



**OTIF**

WORK  
PROGRAMME

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2018 - 2019





Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

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# INTRODUCTION

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**Mijana JOVANOVIĆ**  
*The Chair of the AC*



**François DAVENNE**  
*OTIF  
Secretary General*

2016 saw the completion of the process of reorganising the Secretariat. Its teams can now tackle the future in a stable, controlled framework. The move towards being a learning organisation has been driven by a collective process: the added value for our Member States is now at the heart of our working procedures.

Over the last two years, in close partnership with the European Union Agency for Railways, we have developed a concept of interoperability beyond the European Union. The success of this approach is measured by the growing interest in the Organisation. This is demonstrated by the fact that representatives from China and the Gulf Cooperation Council took part in the last Committee of Technical Experts. The network with our partners has also been strengthened by new memorandums of understanding, both in the rail sector – for example with the International Union of Railways – and in associated areas, such as the World Customs Organization.

Rail transport is more than ever a vector for trade and development for Asia and Europe, but also for Africa and the Middle East. Bolstered by the accession of the European Union, OTIF today provides a forum where effective work can be carried out on the uniform conditions that are necessary to develop international rail transport.

For the next two years, OTIF has set itself a dual objective:

- 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.

This is an ambitious programme, but we believe that it reflects the sector's fundamental requirements. Rail transport must become the backbone of land transport over medium and long distances. It must in particular be able to integrate itself into the development of e.commerce at a global level.

# 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

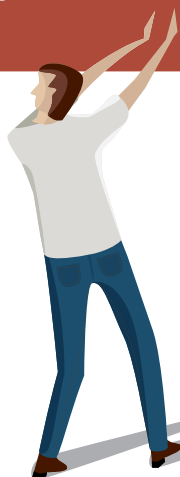
10. Simplification of digital access to promote and improve application of the provisions of RID

### 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



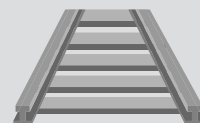
**125 YEARS**  
of law for international rail networks



**50 MEMBER STATES**



**269 092 km**  
total length of infrastructure subject to COTIF



# 1 OTIF: A FORUM FOR UNIFORM RAILWAY LAW



**Aleksandr KUZMENKO**  
Head of Legal  
Department

History has determined that the rail sector does not benefit from the global regulations that other sectors have developed, such as telecommunications and aviation. Nevertheless, when the Organisation was founded in 1893, Russia was one of the founding members, indicating that the original intention was that COTIF should be applied in both Europe and Asia.

In the years to come, OTIF should strengthen its position as a forum for uniform international railway law.

The battle against global warming and the project for new silk routes being supported by China could give the railways a vital role in the transport of goods between Europe and Asia. It is therefore time to start building regional networks that will have to be brought together and interconnected. With its flexibility and the modern nature of its rules, the Convention concerning International Carriage by Rail (COTIF) can be the common tool for globalising the railways.

## OTIF AT THE HEART OF HARMONISING THE RAILWAY REGULATIONS

The gradual emergence of major interconnected Euro-Asian railway corridors is an opportunity for the Organisation. Owing to its central geographical position, it is able to develop the necessary technical and legal interfaces.

In this context, where new requirements are emerging, setting up a standing working group of legal experts will make it possible to deal with all the issues that might arise, whether they entail changes to the regulations or whether they can be dealt with in application guides or instruments developed by those working in the sector. This will be a consultative group which will be open to stakeholders and states that are not yet members of the Organisation, but which wish to make a closer connection with it.

Such a working group can only succeed if our partnerships are strengthened, particularly with the European Union of course, but also with UIC, with whom an MoU was signed in December 2017. It will also be necessary to work more closely with OSJD in order to bring together our ideas on our respective rules.



### OBJECTIVE 1

**Set up a standing working group of legal experts**

#### Working group of legal experts

The working group will not have any special authority under COTIF to interpret the provisions of the Convention or other legal acts and will not take any binding decisions. Nevertheless, the organs of the Organisation may follow the interpretations given or adopt any measures proposed. Therefore, any binding decisions will have to be taken by the existing competent organs. With regard to legal advice, it will assist the competent organs and the latter will still be free to follow or reject the advice.

#### Functions:

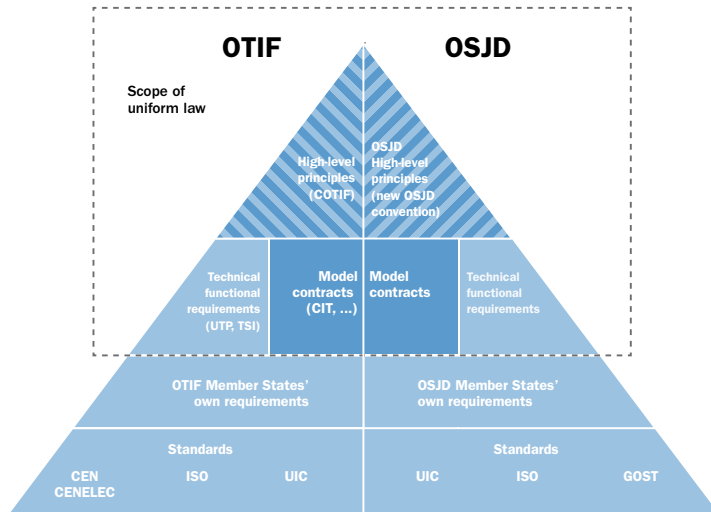
- Preparation of draft amendments or supplements to the Convention
- Provision of legal advice and assistance
- Promotion and facilitation of the functioning and implementation of COTIF
- Evaluating and assessing the application and implementation of COTIF
- Acting as a forum and think-tank for OTIF's members to raise and discuss relevant legal questions.

#### Provisional work programme:

- Steer and assess the application and implementation of COTIF
- Assess the interfaces between customs and transport regulations in order to ensure efficient international railway traffic
- Assess the digitalisation of transport documents
- Carry out studies on a uniform contract for international train paths.



*Alignment of OTIF and OSJD law*



**OBJECTIVE 2**  
**Become an open, partnership-based centre of expertise**

**Three examples of partnership expertise**

*In the working group of legal experts:*

*Increasing the modal share of freight is inconceivable unless there is real fluidity in international traffic and, in particular, a common framework for allocating train paths. Based on existing international rules, namely CUI UR, and following the model of the GCU contract based on CUV, the working group of legal experts will support the sector in establishing a coordinated and uniform legal framework for using international train paths.*

*In the context of discussions on accession:*

Similarly, the adaptation of CIM model contracts to the particular situation of the Gulf States, which is currently being discussed with the Gulf Cooperation Council in the context of the MoU signed in 2014, can only be implemented with the involvement of our partners.

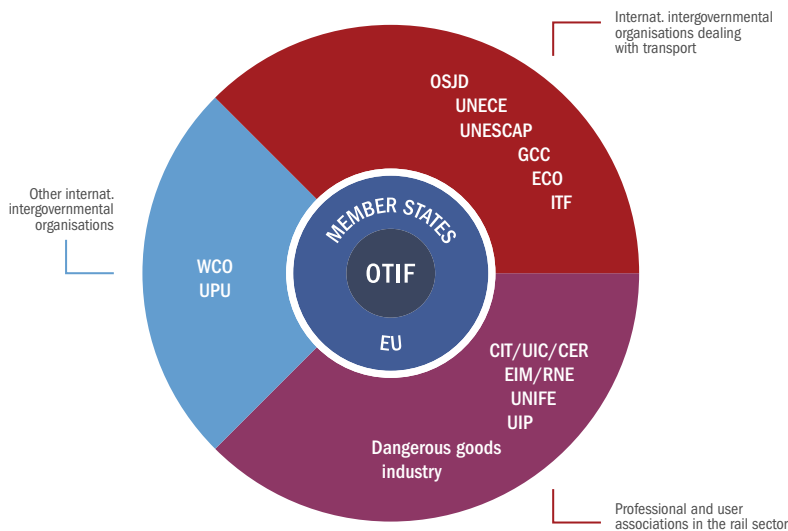
*To assist with the emergence of parcel transport by rail between China and Europe:*

OTIF makes available its expertise for this initiative launched by the CIT, the Universal Postal Union (UPU) and the Coordinating Council on Transsiberian Transportation (CCTT). OTIF should sign a memorandum of understanding (MoU) with UPU in 2018. The trials carried out between China and Europe have shown that the difficulties to be resolved result from the complexity of the interfaces between:

- Commercial law, which governs on-line sales
- UPU's own postal law
- The railway law of OTIF and OSJD
- Customs law.

The nature of the questions addressed to the Organisation is changing. Formerly, OTIF focussed on developing expertise on its Convention within the very formalised framework of transport between Europe and the countries that border Europe. These days though, fundamental new questions are being posed and they are not necessarily all within our experts' grasp. If precise answers are to be provided, the Organisation's partnerships will have to be strengthened: in addition to a detailed knowledge of international law, more operational know-how on transport services will be needed. OTIF is therefore setting itself the objective of becoming a resource centre capable of mobilising the skills of its Member States or partner organisations, such as UIC or ERA.

*OTIF's partnerships*



With this in mind, it will also be important to broaden our network of partners to help us promote a shared vision of international rail transport. We will therefore establish links with the regional development banks, such as the Asian Development Bank, the African Development Bank and the Islamic Development Bank.

It will only be possible to achieve such a position by greatly improving our knowledge and our assessment of the correct application of OTIF law. This will enable us to respond better to any questions we might be asked and to gain inspiration from innovative solutions that might be developed by OTIF's Member States. A common knowledge base therefore has to be maintained by promoting continuous interaction

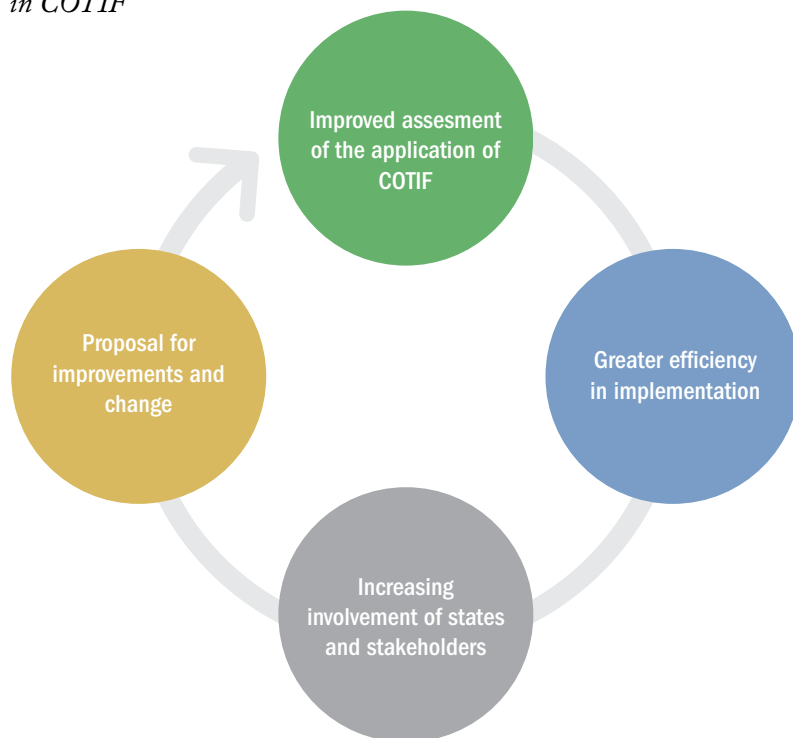
with experts from our Member States and the various stakeholders. This fundamental line of approach is the common theme of this work programme and will be broken down in each part.

COTIF provides uniform international railway law for states with different legal traditions and economic railway market structures in Europe, Asia and Africa. It is therefore necessary to ensure international unity within diverse national railway systems.

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). It is of critical importance to monitor the implementation and application of “hard” and “soft” railway law of OTIF. Tracking implementation and application will provide a tool to assess the efficiency of existing instruments and determine whether the rules need to be updated or whether new rules are required. Moreover, systematic evaluation would contribute to the definition and sharing of best practice and ensure uniform interpretation.

Different monitoring tools exist for international conventions, ranging from statistical studies to specific international databases of administrative practice. An appropriate OTIF evaluation tool has to be defined in order to ensure that COTIF remains a living international instrument. Proposing solutions and coordination tools for legal and technical questions raised in OTIF would be one of the central aims of the working group of legal experts.

*Assess for better involvement  
in COTIF*



### OBJECTIVE 3

Monitor the application and implementation of COTIF

**AROUND +10%**  
between 2014-2015 for the  
use of uniform CIM/SMGS  
consignment note



**AROUND 570000**  
wagons used in accordance  
with CUV UR across 28  
countries



## EXTEND AND DEVELOP THE APPLICATION OF COTIF

The European Union's accession to COTIF in 2011 enabled OTIF to further harmonise its law with European law. This joint work has been positive for both organisations. In particular, it has made it possible to improve the international attraction of the European concept of interoperability with the draft new Appendix H, which is intended to extend interoperability beyond the European Union. From the legal perspective, certain special rules applicable to the EU have been introduced into COTIF.

Based on this experience, OTIF has set itself the objective of strengthening its role as a forum for the properly considered and coordinated integration of new regional factors. The Gulf Cooperation Council is an example of this, as are all those countries that wish to be involved in the new silk routes project, but which do not yet belong to any international railway organisation.

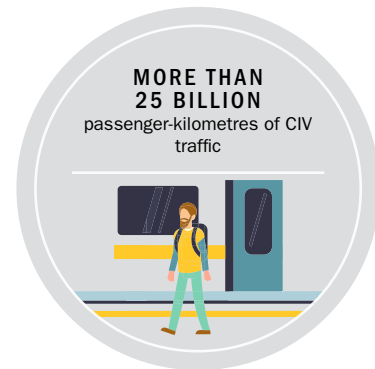
Thus, in addition to the direct references to European Union law already contained in OTIF's regulations, the latter might also include other regional references. This is a key objective in terms of expanding the Organisation. The Secretariat will therefore work closely together with the EU to make the regulations more neutral.

COTIF is spreading. It constitutes modern transport law which leaves a lot of room for contractual freedom and innovation, while being enforceable and mandatory. 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. Associate member status also exists for any state potentially interested in applying OTIF's uniform law in future, but which is not yet ready, for whatever reason, to accede as a full member.

Any form of accession requires assistance with regard to understanding the substantive rules of uniform railway law, the functioning and procedures of the Organisation, preparation and application of the uniform law and the accession procedure itself.

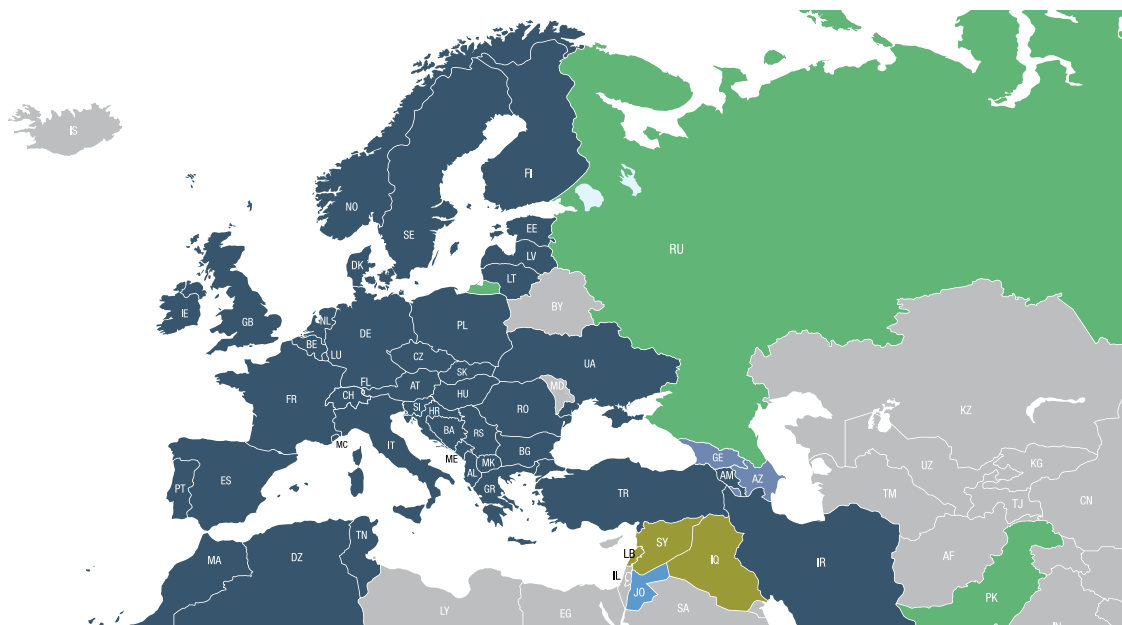
### OBJECTIVE 4

Include regional factors in OTIF law



### OBJECTIVE 5

Support and assist in the accession process



- All COTIF appendices (42)
- Without CUV/CUI/APTU/ATMF (2)
- Without CIV/RID/CUV/CUI/APTU/ATMF (2)
- Associate Members (1)
- Membership suspended (3)

In order to assist in the accession process, the Secretariat will organise seminars, workshops and conferences and provide any tailored assistance that might be required. A dedicated page on the OTIF website will be created in order to explain COTIF uniform law and how OTIF functions and provide the necessary guidelines on accession procedures.

Four geographical priorities are planned for the next two years:

- Assist the Gulf Cooperation Council (GCC) with the expansion of its network
- Continue to work with the countries in Asia that are at the heart of the gradual implementation of the new silk routes project. In this context, our relations with UNESCAP will have to be developed
- In line with the MoU, develop relations with China via the Chinese National Railway Authority
- Explore the extension of COTIF in Africa with the support of our Member States in the Maghreb.



## PROVISIONAL ACTION PLAN:

First session of the working group of legal experts	Q2 2018
Proposal on the evaluation scheme by the working group of legal experts	Q4 2019
Propose to the sector a roadmap towards a contract of use of train paths based on the model of the GCU	Q4 2018
Organise at least one seminar a year aimed at newly acceded states	First seminar Q2 2018
Assist the Gulf Cooperation Council (GCC) to develop its network	Q4 2018
Formalise cooperation with the regional development banks	Q2 2019
Page on the OTIF website dedicated to accession	Q2 2018



## 2 PROMOTE SAFE TECHNICAL INTEROPERABILITY



**Bas Leermakers**  
Head of Technical  
Interoperability  
Department

Since its inception, COTIF has provided contractual law and dangerous goods regulations. The technical appendices of COTIF, APTU and ATMF, are recent in comparison. Established under COTIF 1999 and entering into force about a decade ago, the technical law of COTIF has so far had two main aims, firstly to establish a legal basis on which vehicles can be admitted for international use, and secondly to lay down the procedures and responsibilities relating to the admission of vehicles and their safe use.

Today, the existing technical regulations of COTIF deal only to a very limited extent with operational and safety procedures. An important aim in the coming years is to develop provisions on the basis of which not only vehicles, but also complete trains can be operated internationally. This will require safety certification for railway undertakings, as well as common provisions for train operations and safety management.

### COOPERATION WITH THE EU

From their inception, all the technical provisions of COTIF have been based upon provisions developed in the European Union. This is partly explained by the fact that 26 of the 42 states that apply APTU and ATMF are also members of the EU. The EU Member States have been developing their EU safety and interoperability provisions to connect their railway systems, which are often technically and operationally diverse.

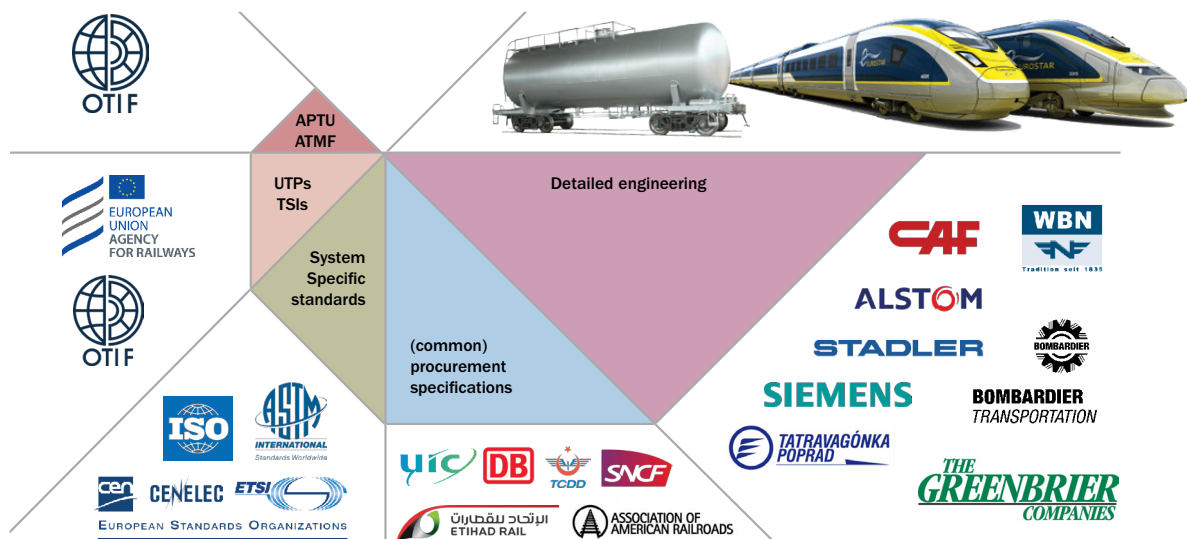
The OTIF Secretariat will continue its intensive coordination with the EU institutions in order to ensure that this *acquis* is used in the best interest of both EU and non-EU OTIF Member States. This includes preparing amendment proposals to ensure that APTU, ATMF and the UTPs continue to be aligned with the EU provisions of the fourth railway package's technical pillar.

### Technical provisions of COTIF

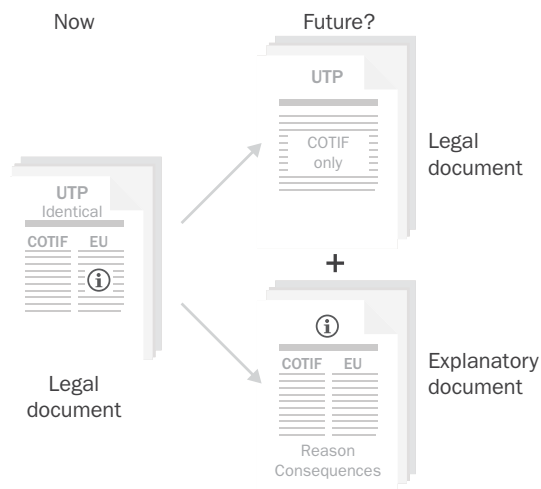
In order to implement APTU and ATMF, detailed provisions have gradually been set out in the form of Uniform Technical Prescriptions, which have been developed by the Committee of Technical Experts since 2006. A full set of UTPs is now available at OTIF level for freight wagons, locomotives and passenger rolling stock, as well as the procedures for approving them. This body of technical regulations includes:

- Provisions for the international admission of all types of rolling stock
- Procedures for the conformity assessment of railway material
- Requirements for the certification of entities in charge of maintenance of freight wagons
- Requirements on how states should establish and connect their vehicle registers
- Provisions concerning telematic applications for freight traffic.

States applying these technical provisions can benefit greatly, as they ensure compatibility with different networks while stimulating innovation by relying on functional technical specifications.



As other organisations or regional groups are likely to accede to COTIF, the Secretariat suggests that similar working relations should be established, thus enabling a high level of harmonisation.



## IMPLEMENTATION OF THE TECHNICAL APPENDICES

The quantity of technical regulations developed under APTU and ATMF is already large and is still growing. Dealing with the quantity and complexity of all the rules may be challenging for some of the OTIF Contracting States. At the same time, correct implementation is becoming increasingly important.

The OTIF Secretariat has therefore adopted a participative approach and seeks cooperation with the Member States and other organisations working in the field of international rail traffic.

The various working groups and sessions of the Committee of Technical Experts are the most important in terms of direct contact between the OTIF Secretariat and its Member States. In these meetings, Member State representatives can express their views, become more familiar with what is happening and actively contribute to the development of COTIF.

However, we still lack information on the implementation of the technical appendices, APTU and ATMF. For example, a number of Member States have not notified their competent authority in accordance with Article 5 ATMF. The OTIF Secretariat - where relevant in coordination with the new working group of legal experts - will find out the status of implementation among Member States. The Secretariat will draw support from the network of experts who have taken part in its intensive internal training programme since 2015, which is intended for selected members of staff from the competent authorities of the non-EU OTIF Member States, in order to organise the necessary seminars and workshops.

### OBJECTIVE 4

Include regional factors in OTIF law

Indicating equivalence with EU provisions

APTU currently requires all UTPs to have a two-column layout.

- The left-hand column contains the UTP provisions
- The right-hand column contains the provisions of the EU's Technical Specification for Interoperability (TSI) for information, but only where they differ from those of the UTP concerned.

Another solution could be to create an annex showing the differences, if there are any, between the UTP and the corresponding EU TSI. It would then be easy to add another annex if another regional group were to accede.

### OBJECTIVE 3

Monitor the application and implementation of COTIF



## INTEROPERABILITY AND NETWORK ACCESS

At the General Assembly of 2015, the Secretary General launched the idea of establishing a legal basis in COTIF to support interoperability beyond the EU. In practical terms, interoperability means that a railway undertaking would be able to run a complete train from its point of departure in one state to the destination in another state without technical or operational reasons to stop at the border(s).

The Secretariat drafted a new Appendix H to COTIF to cover the safe operation of trains in international traffic. The concept of the draft new appendix is that state authorities will be able to issue Safety Certificates for foreign railway undertakings based on harmonised criteria, as proof that the railway undertakings are able to operate trains safely in the state concerned.

The relevance of this work has been confirmed by the Committee of Technical Experts, which has resulted in a draft proposal for a new Appendix H to COTIF to be submitted to the General Assembly for approval. The new appendix would only enter into force after 2/3 of the Member States have approved the General Assembly's decision.

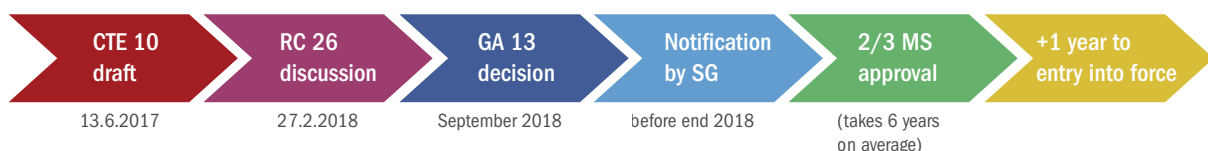
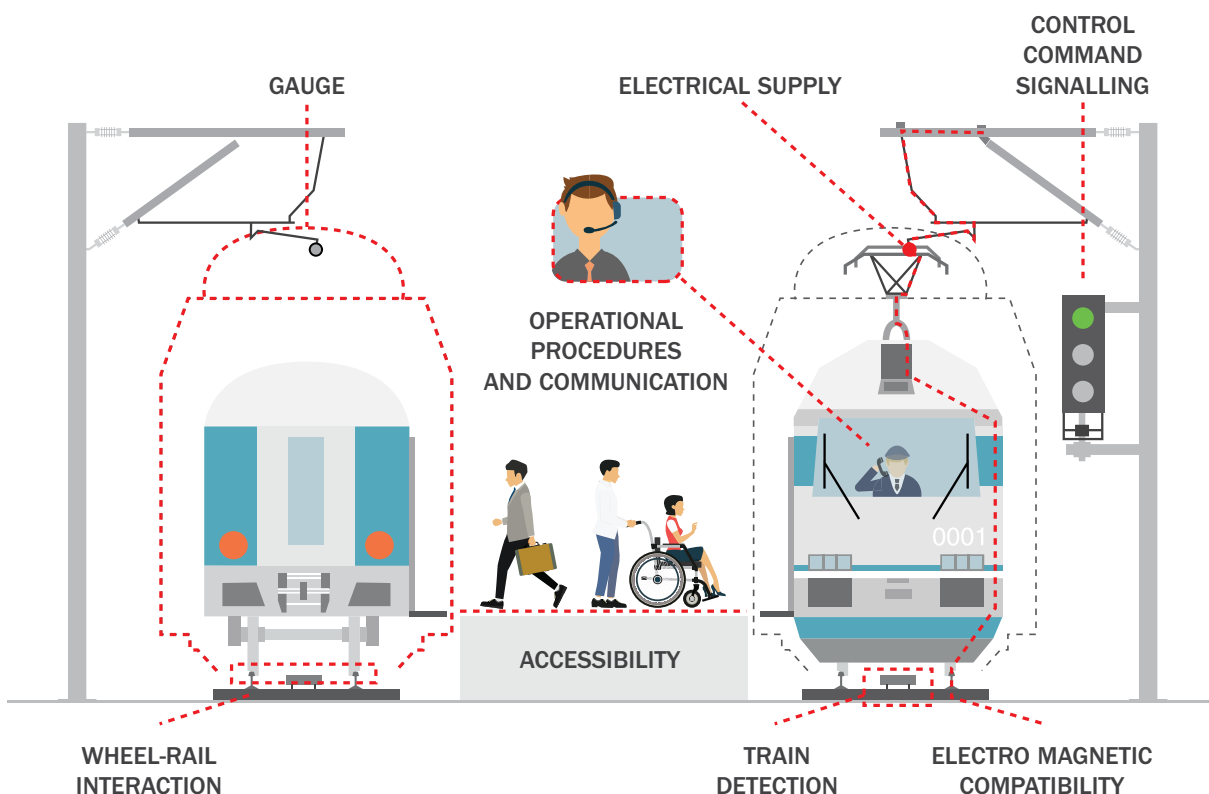
In the meantime the CTE would start preparing the necessary annexes to the new appendix. These annexes will provide a basis on which state authorities, railway undertakings and infrastructure managers would implement the new appendix. These preparations would then allow the annexes to be adopted not long after the new appendix enters into force.

### OBJECTIVE 6

Support the safe interoperability of trains

#### Eurasian rail cargo transport:

The number of operated trains rocketed from ~300 in 2014 to nearly 1,800 in 2016, while the transport volume grew from 25,000 TEU to 145,000 TEU. Despite this strong development, rail transport still has a low intermodal market share of ~1% in the trade between Asia and Europe. The bulk of freight is transported by ship (more than 90%).



In relation to this development the Secretariat will propose a strategy to include infrastructure requirements in COTIF to the extent needed for interfaces with vehicles. These developments would be carried out in the scope of APTU and ATMF.

In 2017 the Committee of Technical Experts adopted the Uniform Technical Prescriptions concerning Telematic Applications for Freight (UTP TAF). The UTP TAF provides specifications to align the IT systems of railway undertakings and infrastructure managers, even if these functions are part of one integrated railway company, so that these entities can exchange information between them by means of standardised messages. These messages can for example be used to track wagons, maintain the fleet, internal business production system, consignment note system, infrastructure information system. Implementing TAF is an important step towards improving the information provided by railway companies to their freight customers concerning e.g. the status of trains. The OTIF Secretariat, with the help of external experts, will assist non-EU Member States in implementing the UTP TAF.




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## OBJECTIVE 7

### Support the digitalisation of railways

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#### Offering a framework for digitisation

The competitiveness of railway transport depends on its ability to move towards the full electronic processing of transport documents and become paperless. The use of electronic consignment notes would increase efficiency in rail transport. The possibility of using electronic consignment notes is foreseen in COTIF. Article 6 § 9 CIM UR stipulates that the consignment note and its duplicate may be established in the form of electronic data registration. The procedure used for the registration and treatment of data must be equivalent from the functional point of view, particularly so far as concerns the evidential value of the consignment note represented by those data.

However, despite having a legal basis in the Convention, the wide usage of electronic consignment notes is not yet a reality. OTIF will help promote the use of electronic consignment notes. To this end, the existing obstacles and any additional measures required will have to be identified.

In addition, despite the wish to develop a functional specification for the exchange of data for freight transport (TSI TAF), there are still major gaps in the definition of interfaces with the other modes of transport and with the customs authorities. OTIF wishes to organise a multidisciplinary discussion on these issues with the broad involvement of its partners.

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Under the umbrella of the new Appendix H, railway undertakings will be able to be certified for their ability to operate trains safely in international traffic. A safety certificate alone is not sufficient to operate a train across a border into a neighbouring state; the receiving state has to provide access to its network first.

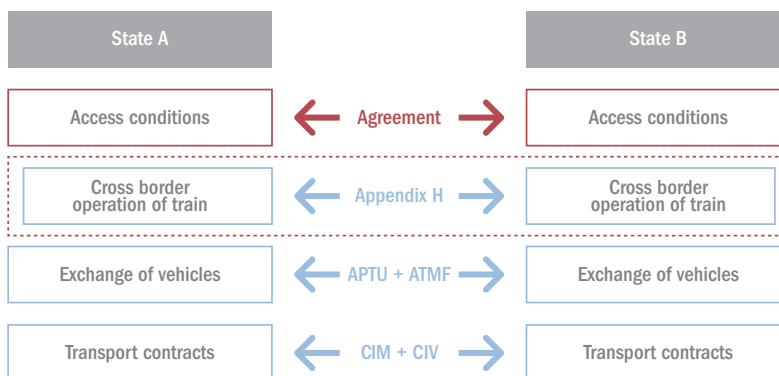
## OBJECTIVE 8

### Promote network access

OTIF has the opportunity to review the different approaches to network access conditions and to explore the possibility of establishing an international multilateral legal regime that is either binding or based on recommendations. In fact, network access can be granted on the basis of different principles, e.g. on the basis of an open market model (open access) or on the basis of mutual cooperation (reciprocal access). COTIF is neutral as regards how states organise their railway market.

The legal department will initiate a discussion concerning access conditions. The aim is to review the intrinsic benefits of seamless train operations on the basis of origin to destination operations.

### *Organising international traffic*



## PROVISIONAL ACTION PLAN:

Contact non-EU Contracting States which have not notified their Competent Authority	Q1 2018
Propose to the CTE a strategy for the development of infrastructure related provisions	Q2 2018
Propose to the CTE a UTP concerning infrastructure	Q2 2019
Propose to the General Assembly a new Appendix H to COTIF concerning the safe operation of trains in international traffic	Q3 2018
Propose to the CTE a strategy for the development of common safety methods as annexes to the new Appendix H (after adoption)	Q2 2019
Promote application of the UTP TAF	Q4 2019
Revise APTU and ATMF to harmonise them with the EU's fourth railway package	Q1 2018
In coordination with the EU, develop a strategy to prepare the technical provisions for the accession of other regional organisations	Q1 2019
Organise three WG TECH meetings per year and one CTE meeting per year	WG TECH: three times a year CTE: every year in June

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### **Joint Coordinating Group of Experts**

In 2016 and 2017, the RID-ATMF working group met four times, together with the European Commission. The aim of the meetings was to investigate how consistency between the dangerous goods regulations and the safety and interoperability provisions can be improved. The working group was attended by experts in the transport of dangerous goods and experts in general railway law.

The working group came to the conclusion that better coordination between the dangerous goods legislation and general railway legislation is necessary. In principle, RID should only include the protective aims of vehicle-related requirements, whereas the technical specifications should be formulated in TSIs/UTPs. In order to carry out this work, it was suggested that a Joint Coordinating Group of Experts (JCGE) be set up, in which experts in the transport of dangerous goods, experts in railway technology and also representatives of the relevant branches of industry should be represented.

In order to prepare the work of the joint group, the working group drew up a preliminary list of questions.

The JCGE meetings will be arranged alternately by the European Commission and OTIF. The recommendations prepared by the JCGE will be submitted to the RID Committee of Experts and the Railway Interoperability and Safety Committee (RISC), which will decide on how to follow up the recommendations. For example, the RID Committee of Experts may decide to include protective aims in RID. The RISC Committee may for example adopt a delegated act mandating ERA to develop a TSI in conformity with the technical specifications/provisions described by the JCGE.

The first meeting of the JCGE, which will first adopt a list of subjects, together with levels of priority, is planned for the beginning of 2018.

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## 3 PROMOTE THE SAFE TRANSPORT OF DANGEROUS GOODS



**Jochen CONRAD**  
Head of Dangerous  
Goods Department

Like the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN), the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) are revised every two years.

The ongoing development of RID takes place in several stages. First of all, every two years RID is harmonised with the UN Recommendations on the Transport of Dangerous Goods, which are developed by the UN Sub-Committee of Experts. In parallel, the work of the RID/ADR/ADN Joint Meeting takes place, whose task is to develop harmonised dangerous goods provisions for all the land transport modes (rail, road and inland waterways). The rail-specific requirements are defined by the RID Committee of Experts and its standing working group.

### OBJECTIVE 9

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



## UPDATE THE REGULATIONS

### UN Recommendations on the Transport of Dangerous Goods

The United Nations Sub-Committee of Experts on the Transport of Dangerous Goods develops global recommendations on the transport of dangerous goods, which are then carried over by the competent international organisations into the dangerous goods regulations for the various transport modes (sea, air, rail, road, inland waterway). In 2018, this Committee will conclude work on the 21<sup>st</sup> revision of the UN Recommendations on the Transport of Dangerous Goods. The OTIF Secretariat takes part in the work of this Committee in an advisory capacity. In 2019, this Committee will start work on the 22<sup>nd</sup> revision of the UN Recommendations, which will then come to fruition for rail transport in the 2021 edition of RID.

In order to carry over the amendments from the 21<sup>st</sup> revised edition of the UN Recommendations, the Joint Meeting set up a working group whose task is to draft proposals on how the amendments adopted for the UN Recommendations can be integrated into RID/ADR/ADN 2021. At a three day meeting in May 2019, this working group will draft a proposal on the basis of a draft prepared by the UNECE and OTIF Secretariats to carry over the amendments adopted by the UN Committee of Experts in December 2018 into RID/ADR/ADN. This means that detailed discussions at the Joint Meeting can be avoided.



## Common dangerous goods provisions for land transport

The RID/ADR/ADN Joint Meeting develops the dangerous goods provisions that apply jointly to all the land transport modes (rail, road and inland waterways). The RID department of the OTIF Secretariat provides the Secretariat for the Joint Meeting, together with the Secretariat of the UNECE Transport Division.

A total of five weeks of meetings have been planned for the 2018-2019 biennium of the RID/ADR/ADN Joint Meeting, starting with the spring session in 2018. Decisions the Joint Meeting takes in this biennium will be reflected in the 2021 editions of RID, ADR and ADN. Each year, more than 50 official documents published in OTIF's three working languages and in Russian, and around 100 informal documents, which are usually made available in English only, must be dealt with.

In connection with the harmonisation of RID and the OSJD's dangerous goods regulations (SMGS Annex 2), it was also discussed whether the RID/ADR/ADN Joint Meeting could be broadened to cover SMGS Annex 2. This would make it possible to improve cooperation in the transport of dangerous goods and to increase the OSJD Member States' acceptance of standards referenced by the RID/ADR/ADN Joint Meeting.

## Rail-specific dangerous goods provisions

The rail-specific dangerous goods provisions are defined by the RID Committee of Experts and its standing working group.

The provisions for the international carriage of dangerous goods by rail are continuously amended, and must also be applied in domestic transport in the EU Member States in the context of EU Directive 2008/68/EC on the inland transport of dangerous goods. Provisions adopted by the RID Committee of Experts therefore have direct legal force and hence ensure the significance of the Organisation for the whole sector. The RID Committee of Experts only meets once every two years in order to approve the decisions of its standing working group. The next session is planned for May 2018, where all the texts for the 2019 edition of RID will receive final approval.

The standing working group, which prepares the RID Committee of Experts' decisions, will hold one two-day and two one-week meetings in the 2018-2019 biennium. The two-day meeting in May 2018 will conclude the work for the 2019 edition of RID and the one-week meetings in November 2018 and November 2019 will discuss provisions that are specific to the railways and which will enter into force in 2021. After the meeting in November 2019, where the focus will be on examining the amendments adopted by the RID/ADR/ADN Joint Meeting for the 2021 edition, there will be coordination between the Member States of the European Union and the results of this will be taken into account in the concluding meeting of the RID Committee of Experts in 2020.

In order to further the work on harmonising RID and SMGS Annex 2, the Member States of OSJD will be invited to the meetings of the RID Committee of Experts and its standing working group and Russian interpretation will be provided.

Furthermore, the UIC's Group of Experts on the Transport of Dangerous Goods prepares the railways' positions on proposals submitted to the RID/ADR/ADN Joint Meeting and RID Committee of Experts, and prepares proposals of its own. The RID department will take part in an advisory capacity in the two-day meetings held twice a year.



## Dangerous goods regulations for road transport (ADR)

WP.15 is the UNECE body responsible for the ongoing development of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). Its decisions must also be applied in domestic transport in the EU Member States in the context of EU Directive 2008/68/EC on the inland transport of dangerous goods. The RID section will take part in WP.15 meetings in an advisory capacity in order to work towards harmonised provisions for European land transport.

## DEVELOP EVALUATION AND ACCESS TO RID

The dangerous goods regulations are traditionally printed in paper format by publishers who receive the necessary text files from OTIF. The entire RID is also made available on OTIF's website as a PDF file in OTIF's three working languages and in Russian. As RID also applies to national transport in all the Member States of the European Union, RID also exists in the national languages of the European Union's Member States.

The RID department will make at least some of the provisions of RID available in a digital form in order to facilitate and promote application of the provisions. The RID department will first examine the current situation of the market and the possible availability of IT programs. If necessary, the RID department will get in touch with software undertakings who might be interested in working on this issue.

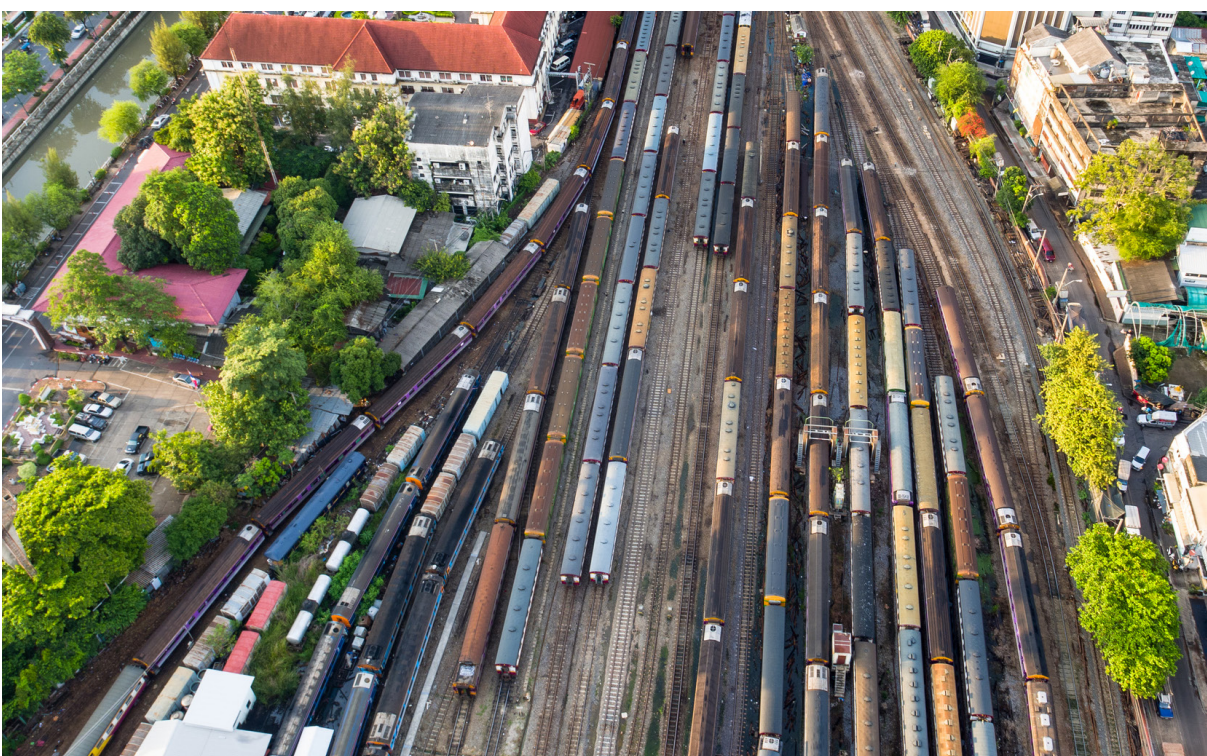
It is very important that RID be applied correctly. This is why a dangerous goods safety adviser must be appointed not just for transport undertakings, but for all undertakings that deal with the packing, loading, filling and unloading of dangerous goods in a transport context. In addition to examining compliance with the provisions on the carriage of dangerous goods, the safety adviser must also provide his undertaking with advice on matters relating to dangerous goods and prepare an annual report on the undertaking's activities. The training and examination of dangerous goods safety experts are the subject of detailed rules in RID.

### OBJECTIVE 10

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

### OBJECTIVE 3

Evaluate the application of COTIF



A European association of national dangerous goods safety adviser associations was set up. It now enjoys observer status at the RID/ADR/ADN Joint Meeting and at the RID Committee of Experts. This will mean that dangerous goods safety experts are involved even more closely in developing dangerous goods law.

RID also assigns obligations to the various participants in the carriage of dangerous goods which they have to fulfil in the context of their activities. For the carrier, one of these obligations prescribes various inspections he has to carry out before carriage takes place. RID also contains check-lists for the filling and emptying of tank-wagons, which set out a chronological sequence of all the steps that are necessary and ensure that the obligations prescribed in RID are complied with.

Lastly, RID enables the competent authorities of the Member States to carry out inspections on their territory at any time to check compliance with the provisions of RID.

## PROVISIONAL ACTION PLAN:

RID/ADR/ADN Joint Meeting	12 to 16 March 2018
9 <sup>th</sup> session of the RID Committee of Experts' standing working group	28 and 29 May 2018
55 <sup>th</sup> session of the RID Committee of Experts	30 May 2018
RID/ADR/ADN Joint Meeting	17 to 21 September 2018
10 <sup>th</sup> session of the RID Committee of Experts' standing working group	19 to 23 November 2018
RID/ADR/ADN Joint Meeting	one week in March 2019
RID/ADR/ADN Joint Meeting	two weeks in September 2019
11 <sup>th</sup> session of the RID Committee of Experts' standing working group	one week in November 2019
Promote the broadening of the RID/ADR/ADN Joint Meeting to cover SMGS Annex 2	Q4 2019
Assist in the development of programs to make the provisions of RID available in a digital form	Q4 2019

## 4 LEARNING AND SHARING



**Ghousébasha GAFFAR**  
Head of Administration  
and Finance Department

### A LEARNING ORGANISATION

Sustain the control of expenditure and stability of the contributions

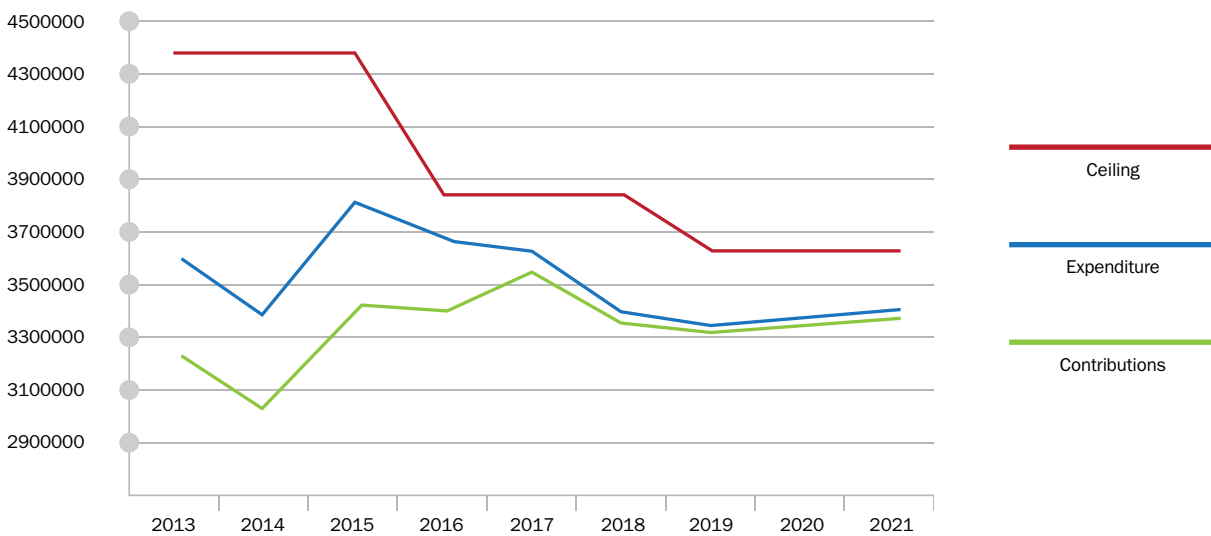
In 2018 and 2019, controlling expenditure and stabilising the Member States' contributions will continue to be sustained. This has been achieved as a result of certain strategic decisions the Administrative Committee took in 2015, such as selling the unprofitable share portfolio and reforming the finance and accounts tools.

#### OBJECTIVE 11

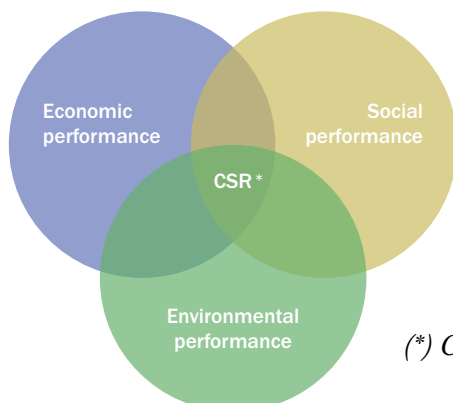
Innovate to promote our know-how while continuing the social dialogue

The Organisation's expenditure is still less than the ceiling set by the 12<sup>th</sup> General Assembly (3.85 million CHF in 2016-2018 and 3.65 million CHF for the period from 2019 to 2021). We will also maintain the commitment to limit the Member States' contributions to between 3.4 and 3.5 million CHF. This commitment has been met since 2015.

*How the budget develops from 2013 – 2021 in CHF*



Now that the Organisation's financial resources have been optimised, action will be taken to develop the Organisation's social and environmental responsibilities, with a purchasing policy that is targeted towards socially responsible companies and practices to reduce the carbon footprint.



(\*) CSR: Corporate Social Responsibility

## Innovate to develop and promote our know-how

All the tools must be used to strengthen our collective intelligence. OTIF must be a learning organisation in continuous interaction with developments in transport and the requirements of its Member States.

Skills will be developed internally as a result of training that will focus on activities that make up the organisation's core business. Following the revival of the training policy in 2015 in favour of cross-cutting training (project management and language courses), training in 2018-2019 will focus on subjects relating to rail transport law.

In addition to strengthening the skills of OTIF's experts, specific actions will be carried out with the aim of promoting the know-how of the Organisation's experts.

First of all, more active management must be promoted to support OTIF's development strategy by increasing the Organisation's representation activities and by encouraging proposals to improve collective efficiency, such as the project on teleworking for the Secretariat's translators.

Secondly, the feasibility of professional experience for OTIF staff in connection with our partner organisations will be examined. Such experience could also help make the Organisation more attractive in terms of future recruitment.

Lastly, there must be innovation to develop OTIF's standing as a centre of expertise (objective 3), by developing a training programme, with the support of our partners, mainly for the benefit of our Member States. In this respect, there will be a trial in 2018 focussing on the carriage of dangerous goods by rail. If the trial is successful, a move towards e-learning could be considered.

The strengthening of skills among our Member States will also be proposed by means of short term intensive training on the scope of application of COTIF, which will also have the aim of making the training programme for experts more attractive.

## Continue and strengthen social dialogue

Supported by the renewed basis suggested by the Secretary General in 2015, the effectiveness of social dialogue was demonstrated in 2017 when the Staff Regulations were revised.

Cooperation with the Staff Association will increase. It will become a partner in the management of the Organisation. In a spirit of cooperation, the Secretariat will listen to staff members' projects. The project on teleworking has been conceived and developed by the translators themselves. The feasibility of the teleworking project for the translators will be assessed at the beginning of 2018.



### Luxembourg Protocol: an international register of securities

This Protocol was adopted at the diplomatic conference held in Luxembourg in February 2007. It sets up a new legal regime for the recognition and enforcement of securities, particularly those of creditors and lessors when these securities are in railway rolling stock. A registry will be set up for this as well as a supervisory authority for the registry.

Although there were two more signatories to the Protocol in 2016 (United Kingdom in February and Mozambique in November), and although France signed it in 2017, the Luxembourg Protocol has not yet entered into force, as the two conditions below (see Article XXIII of the Protocol) have not been met:

\* Deposit of the fourth instrument of ratification, acceptance, approval or accession. At this stage, Luxembourg has ratified the Protocol and the EU recently approved it.

\* The secretariat (OTIF) has to deposit (with the Depository - UNIDROIT) a certificate confirming that the International Registry is fully operational.

In 2018-2019, the Secretariat of OTIF will continue to promote the Protocol by including this subject in high-level meetings, as was the case with the delegation from China that came to Berne in 2016. It will also address this issue with financial or economic institutions, such as OECD, in partnership with UNIDROIT. In 2018 and 2019, the OTIF Secretariat's objectives will also be to finalise the substance of OTIF's tasks as the secretariat of the Supervisory Authority. To this end, the detailed discussions started in September 2017 will be continued with the Preparatory Commission in order to consolidate the draft texts relating firstly to the Supervisory Authority's rules of procedure and secondly to the Authority's statutes. These texts will be submitted to the Administrative Committee for approval and signature.





Sarah PUJOL  
Communication Officer

## INTENSIFY OTIF'S AMBIT

The communication strategy OTIF has followed since 2015 is based on four pillars:

- Ensure the consistency of messages and publications
- Create a modern and consistent image
- Ensure the frequency of messages
- Measure, evaluate and improve communication tools.

### OBJECTIVE 12

Strengthen the communication strategy and broaden dissemination networks

The actions that will be taken will draw on the 125<sup>th</sup> anniversary of the Organisation in 2018 to deliver a message of continuity and innovation.

### Broaden and consolidate dissemination networks

A number of OTIF's communication tools were created and/or revisited in 2016 and 2017. Among these are, in particular, the website, the Bulletin and the brochure. These communication aids are now operational and are disseminated through various channels.

In 2018 and 2019, dissemination will have to be developed among the Member States and non Member States and among all OTIF's partners. New media, such as the production of video messages, will be tried out.

At the same time, public and press relations will be strengthened.

### Involve OTIF in the innovation of railway law

Improving awareness of an organisation which created international railway law in 1893 and which continues to innovate mainly involves maintaining its visual identity, which must be both attractive and adaptable to contemporary visual codes.

Secondly, it involves finding a balance between the dissemination of paper-based communications and the use of paperless communication. This implies an organisation that is connected and that has the appropriate digital aids and which, at the same time, produces publications on paper when the content of the document lends itself to this format.

Lastly, in 2018-2019 the website and its content will be developed and improved.

## PROVISIONAL ACTION PLAN:

Regular public and press relations built up	Q3 2019
Produce audio-visual media	Q4 2018
The project on teleworking for the translators will be examined	Q2 2018
Improve training programme for our Member States	Q2 2018
Create professional networks for OTIF staff with our partners	Q2 2019

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## LIST OF ABBREVIATIONS

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**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)

**CCTT**

Coordinating Council on Trans-Siberian Transportation

**CEN**

European Committee for Standardization

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**CENELEC**

European Committee for Electrotechnical Standardization

**CER**

Community of European Railway and Infrastructure Companies

**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

**CTE**

Committee of Technical Experts

**CUI**

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

**ECM**

Entity in Charge of Maintenance

**EIM**

European Rail Infrastructure Managers

**ERA**

European Union Agency for Railways

**EU**

European Union

**GA**

General Assembly

**GCC**

Gulf Cooperation Council

**GCU**

General Contract of Use of Wagons

**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)

**GTC**

General Conditions of Transport

**ISO**

International Organization for Standardization

**MoU**

Memorandum of Understanding

**MS**

Member States

**OSJD**

Organisation for Cooperation between Railways (OSJD)

**OTIF**

Intergovernmental Organisation for International Carriage by Rail

**RC**

Revision Committee

**RID**

Regulation concerning the International Carriage of Dangerous Goods by Rail (Appendix C to COTIF)

**RISC**

Railway Interoperability and Safety Committee

**RNE**

RailNetEurope

**SG**

Secretary General

**SMGS**

Agreement concerning International Goods Traffic by Rail (OSJD)

**TSI**

Technical Specification for Interoperability

**TSI TAF**

Technical Specifications for Interoperability for telematics applications for freight

**UIC**

International Union of Railways

**UIP**

International Union of Wagon Keepers

**UNECE**

United Nations Economic Commission for Europe

**UNESCAP**

The UN Economic and Social Commission for Asia and the Pacific

**UNIDROIT**

International Institute for the Unification of Private Law

**UNIFE**

Association of the European Rail Industry

**UPU**

Universal Postal Union

**UR**

Uniform Rules

**UTP**

Uniform Technical Prescriptions

**WCO**

World Customs Organization

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**Published by:**  
OTIF - Intergovernmental  
Organisation for International  
Carriage by Rail

Design and layout: Sarah Pujol,  
Valerio Compagnone

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**OTIF** Organisation intergouvernementale pour les transports internationaux ferroviaires  
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