project on teleworking for the translators first referred to in the 2018-2019 work programme was continued and Ernst&Young were commissioned to examine the feasibility of the project and, if necessary, to propose arrangements for implementing the project. The study by EY and the corresponding schedule were presented at the Administrative Committee in February 2019.



Joana MEENKEN
Head of Translation
Department

Topic	Pages
WG on tank and vehicle technology	37
Revision Committee	57
Bulletin	132
RID standing working group	151
RID Committee of Experts	13
Administrative Committee	294
CTE	76
General Assembly	217
Press releases	19
Other	320

Note: Only the number of pages are counted, not including cover pages, tables of contents, lists of participants, etc. The list also excludes documents and annexes submitted for more than one meeting that were amended or adapted only slightly between meetings (this was particularly the case for the General Assembly).

I INCREASED EXPOSURE

THE BULLETIN OF INTERNATIONAL CARRIAGE BY RAIL

In 2018, with more than 750 subscribers, the Bulletin reached even more people.

In line with the policy of openness started in 2017, some articles were written by authors from outside the Organisation.

PRESS RELEASES

In 2018, 20 press releases were published, many of which were relayed in the press.

Great care was taken on disseminating the press releases; in other words, they were disseminated according to the event being reported. The press were thus able to use the information contained in the releases. It should be noted that the punctual nature of OTIF's press releases is the result of team work and particularly the speedy reaction from the translation department.

THE WEBSITE

OTIF's website was visited by an extra 400 people per month, and in total, more than 30,000 surfers visited the website in 2018, all language versions included. More than 50% consulted OTIF's website in English.

The most frequently visited pages on the three language versions were:

- The page for downloading the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID),
- The page concerning OTIF's activities in the area of dangerous goods,
- The page showing the Member States,
- The page with "COTIF 1999",
- The homepage.

SOCIAL NETWORKS

The frequency of OTIF publications on LinkedIn increased. Most of the announcements concerned OTIF events or the publication of a Bulletin or press release. These communications evinced some encouraging interactions for the future ("like", "share").

In autumn 2018, a Twitter account was set up.



Sarah PUJOL
Communication Officer

OBJECTIVE 12
STRENGTHEN THE COMMUNICATION
STRATEGY AND BROADEN
DISSEMINATION NETWORKS

2018 – AN ANNIVERSARY YEAR

2018 marked 125 years since the entry into force of the Berne Convention (now the CIM Uniform Rules, or Appendix B), the forerunner of COTIF.

To mark the occasion, a redesigned variant of OTIF's graphic identity was used, with different colours and a new format. For example, an anniversary logo was shown on all communications from the Organisation.

The article by Mr Marc Allégret published in the Bulletin of International Carriage by Rail in 1994 was republished in Bulletin No. 3/2018. It was amplified with the assistance of Mrs Iris Gries and was also translated into English. This article skilfully retraces the history of the CIM and CIV conventions and, by extension, COTIF.

Lastly, with the support of the Swiss Confederation, an anniversary cocktail buffet was held during the General Assembly in September. Three speakers were invited to give a talk on future prospects in relation to the unified railway law defined by OTIF in COTIF.

- Mr Peter König, Deputy Head of the Political Department of the Federal Office of Transport of the Swiss Confederation: "OTIF - What does it mean for Switzerland?"
- Mrs Bigdon, Head of Asset Management of SBB Cargo, "Innovation and Freight"
- Mr Wang Jiayu, Deputy Director General of Department of External Relations, NRA China, "Development of International Railway Traffic under the One Belt and One Road Initiative"





Around 100 people attended this anniversary event.



OTIF MEMBERSHIP AND APPLICATION OF APPENDICES TO COTIF

31 DECEMBER 2018

COUNTRY CODES ISO 3166	MEMBERS IN FRENCH ALPHABETICAL ORDER		APPENDICES TO COTIF						
MEMBER STATES			CIV	CIM	RID	CUV	CUI	APTU	ATMF
AL		Albania	✓	✓	✓	✓	✓	✓	✓
DZ		Algeria	✓	✓	✓	✓	✓	✓	✓
DE		Germany	✓	✓	✓	✓	✓	✓	✓
AM		Armenia	✓	✓	✓	✓	✓	✓	✓
AT		Austria	✓	✓	✓	✓	✓	✓	✓
AZ		Azerbaijan	✓*	✓*	✓				
BE		Belgium	✓	✓	✓	✓	✓	✓	✓
BA		Bosnia and Herzegovina	✓	✓	✓	✓	✓	✓	✓
BG		Bulgaria	✓	✓	✓	✓	✓	✓	✓
HR		Croatia	✓	✓	✓	✓	✓	✓	✓
DK		Denmark	✓	✓	✓	✓	✓	✓	✓
ES		Spain	✓	✓	✓	✓	✓	✓	✓
EE		Estonia	✓*	✓*	✓	✓	✓	✓	✓
FI		Finland	✓	✓	✓	✓	✓	✓	✓
FR		France	✓	✓	✓	✓	✓	✓	✓
GE		Georgia	✓*	✓*	✓				
GR		Greece	✓	✓	✓	✓	✓	✓	✓
HU		Hungary	✓	✓	✓	✓	✓	✓	✓
IQ		Iraq	Membership Suspended						
IR		Iran	✓	✓	✓	✓	✓	✓	✓
IE		Ireland	✓	✓	✓	✓	✓	✓	✓
IT		Italy	✓	✓	✓	✓	✓	✓	✓
LV		Latvia	✓	✓	✓	✓	✓	✓	✓
LB		Lebanon	Membership Suspended						
LI		Liechtenstein	✓	✓	✓	✓	✓	✓	✓

LT		Lithuania	√	√	√	√	√	√	√
LU		Luxembourg	√	√	√	√	√	√	√
MK		North Macedonia	√	√	√	√	√	√	√
MA		Morocco	√	√	√	√	√	√	√
MC		Monaco	√	√	√	√	√	√	√
ME		Montenegro	√	√	√	√	√	√	√
NO		Norway	√	√	√	√	√	√	√
PK		Pakistan		√					
NL		Netherlands	√	√	√	√	√	√	√
PL		Poland	√	√	√	√	√	√	√
PT		Portugal	√	√	√	√	√	√	√
CZ		Czech Republic	√	√	√	√	√	√	√
RO		Romania	√	√	√	√	√	√	√
GB		United Kingdom	√	√	√	√		√	√
RU		Russia		√*					
RS		Serbia	√	√	√	√	√	√	√
SK		Slovakia	√	√	√	√	√	√	√
SI		Slovenia	√	√	√	√	√	√	√
SE		Sweden	√	√	√	√	√	√	√
CH		Switzerland	√	√	√	√	√	√	√
SY		Syria	Membership Suspended						
TN		Tunisia	√	√	√	√	√	√	√
TR		Turkey	√	√	√	√	√	√	√
UA		Ukraine	√*	√*	√	√	√	√	√
REGIONAL ECONOMIC INTEGRATION ORGANISATION									
EU		European Union	√	√	√	√	√	√	√
ASSOCIATE MEMBER									
JO		Jordan							

* Application on part of the network.

** An Associate Member is not a contracting party to COTIF.

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