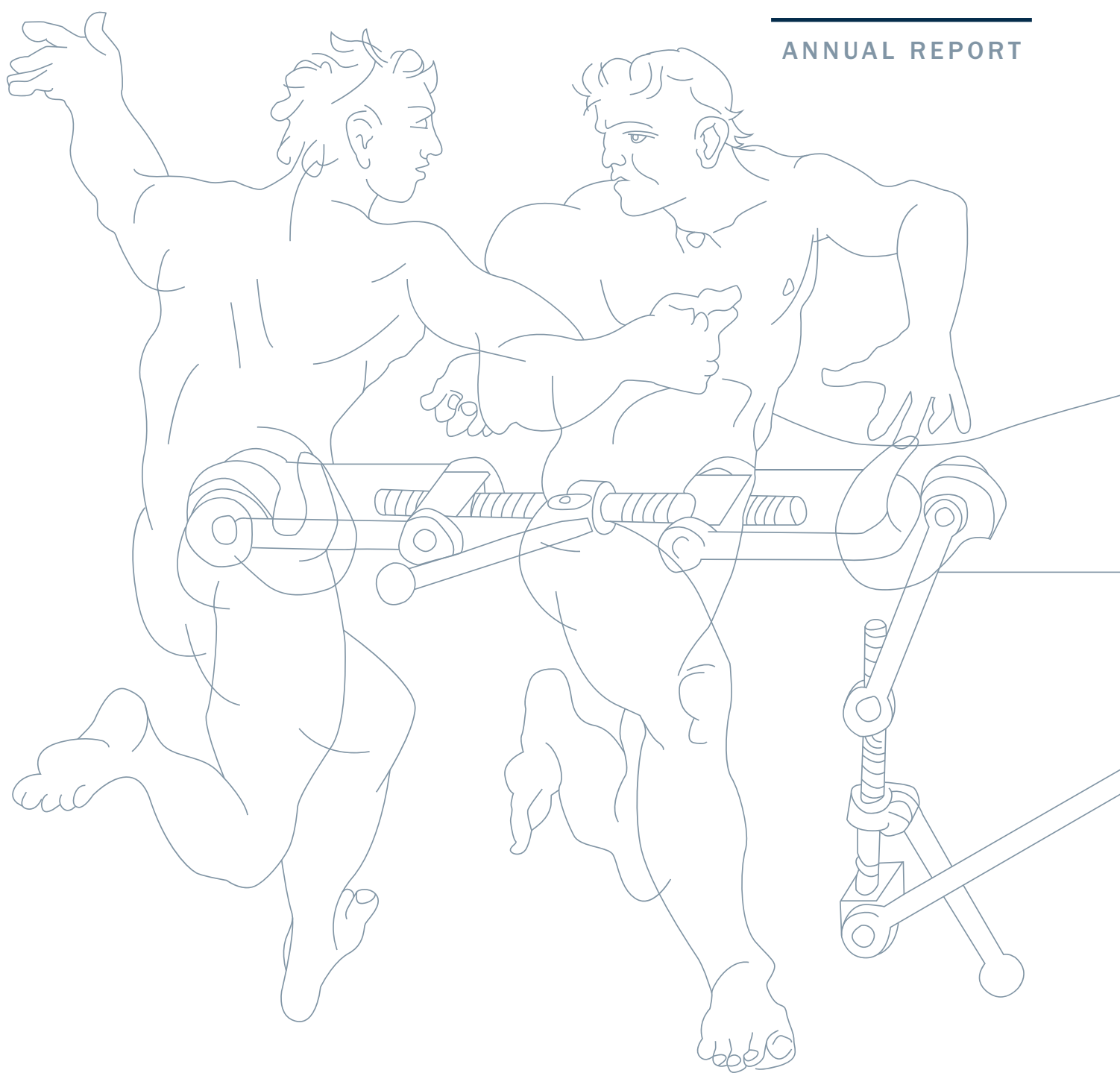




2015

ANNUAL REPORT



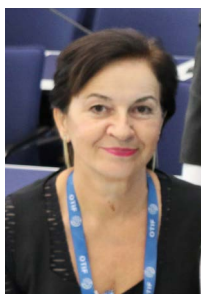


Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

INTRODUCTION



Branka NEDELJKOVIĆ
Chair of Administrative
Committee



Nikola MILIVOJEVIĆ
Chair of Administrative
Committee



François DAVENNE
OTIF Secretary General

OTIF's work programme covers two years. The 2015 Annual Report provides the opportunity to take stock of the implementation of the 15 strategic axes defined by the Administrative Committee for 2014 and 2015.

The preparation of the work programme for 2016-2017 gave rise to an initial assessment of the actions that have been undertaken. On that occasion, the Administrative Committee was able to note that despite the ambitious nature of the 2014-2015 work programme, 8 of the fifteen objectives had been achieved. These were mainly actions in connection with giving impetus to OTIF's managers and improving the Organisation's profile and efficiency.

One of the key aspects in 2015 was the implementation of knowledge sharing within the Organisation. 2014 was the time to set up tools, with numerous working groups, which entailed a great deal of work for the teams. 2015 was the year in which the Organisation began collectively to operate with these new procedures, which improved working together and the quality of our products.

The Secretariat of OTIF also gave itself financial control following the accounting audit carried out by PwC, whose conclusions made our financial situation more transparent. This is reflected in the last part of this Report, which sets out the Organisation's financial structure for the first time.

The variety of subjects dealt with by the 12th General Assembly on 28 September 2015 demonstrated the range of the work carried out and the interest our Member States have in what we do. We still have to increase awareness of our work and get our partners interested: this is the task the new communication department has been working on since February 2015.

As we take stock, it therefore seems that over these last two years, OTIF has followed a crucial path which puts it in a position to regain its place at the centre. The remarkable work carried out by the RID department, which has led to better harmonisation of the dangerous goods regulations between OTIF and OSJD, is the most obvious illustration of this.

The strategy to affirm OTIF is now a success, thanks to the commitment of its teams and the support of the Administrative Committee.

Branka Nedeljković
Chair of Administrative Committee

Nikola Milivojević
Chair of Administrative Committee

François Davenne
OTIF Secretary General



LIST OF ABBREVIATIONS

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 Standardization

CENELEC

European Committee for Electrotechnical Standardization

CER

Community of European Railways 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

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)

CUV
Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (Appendix D to COTIF)

DG MOVE
Directorate General for Mobility and Transport/European Commission

ECM
Entity in charge of maintenance

EIM
European Rail Infrastructure Association

ERA
European Railway Agency

EU
European 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)

IM
Infrastructure manager

ISO
Organization for Standardization

NVR
National Vehicle Register

OPE TSI
Technical Specification for Interoperability - Operation and traffic management

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

RU
Railway undertaking

SMGS
Agreement concerning International Freight Traffic by Rail (OSJD)

SMPS
Agreement concerning International Passenger Traffic by Rail (OSJD)

TAF TSI
Technical Specification for Interoperability relating to the telematic applications for freight

TCDD
Turkish State Railways

TSI
Technical Specification for Interoperability

UIC
International Union of Railways

UIP
International Union of Private Wagons

UNECE
United Nations Economic Commission for Europe

UNESCAP
United Nations Economic and Social Commission for Asia and the Pacific

UNIDROIT
International Institute for the Unification of Private Law

UNIFE
Association of the European Railway Industry

UR
Uniform Rules

UTP GEN-G
Uniform Technical Prescription General provisions – common safety method (csm) on risk evaluation and assessment

UTP LOC&PAS
Uniform Technical Prescription - Locomotives and Passenger Rolling Stock

UTP NOI
Uniform Technical Prescription applicable to the Rolling Stock subsystem: Noise

UTP WAG
Uniform Technical Prescription- Freight Wagons

WG TECH
Committee of Technical Experts Working Group

STRATEGIC OBJECTIVES:

Unified railway law to connect Europe, Asia and Africa.

THE DEVELOPMENT OF OTIF'S LEGISLATION

1. Develop a working relationship with the European Commission and ERA, on the one hand, and OSJD on the other.
2. Intensify our exchanges with our Member States that are not members of the EU, in order to develop a knowledge base and actions for training.
3. Establish the participation of experts from our Member States in the working groups of our preferred partners (ERA and OSJD) on the basis of the definition of common positions.
4. Make a decisive contribution to the definition of unified freight law and the facilitation of international traffic.
5. Resolve issues of legal liability raised by recent developments in European legislation.
6. Improve the compatibility of the RID provisions with the technical approach of the TSI as regards issues of interoperability.
7. Develop technical regulations for the safe facilitation of interoperability.
8. Develop RID regulations to support innovations by industry.
9. Promote safety, particularly by the analysis of accidents.

EXTENDING THE SCOPE OF APPLICATION OF COTIF

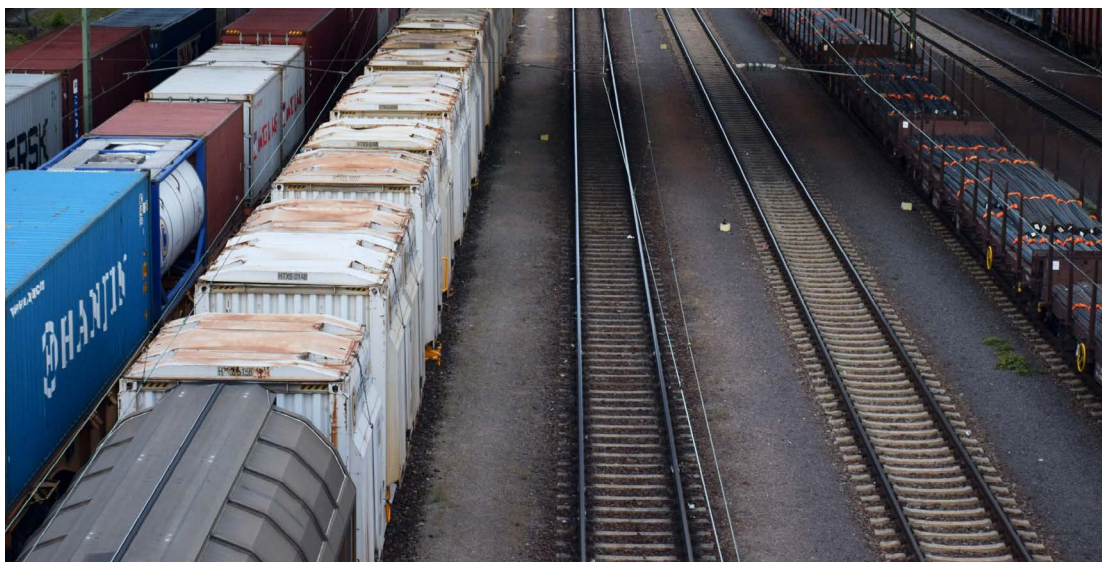
10. Extend the application of COTIF 1999 to all the European Union countries and obtain the withdrawal of all the reservations concerning application.
11. Extend the application of COTIF in Europe, Asia and Africa.
12. Develop working relationships with the UN's Economic and Social Commission for Asia and the Pacific (ESCAP).

GIVE NEW IMPETUS TO THE MANAGEMENT OF OTIF

13. Carry out an audit and implement its recommendations.
14. Stabilise the Organisation's budget.
15. Increase the attractiveness and degree of awareness of OTIF.

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1 | DEVELOPMENT OF OTIF

12th General Assembly

OTIF's 12th General Assembly held in Berne on 29 and 30 September gave participating Member States the opportunity to approve all the proposals concerning the partial revision of COTIF and the partial revision of Appendices D (CUV UR), F (APTU UR) and G (ATMF UR).

12th Session of the General Assembly: the legal aspects

Amendments to COTIF

It had long been necessary to adapt the convention itself in order to bring practice and the text into line. Apart from some editorial amendments, the following points have been developed:

- In order to comply with the auditor's recommendations, the General Assembly decided to return to an annual cycle as regards the budget, accounts and management report.
- Article 20 § 3 of COTIF was amended to enable the Committee of Technical Experts to amend the draft Uniform Technical Prescriptions, rather than restricting it to accepting or refusing them. This amendment reflects the Committee's current working methods and therefore brings the law into line with practice.
- Article 24 § 5 was amended to harmonise the period after which a deleted line is no longer subject to COTIF and the period for entering new lines (one month).

Revision of the CUV

The 12th General Assembly adopted an amendment to Article 9 of CUV to define the Entity in Charge of Maintenance (ECM) as a person whose services the keeper makes use of for the performance of the contract.

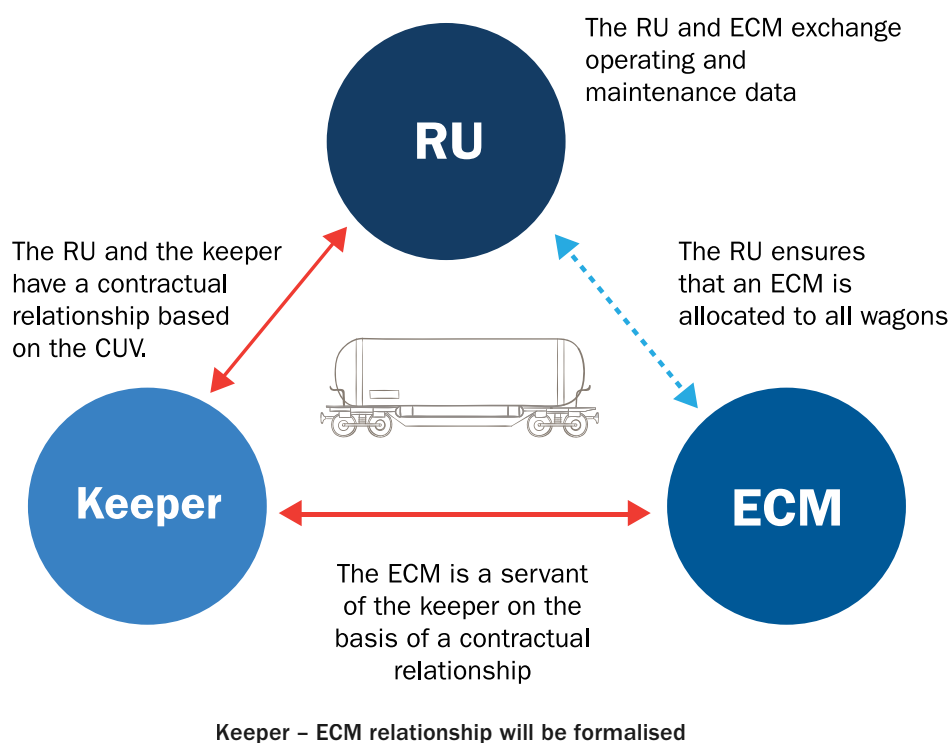
As shown in the diagram below, the particular feature in the use of wagons for the carriage of goods is that the keeper (who may be a rail transport undertaking or its subsidiary) entrusts a rail transport undertaking (RU) with the operation of his wagons. Therefore, the keeper's responsibilities in terms of maintenance must be particularly clear in OTIF law, as it is the keeper who must provide the direct link to the ECM, whether he decides to be an ECM himself or whether he chooses to sub-contract.



François Davenne
OTIF Secretary General

OBJECTIVE No. 5

Resolve issues of
legal liability raised by
recent developments in
European legislation



The new paragraph 3 of Article 9 therefore aims to ensure:

- in § 1, that the keeper assumes his obligations in respect of the maintenance of the wagon under the contract of use in international traffic by having recourse to an ECM, which is his servant in line with the model of Article 9 § 2 of the CUI UR, which deals with the infrastructure manager. It enables identification of both the person responsible and the legal instrument underpinning this responsibility;
- in § 2, that the contract of use organises the exchanges of information required by Article 15 § 3 of the ATMF UR and by Article 5 of Annex A to the ATMF UR. It is essential that the CUV UR can enable clear identification of the role and mutual obligations of the actors, either within the framework of bilateral contracts, or in the framework of multilateral contracts, such as the GCU for wagons.

Following a proposal from Germany, the 12th General Assembly also adopted an Article 1 bis, the aim of which is to make clear that the CUV Uniform Rules only govern the obligations resulting from the contract of use between the contracting parties (keepers and rail transport undertakings), as well as the liability of one contracting party towards the other party to the contract of use, and that they do not affect public law in matters of safety and order. As with Article 2 of the CIM UR, any doubt there might be concerning the fact that the CUV Uniform Rules do not affect the obligations of public law is therefore removed.

CIM and the electronic consignment note

The CIM UR working group set up by a mandate of the 25th session of the Revision Committee met twice in Berne (9 December 2014 and 18 March 2015). It examined proposals to amend the CIM UR, with particular attention to the question of the provisions to be put in place to promote and generalise use of the electronic consignment note.

Thanks to these discussions, the working group was able to make considerable progress in considering the electronic consignment note and draw a number of conclusions in keeping with the solutions identified in road transport. However, the sector will have to use this basis to re-examine, via the CIT, the functional requirements of the electronic consignment note.

The 12th General Assembly noted the work carried out by the CIM working group and the continuation of the work on revising the CIM UR.

12th Session of the General Assembly: the technical aspects

At its 25th session, the Revision Committee adopted the revision of the Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF), as well as some minor amendments to the 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 (APTU).

It was mainly a question of deleting the term “other railway material”, which did not seem to be of any practical use. Another argument was that it had no equivalent in European Union (EU) law and that any requirement relating to “other railway material” would therefore have become a source of incompatibility between COTIF and EU law and thus prevent or complicate international railway traffic.

As a first step, the Revision Committee deleted all references to “other railway material” in the APTU and ATMF, when it had the competence to do so. As a second step, the Revision Committee suggested deleting “other railway material” from Article 3 of APTU and Articles 1 and 3 of ATMF, which fall within the General Assembly’s competence.

Consolidation of the Explanatory Report

In the first quarter of 2015, the legal department and the railway technology department updated the Explanatory Report in order to make it more readable and more consistent with the texts approved when COTIF and its Appendices were last revised.

As a reminder, the 25th session of the Revision Committee had noted the Secretary General’s intention to carry out this project starting in July 2014. The project was completed at the end of 2014. At the beginning of 2015, the legal department informed the Member States and European Union of the final results of the work and asked them to give their opinion. Thanks to the activity of the Member States and the European Commission, which coordinated the responses on the subject within its competence, the Secretariat was able to accept all the comments. All the errors and wording likely to be ambiguous were thus eliminated in the new version of the Explanatory Report.

In March 2015, the Chairman of the Revision Committee submitted the revised, consolidated version of the Explanatory Report to the Member States for a vote using the written procedure and all parts were adopted in April 2015.

To conclude, the 12th General Assembly noted this latest version of the Explanatory Report as at 21 April 2015, with some minor updates. Since November 2015, the consolidated Explanatory Report on COTIF and its Appendices has been published on OTIF’s website; it continues to be very useful in terms of meeting the requirements of the users of COTIF law.

OBJECTIVE No. 7

Develop technical
regulations for the
safe facilitation of
interoperability

OBJECTIVE No. 6

Improve the compatibility of the RID provisions with the technical approach of the TSI as regards issues of interoperability

Interdisciplinary coordination**Harmonisation of RID and ATMF**

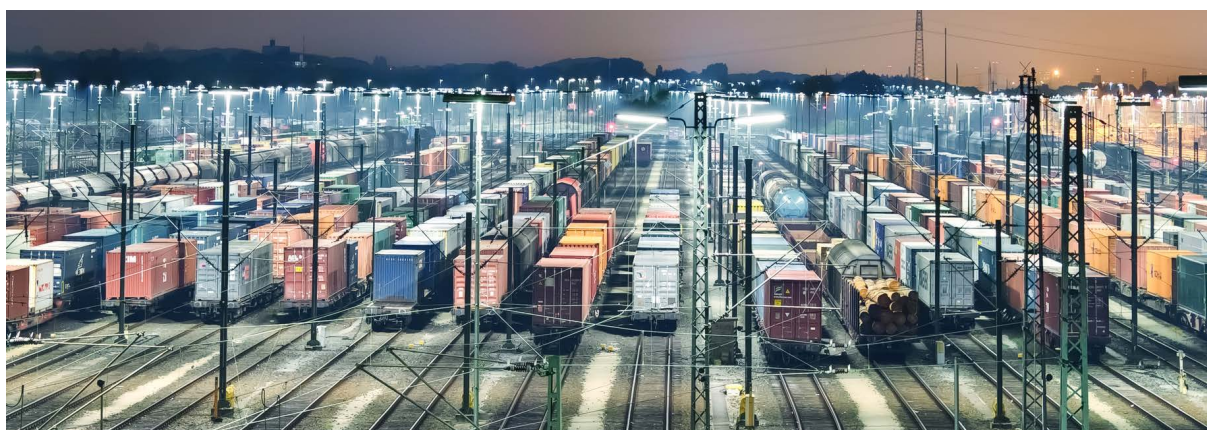
Based on a study analysing the interactions and consistency between railway legislation and dangerous goods legislation within the European Union, which was carried out on behalf of the European Commission in March 2013, and as a result of their own analyses, the OTIF Secretariat and the European Commission drafted a joint document on the interactions between RID and ATMF and looking at how Appendices C and G to COTIF could be made more consistent.

In December 2014, this document was distributed to OTIF's Committee of Technical Experts and RID Committee of Experts and to the EU's RISC and TDG Committees.

As recommended by the joint analysis carried out by the OTIF Secretariat and the European Commission, a working group with the following remit was set up:

- To analyse the results of the European Commission study mentioned above and identify issues where the interaction between the railway legislation and the dangerous goods legislation should be improved;
- To identify the new elements that have emerged since the end of the study;
- To establish whether the measures already taken by all actors are enough. If this is not the case, identify issues with no route to resolution and propose actions to address them. "Actions" in this context are of a legislative or non-legislative nature;
- To propose a sustainable coordination framework for all subjects that might be in the remit of both Committees, based on issues and solutions identified within the listed tasks.

The working group would first meet in 2016. A policy discussion would then take place on the basis of the results of this working group.



Promotion of COTIF 1999

2015 saw the finalisation of objective 10: COTIF is now applied homogeneously at European level. The very strong commitment of our Member States, with the support of the European Union, has resulted in the following:

- The lifting of France's reservations. Since 1 July 2015, France has applied the entire Convention;
- Since 28 August 2015, the United Kingdom has applied all the Appendices, except the CUI UR;
- The lifting of all Slovakia's reservations on 27 August 2015;
- Ireland's political decision to ratify COTIF 1999 in summer 2015.

The Czech Republic, which is the last EU State not to have lifted all its reservations, has concluded all the necessary consultations and should be able formally to join the other countries in 2016.

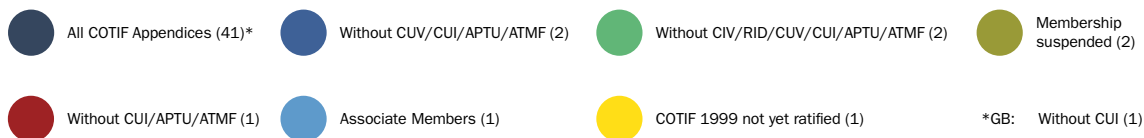
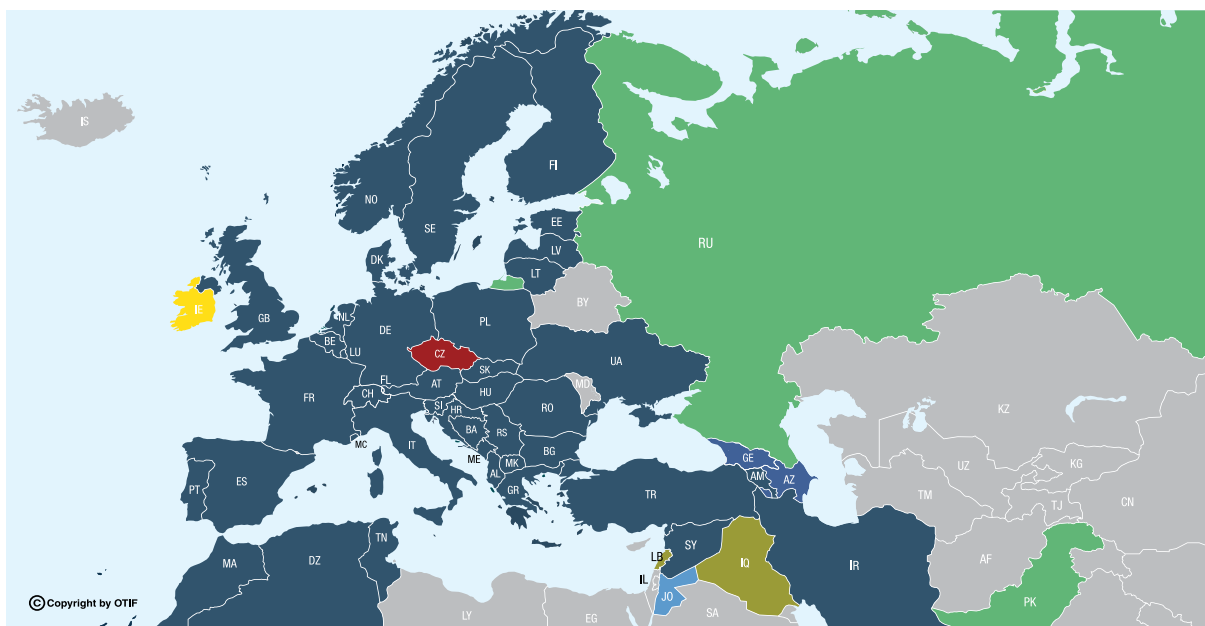
It is particularly important for the Organisation to present a uniform scope of application in Europe. The law developed by OTIF is an integral part of the European Union's railway regulations, both at the contractual level, where the different Appendices govern the freight and passenger liability regime, and in terms of the regulations on the carriage of dangerous goods. As COTIF is intended for expansion, it must be made perfectly clear to those States that are interested that it must be applied.

OBJECTIVE No. 10

Extend the application of COTIF 1999 to all the European Union countries and obtain the withdrawal of all the reservations concerning application

Geographical scope of COTIF and its appendices

Situation on 15th April 2016



Extend the geographical reach of OTIF

In 2015, OTIF welcomed the accession of Azerbaijan, which became the 50th Member State of OTIF on 1 November 2015. The accession was linked to the “Baku-Tbilisi-Kars” project started in 2007, which is nearing its final phase. In due course, this future route will establish a direct link between Azerbaijan, Georgia and Turkey and will enable transport to continue towards Europe in the west and towards the countries of central Asia in the east.

This development should be seen in the context of the Silk Route project, which is an opportunity to work on establishing uniform law on a Euro-Asian scale. OTIF's Secretary General had the opportunity of giving his views at the high-level forum organised by the government of Georgia on 15 October 2015. The Chinese authorities and the US Secretary of State for Trade were also involved in this event. The question of the “operating system” of the future Silk Route is a key issue in terms of the project's success and COTIF has a leading role in this regard.

Again in Asia, the Secretary General had the opportunity to present OTIF's added value at the seminar on rail facilitation organised in Bangkok by UNESCAP (United Nations Economic and Social Commission for Asia and the Pacific) and UIC. In this region, rail transport is undergoing a revival and the question of which international law should be used is of central importance. Our contacts with UNESCAP are beginning to lead to some joined-up thinking.

On the Arabian Peninsula, our memorandum of understanding with the Gulf Cooperation Council helped us, together with UIC, to organise a seminar on legal and technical interoperability. The seminar was held in Doha on 30 March 2015.

Cooperation with OSJD

The development of working relations with OSJD has been continuing since the joint position of 12 February 2003 was revived. High-level meetings are organised on a regular basis and a real partnership is being built. This is manifested by the participation of experts from OTIF in OSJD working groups and by sharing our thoughts on unified Euro-Asian railway law.

On 13 October 2015, Mr Szozda and Mr Zhukov, Chairman and Vice-Chairman of the OSJD Committee respectively, came to Berne for the first time in order to work on avenues for cooperation. On this occasion, it was agreed that joint working groups would gradually be set up and the joint activities set out in the 2003 common position would be revised in order to reflect this move towards more operational cooperation.

In 2013, our working relationship with the EU was formalised. Since the end of 2015, objective 1 can also be considered as achieved with OSJD.

OBJECTIVE No. 11

Extend the application
of COTIF in Europe, Asia
and Africa

OBJECTIVE No. 12

Develop working
relationships with the
UN's Economic and
Social Commission for
Asia and the Pacific
(ESCAP)

OBJECTIVE No. 1

Develop a working
relationship with the
European Commission
and ERA, on the one
hand, and OSJD on the
other

Dissemination activities

In order to become a gateway for our Member States outside the European Union, it is essential that decisive action in terms of disseminating information is taken, together with our partners. Each department has committed itself to this task with the production of summary documents and by taking part in various events.

The seminar in Doha is emblematic of this new strategy. It brought together in Qatar the UIC, OTIF and CIT, with support from Qatari railways, on an issue which is key for the future of rail transport: "Railway interoperability, standardisation and harmonisation". The success of this event rested on the complementary relationships between the participants, which made it possible to give the railways represented at the seminar – from the Gulf region and beyond – a consistent and joined-up view of the subject.

In 2015 the OTIF Secretariat started an intensive in-house training programme intended for selected members of staff from the national competent authorities that apply the technical Appendices to COTIF. Participants take part in the everyday activities of OTIF's technical department and are given explanations and specific training on the technical Appendices to the Convention. In return, they can help the staff of the Secretariat to achieve a better understanding of how COTIF is applied in their State. At the end of the training, interns are then able to apply their newly acquired knowledge, provide training themselves and disseminate what they have learnt at national level. In 2015, two participants from Turkey took part in this programme, which was mutually beneficial.

On 9 July 2015, for the third consecutive year, the Secretariat presented COTIF and OTIF at the summer course given by the European Training Centre for Railways (ETCR) in Bruges, Belgium. The ETCR is an independent association of undertakings from the European railway sector. Its objective is to give managers and future managers the opportunity to study European transport legislation and to discover the latest developments concerning the rail sector. The Secretariat's contributions covered the scope of COTIF, how it interacts with EU railway law and its importance in terms of international railway traffic within the EU borders and beyond.

On 15 October 2015, the Secretariat of OTIF spoke at Bosnia-Herzegovina's third railway congress on the subject of "COTIF as a tool for regional cooperation and integration", with a presentation on the compatibility of vehicle authorisation achieved between COTIF and EU regulations. This presentation was part of the framework of training sessions and knowledge sharing in OTIF's Member States that are not members of the EU, the particular aim of which is to develop knowledge of OTIF's regulations for people involved in rail transport.

At the invitation of the UIC's Middle East regional office, the Railways of the Republic of Turkey (TCDD), the Middle-East Railway Training Center (MERTCe) and the Statistical, Economic and Social Research and Training Centre for Islamic Countries (SESRI), a training course on the transport of dangerous goods for staff of the railways in the Middle East was held from 2 to 4 June 2015 in Eskişehir, Turkey, at the headquarters of MERTCe. The Secretariat of OTIF presented the legal basis of RID and the correlation between RID and the dangerous goods provisions for the other transport modes.

OBJECTIVE No. 2

Intensify exchanges with our Member States that are not members of the EU, in order to develop a knowledge base and actions for training

The Luxembourg Protocol: an international register of securities

The Luxembourg Protocol on Matters specific to Railway Rolling Stock to the Cape Town Convention on International Interests in Mobile Equipment was adopted at a diplomatic conference in Luxembourg in February 2007.

This Protocol 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.

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 Depositary) (UNIDROIT) a certificate confirming that the International Registry is fully operational.

Pending the entry into force of the Protocol, resolution No. 1 of the diplomatic conference set up a Preparatory Commission invested with the powers of the Supervisory Authority.

In this context, in 2015 the Secretariat of OTIF held detailed talks 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.

In parallel, the Secretariat contributed to the promotion of the Protocol, either by communicating with contacts, particularly in France, or by including this topic on the programmes of seminars to be organised in 2016, particularly in Azerbaijan and Turkey in conjunction with the identification of target countries.



2 | IMPROVE THE REGULATION OF CONTRACTS OF CARRIAGE

CUI working group

Since the 25th session of the Revision Committee (Berne, 25-26.6.2014), a working group set up by the Secretary General to prepare the revision of the CUI UR has already met three times on 10 December 2014, 8 July 2015 and 24 November 2015. Its main aim is to clarify the scope of the CUI, which remains ambiguous and is interpreted differently, which hinders application and users' security, particularly the infrastructure managers. The group is also looking at issues in connection with the liability of the two parties to the contract of use of infrastructure, i.e. keepers and infrastructure managers.

In addition to the Member States, the European Commission and representatives of the stakeholders (CIT, EIM, RNE, CER) also take part in this work. Preliminary results are emerging, particularly consensus on the principle that the scope of application should be better coordinated with CIV and CIM contracts of carriage and that it should instead be linked to a train intended for international traffic. The scope of application of CUI thus revised will better reflect reality.



Carlos del Olmo
Head of legal department

OBJECTIVE No. 5

Resolve issues of legal liability raised by recent developments in European legislation

Facilitate Euro-Asian traffic

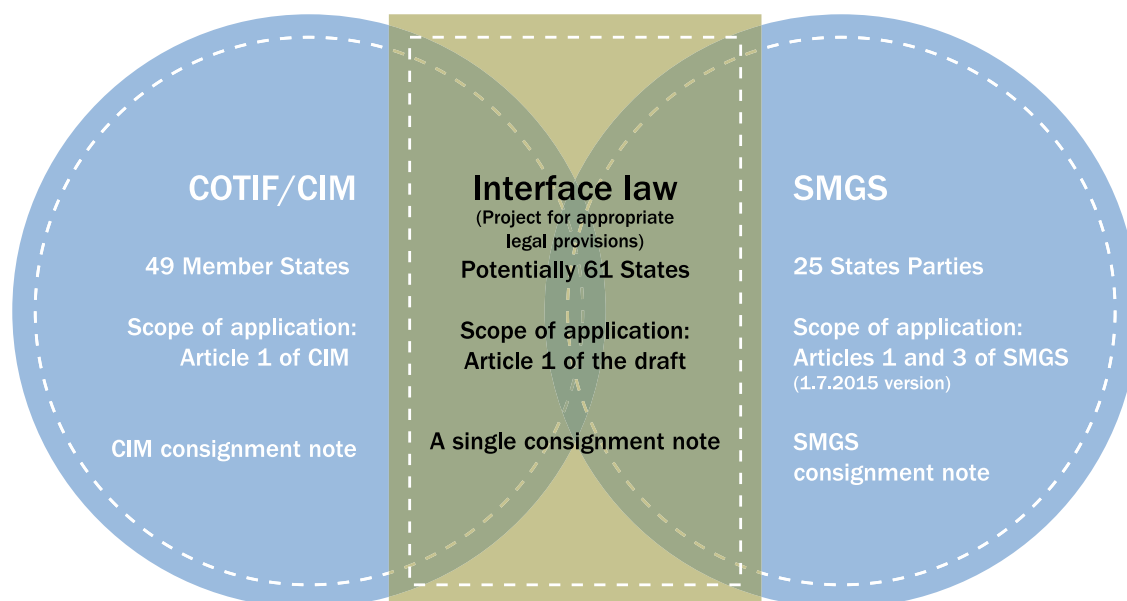
Towards unified Eurasian law

The signature on 26 February 2013 by 37 UNECE countries of the joint declaration on the promotion of rail transport between Europe and Asia breathed new life into the UNECE project on "unified Euro-Asian railway law".

Rather than creating law overarching the two legal regimes of CIM and SMGS, or creating autonomous law, the OTIF Secretariat supported the establishment of an interface regime between CIM and SMGS, limited to high-level provisions that could be put in place rapidly in the areas in which CIM and SMGS are applied, which would meet stakeholders' expectations.

This Group of Experts met four times in 2015. At its session in October 2015 it finalised the draft "appropriate legal provisions" to unify railway law between Europe and Asia and submitted them to the Working Party on Rail Transport (SC.2) in November 2015.

In the OTIF Secretariat's view, this draft constitutes interface law or law agreed between CIM and SMGS. It is limited to high-level provisions which will serve as a basis for a single contract of carriage, evidenced by a single consignment note and particularly by a single liability regime.



Interface law between CIM and SMGS

On the other hand, the discussions within the UNECE have unfortunately not yet led to a definite result in terms of the legal nature of the regime to be set up and the institution that will be responsible for this new instrument. SC.2 therefore decided to submit a draft resolution to the UNECE Inland Transport Committee, which will meet from 23 to 26 February 2016, which, among other things, encourages railway undertakings and international organisations for railways to test these legal provisions, whenever possible, in practice.

In accordance with the decision of the 12th General Assembly on this issue, which encouraged the Secretary General to cooperate with the UNECE and OSJD with a view to developing uniform Euro-Asian railway law and to support the UNECE's efforts rapidly to define a solution for administering the future uniform law, the OTIF Secretariat will continue to contribute all its expertise to this work.

Railway facilitation: the corridor study

Focusing on two Euro-Asian corridors, the aim of this study carried out by OTIF in 2014 and 2015 is to determine the areas in which OTIF could contribute real added value to setting up these routes. They will form the core network for intercontinental rail traffic. Most of the work rested on a young expert from the Ukraine, Dariia Galushko, with help from the Secretariat's experts. It emerges from this study that our partners and those in the rail sector expect four main courses of action from OTIF:

1. Development of partnership work with OSJD, which will entail giving Russian importance within OTIF, both in terms of orienting recruitment towards having staff with a mastery of Russian and translating some of the Organisation's body of documents and communication documents;
2. Harmonisation of contracts of use of wagons, which link keepers and carriers: developing the involvement of private wagon keepers in the main Euro-Asian corridors under uniform conditions is one of the keys to successful containerised traffic;
3. Making the exchange of data consistent is also one of the key conditions for success in the development of traffic: based on the TAF TSI, which provides a consistent model for these exchanges, we will work in close partnership with ERA and OSJD to develop a common understanding;
4. Dissemination and training: together with CIT, we will intensify our activities, as the lack of knowledge and the resulting mistakes have also been identified as one of the major sources of dysfunction.

Lastly, looking more towards the future, the legal department will consider regulating contracts in connection with facilities that are essential for freight. In fact, freight yards, transshipment equipment for



ferries – particularly on the Black Sea – and the ability to reload containers from UIC wagons onto 1520 mm gauge wagons are the core issues in terms of setting up the Silk Road project. More generally, apart from the development of Euro-Asian trade, the aim of the freight corridors is to contribute to the economic development of the landlocked countries of central Asia through the creation of dry ports.

Partnership with CIT

In 2015, the partnership with the International Rail Transport Committee was still essential:

- Firstly, for the OTIF Secretariat, it is important to be able to rely on the 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;
- Secondly, 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.

The OTIF Secretariat is represented in most of CIT's working groups. Each organisation therefore participates actively in the various events and working groups organised by the other.

3 | IMPROVE INTEROPERABILITY AND SAFETY

Committee of Technical Experts

On 10 and 11 June 2015, the Committee of Technical Experts (CTE) met for its eighth session, and took the following main decisions:

- A revised UTP concerning rolling stock noise (UTP NOI) was adopted, comprising the following changes:
 - requirements cover not only conventional, but also high speed rolling stock,
 - applicable to all vehicles in the scope of the UTP WAG and UTP LOC&PAS,
 - additional limit values introduced for intermittent (main air compressor) and impulsive (air exhaust valve) noise,
 - references to EN/ISO 3095, which replaces prEN content in the Appendix.
- The revised ATMF provisions entered into force on 1 December 2015.
- The UTP concerning freight wagons (WAG) was modified with minor amendments and also entered into force on 1 December 2015.

As a new version of ATMF was to enter into force on 1 July 2015, the OTIF Secretariat proposed to CTE that an explanatory document concerning ATMF 2015 be published in parallel on OTIF's website. The document, which was validated by the CTE, explains the tasks and responsibilities of the parties concerned by ATMF. It was published on OTIF's website and helps the Member States apply the regulations better.



Bas Leermakers
Head of technical department

OBJECTIVE No. 7

Develop technical regulations for the safe facilitation of interoperability

Developments in 2015

The TAF specifications and COTIF

Also during the CTE, the OTIF Secretariat presented a study on the significance of the Telematics Application for Freight (TAF) TSI for OTIF. The CTE discussed the paper and decided on a course of action that would include further discussion and the organisation of a TAF workshop targeted at non-EU OTIF Member States.

The implementation of the TAF TSI has been subject to an impact assessment in the EU, but if and to what extent the results are also representative for non-EU States is not known. However, some parts of TAF TSI are already implemented voluntarily outside the EU. Examples of the voluntary use of the TAF TSI data model exist in, e.g. Serbia, Ukraine and Russia, whose railway companies apply some of the IT modules based on TAF TSI (RNE, RAILDATA), which help them to exchange information for trains operating from/to the EU. This indicates a positive spirit of decision-making for the TAF TSI outside the EU as well, even though compatibility with other systems, such as in particular the OSJD system, must be maintained.

OBJECTIVE No. 3

Establish the participation of experts from our Member States in the working groups of our preferred partners (ERA and OSJD) on the basis of the definition of common positions

During consecutive discussions in the standing working group technology (WG TECH) it was suggested that the future UTP TAF should not make implementation mandatory; the UTP TAF should however ensure that if IT investments and developments in the scope of the UTP TAF are made, they are done in a harmonised and compatible way, so as ensure gradual implementation to facilitate international rail traffic.

Interchangeable passenger coaches

Up to the present day, a significant part of international passenger traffic is operated by exchanging coaches. Since 2013, the OTIF Secretariat has promoted the inclusion of specifications for interchangeable coaches in legal provisions.

Upon a proposal from the OTIF Secretariat, the work was split into two parts. On the one hand, the development of provisions that would allow for a unique authorisation/admission of coaches and on the other hand specifications for inter-vehicle interfaces, so that coaches from different operators can be coupled together.

For the first part, the European Railway Agency launched a working party in charge of “unique authorisation”, which completed its work in December 2015 by issuing the corresponding recommendation to the European Commission. For the second part, the harmonisation of vehicle interfaces, WG TECH discussed and concluded a list of parameters in 2015, which will be input to another ERA working party in 2016.

As a next step, the requirements should be discussed at the EU’s Railway Interoperability and Safety Committee, with a view to adopting them as amendments to the LOC&PAS TSI. Subsequently the provisions will be proposed to the CTE for adoption in the scope of COTIF as modifications to the UTP LOC&PAS.



UTP WAG amendments

Since 1 December 2012, the relevant COTIF rules relating to freight wagons (UTP WAG) have been fully equivalent to the EU rules in the WAG TSI. However, these rules are subject to periodic updates. In order maintain equivalence, the UTP for freight wagons now need to be modified to reflect the amendments in the WAG TSI related to the introduction of the interoperability constituent (IC): “Friction element for wheel tread brakes”, the assessment methods for this IC, the validity of its design examination certificates and the transitional provisions related to the new IC. WG TECH reviewed and discussed these amendments with a view to proposing them for adoption in 2016.

UTP GEN-G amendments: common safety methods (CSM) for risk evaluation and assessment

In 2015, Implementing Regulation (EU) No 2015/1136 of the European Commission amended the EU CSM provisions by including additional risk acceptance criteria. The aim of these changes was to facilitate the mutual recognition between States of assessment results related to structural subsystems and vehicles.

In cases where the proposer chooses to use explicit risk estimation, harmonised design targets could be used to demonstrate the acceptability of risks arising from failures of functions of a technical system. Furthermore, in order to distinguish the acceptance of risks associated with technical systems from the acceptance of operational risks and the overall risk at the level of the railway system, the term “risk acceptance criteria” was changed to “harmonised design targets” for such technical systems.

WG TECH reviewed and discussed these amendments with a view to proposing them for adoption in 2016.



Representing the interests of non-EU States

Cooperation with the European Commission and the European Railway Agency

In order to avoid duplication of work, technical rules are first developed at EU level in European Railway Agency working parties. In order that OTIF can be aware of developments in the EU and provide input to them, several practical working methods have been implemented.

In this context, the Administrative Arrangements signed with the European Commission and the Agency in October 2013 enable the work to be planned in advance. This process also includes the RID department, which is represented at management meetings between the European Commission, the European Railway Agency and OTIF.

WG TECH is an international platform where railway regulatory developments are discussed between government officials, sector representatives and various authorities. WG TECH met three times in 2015. For non-EU Member States in particular, WG TECH meetings are an excellent opportunity to meet representatives from the European Commission's Directorate-General for Mobility and Transport (DG MOVE) and the European Railway Agency, in order to exchange views. At each session, the OTIF Secretariat informed WG TECH of developments since the last session, the ERA and EU Commission meetings it had participated in and, where relevant, the position it had taken. The OTIF Secretariat made the minutes of each session public on the OTIF website, so that those who are interested in the discussions but who could not participate in the meetings could stay up-to-date.

Some key examples of the work of the Secretariat within this cooperation framework are set out below.

OBJECTIVE No. 3

Establish the participation of experts from our Member States in the working groups of our preferred partners (ERA and OSJD) on the basis of the definition of common positions



Vehicle-related registers

The European Railway Agency has worked on the “Rationalisation of Vehicle Related Registers”. One of the main objectives is the creation of a single European Vehicle Register to replace the national vehicle registers of EU Member States. This work is linked to the COTIF specifications for the National Vehicle Register. One of the key messages that the OTIF Secretariat put forward during the meetings in 2015 is that one single European Vehicle Register (EVR) should remain compatible with the connected NVRs of non-EU OTIF Member States.

ERA’s ad-hoc task force on the sectoral scheme for the accreditation of notified bodies

During 2015, ERA developed an accreditation scheme for notified bodies with the help of a task force and in accordance with the Interoperability Directive. The OTIF Secretariat took part in all its meetings. The task force’s recommendation, which ERA planned to submit to the European Commission, consisted of a sectoral scheme for the accreditation of conformity assessment bodies for the purpose of notification. This work is relevant to OTIF as it is linked to the provisions of COTIF relating to competences and the independence of assessing entities set out in ATMF Article 5 and UTP GEN E, which are applied outside the EU.

Revision of the LOC&PAS TSI: define interchangeable vehicles

The European Railway Agency is drafting amendments to the LOC&PAS TSI. These amendments will allow for the unique (single) authorisation of a vehicle, so that it is permitted to run internationally. However, it must be ensured that vehicles can be coupled together in a train.

The application of both sets of requirements will be voluntary, meaning that if they are applied, the vehicle can be used in a particular way, but not all vehicles are required to have these features. The Secretariat supported and closely followed this work. The European Railway Agency sent the European Commission a recommendation to revise TSI LOC&PAS in December 2015. These developments would require similar changes to the UTP LOC&PAS in order to allow these functionalities at OTIF level and to maintain equivalence.

Extending the scope of certification of Entities in Charge of Maintenance (ECM)

In 2015, the European Commission mandated the European Railway Agency to analyse a possible extension of the scope of the ECM regulation to all railway vehicles. The first step was to assess the impact of extending the scope of ECM certification. The OTIF Secretariat submitted a position paper in which it illustrated the particular features of the non-EU Member States concerning the possible extension of the scope of the ECM certification scheme. For the OTIF Secretariat, the voluntary application of ECM certification to vehicles other than freight wagons could be a good solution. In fact, the mandatory certification of ECMs for freight wagons has been fully applied, whereas:

- in the case of locomotives and train sets, it is quite common that the railway undertaking operating the vehicle is also the keeper and the ECM of the vehicle. In such a case, there are no questions concerning responsibilities and the railway undertaking is in a good position to influence the quality of maintenance;
 - the number of these kinds of vehicles that are used internationally under COTIF is limited, so certification of ECMs might lead to relatively high costs per vehicle with limited benefits.
-

4 | REGULATION OF THE TRANSPORT OF DANGEROUS GOODS

The main focus of the RID department's work in 2015 was to conclude the revision of the dangerous goods regulations that is carried out every two years. However, the RID/ADR/ADN Joint Meeting in March 2016 still has to take various decisions before the RID Committee of Experts adopts all the amendments for the 2017 edition of RID at its meeting in May 2016.

Joint Meeting

The RID/ADR/ADN Joint Meeting develops harmonised European dangerous goods provisions for carriage by rail, road and inland waterways. The RID section of OTIF provides the Secretariat for the Joint Meeting, together with the Secretariat of the UNECE Transport Division. In 2015, the Joint Meeting held a one-week and a two-week session.

Work in connection with harmonising RID, ADR and ADN with the 19th revised edition of the UN Recommendations on the Transport of Dangerous Goods was the main focus. Most issues still pending from the previous biennium were concluded. The aim of harmonisation is to simplify the inter-modal transport of dangerous goods. Among the numerous amendments that result from this, 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.

Dangerous goods that do not meet the classification criteria

A UN number and a proper shipping name are attributed to dangerous goods on the basis of their hazards and composition. The most frequently carried goods are thus shown in the dangerous goods list, which also indicates the transport conditions that apply.

When the available data indicates that the entry in the dangerous goods list does not take sufficient account of the hazards that are actually present, a proposal to amend the classification and transport conditions has to be submitted to the UN's Sub-Committee of Experts on the Transport of Dangerous Goods. Once the UN Sub-Committee of Experts adopts the proposal, the entry is amended in the following edition of the UN Recommendations, then in the various modal regulations.

In order that amendments can be applied more rapidly between the time the additional properties are discovered and when the list of dangerous goods is amended for these substances, it will in future be possible, with the authorisation of the competent authority, either to use the most ap-



Jochen Conrad
Head of RID department

OBJECTIVE No. 8

Develop RID regulations
to support innovations
by industry

propriate collective heading, which reflects all the hazards, or the UN number and the existing name, accompanied by additional information on the hazards.

Risk of polymerization

Polymerization is a chemical reaction in which low-molecular compounds (monomers, oligomers) are converted into high-molecular compounds. The increase in pressure and heat of reaction that result from polymerization can pose a risk during transport.

For example, the polymerization of divinylbenzene and the associated heat release played a significant role in the accident involving the container ship MSC Flaminia on 14 July 2012. The MSC Flaminia was sailing from Charleston (USA) to Antwerp (Belgium) when, on the open sea between Canada and the UK, there was a fire and an explosion which killed three crew members and seriously injured two of them. Unloading of the ship could only begin three months after the accident at the Jade-Waser Port in Wilhelmshaven (Germany), after several states had refused entry to their ports.

The dangerous goods list contains around 45 substances mentioned by name which can polymerize and which therefore have to be stabilised, for example by the addition of an inhibitor (a chemical substance which prevents polymerization) or carriage under temperature control.

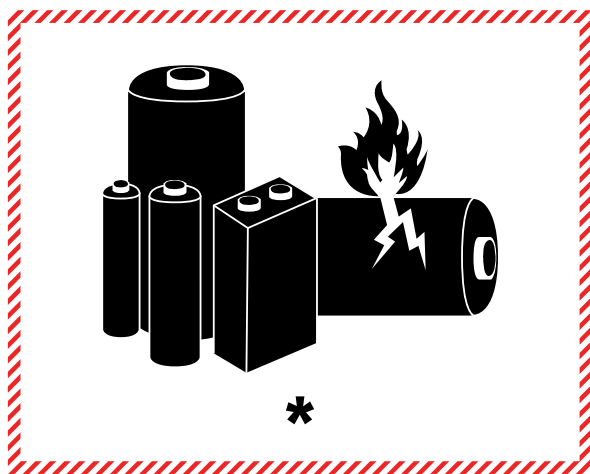
For polymerizing substances that do not come within the definition of another Class, four new UN numbers with corresponding conditions of carriage were included. For these substances, the only risk that has to be taken into account is the risk of excess pressure and the associated loss of stabilization, together with the generation of heat.



New marking and danger label for packages containing lithium batteries

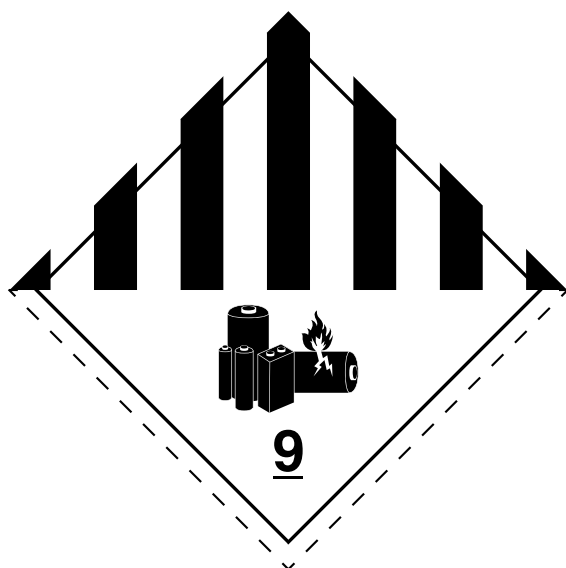
Class 9 includes miscellaneous dangerous substances and articles for which only one danger label is used for the marking. In relation to lithium batteries, which present both electrical and chemical (flammable electrolyte) hazards, the International Civil Aviation Organization (ICAO) in particular had raised the question of whether one danger label is sufficient to communicate correctly all the potential hazards of these many substances and articles.

A new uniform package marking for lithium batteries will be included in RID/ADR/ADN 2017. This will replace the current marking, which did not have to meet any particular requirements in terms of its design. In addition, no accompanying document will in future be required for lithium batteries.



Marking for lithium batteries

At the same time the new danger label model “9A” will be introduced. This will only be applicable to UN numbers 3090, 3091, 3480 and 3481 and indicates the risk of fire for damaged lithium batteries.



A transitional provision allows the continued use of the existing marking and danger label model No. 9 until 31 December 2018.

Electronic processes in the examination of safety advisers

RID/ADR/ADN prescribe that safety advisers must undergo a written test which may be supplemented by an oral examination. In future, the written examination may be performed, in whole or in part, as an electronic examination.

To this end, special requirements for such tests were included. In particular, these concern competent authority approval of the hardware and software used, precautions to be taken against equipment and application failure, preventing the possibility of communicating with other devices and excluding the use of aids.

In addition, further requirements were included which also apply to conventional tests, such as invigilating tests, excluding cheating and manipulation, authenticating candidates and keeping examination documents.

RID Committee of Experts and RID Committee of Experts' 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 the 1500 page 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 all the decisions prepared by the standing working group.

In 2015, the RID Committee of Experts' standing working group held a one-week meeting in Zagreb. The results of this working group still have to be approved at the meeting of the RID Committee of Experts in May 2016.

This meeting will focus mainly on adopting the amendments approved by the RID/ADR/ADN Joint Meeting in 2014 and 2015. The following subjects have also been discussed:

Entity in Charge of Maintenance (ECM)

The obligations in RID allocated to various participants prescribe that tank-wagon operators must ensure that the maintenance of tanks and their equipment is carried out in such a way as to ensure that, under normal operating conditions, the tank-wagon satisfies the requirements of RID until the next inspection. In the European legislation and the OTIF Member States that apply ATMF, this is the obligation of the entity in charge of maintenance (ECM), who has an ongoing responsibility to ensure that the wagons are in a safe state of running.

Following the inclusion of a reference in the 2015 edition of RID to the entity in charge of maintenance in the obligations of the tank-wagon operator, the entity in charge of maintenance will now be integrated into the 2017 edition as a new participant in the transport of dangerous goods. The entity in charge of maintenance must ensure in particular that the tank and its equipment are maintained in such a way as to guarantee that a tank-wagon subjected to normal operating conditions meets the requirements of RID. Tank-wagon operators also have the possibility of entrusting the organisation of periodic tests and inspections of tank-wagons to an entity in charge of maintenance.

Position of dangerous goods in the train

According to (EU) Regulation No 2015/995 of the Commission concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union, the carrier has to inform the locomotive driver of the position of dangerous goods in the train, whereas, according to the current provisions of RID, the carrier is only required to inform the driver of the presence of dangerous goods in the train.

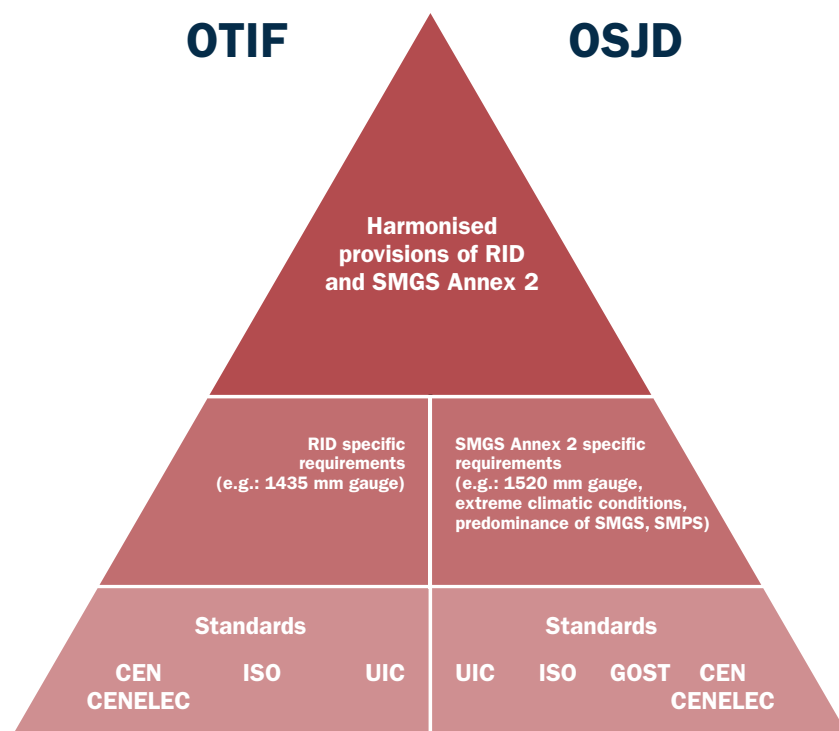
The 2017 edition of RID now sees the introduction of the obligation for the carrier to inform the driver before departure of the dangerous goods on board and their position in the train. In order to reflect current practice, it is also indicated that this obligation is deemed to be met if Annexes A and B of UIC leaflet 472 ("Braking sheet, consist list for locomotive drivers and requirements for the exchange of data necessary to the operation of freight rail services") are applied.

Harmonisation of RID (OTIF) and SMGS Annex 2 (OSJD)

The work begun in 2012 on removing almost all the differences between RID and the dangerous goods regulations that apply in eastern Europe and Asia (SMGS Annex 2), and hence to facilitate the carriage of dangerous goods between the two legal regimes, was also continued in 2015.

The RID department took part in all the OSJD meetings of experts that dealt with harmonisation in order to eliminate the differences between the two sets of regulations and to explain the reasons behind various decisions taken in the context of RID.

This work, which has only been underway for the last three years, has now largely harmonised the high-level provisions of RID and SMGS Annex 2 to the great benefit of the sector. In addition, the respective working groups are interconnected so as to preserve this achievement over time. This productive collaboration will continue to offer an image of efficiency in terms of bringing together the regulations administered by the two organisations, once the scope and arrangements have been defined and accepted by our respective Member States.



Harmonisation of RID and SMGS Annex 2

With the help of a “young expert”, the RID department also started work on a Russian version of RID 2015, which should be ready by spring 2016 and is likely to be very useful in terms of future harmonisation work.

RID Committee of Experts’ working group on derailment detection

In May 2014, the RID Committee of Experts decided to set up a working group to discuss all the issues in connection with the introduction of derailment detectors. Following a preliminary session in October 2014, this working group met three more times in 2015 and participants at OTIF’s Committee of Technical Experts were also invited to attend.

First of all, the working group was informed of the conclusions of the European Union’s “D-Rail” research project. Questions in relation to mechanical derailment detectors and the alternatives that are already identifiable were first categorised and responses were then drafted. The working group carried out an in-depth examination of a scientific study by the Technical University of Berlin, which analyses the effects of the activation of derailment detectors on the train’s longitudinal forces.

It also discussed how derailment detectors can be taken into account in the procedure for authorising railway rolling stock.

At the working group’s fourth meeting in Paris in December 2015, it finally emerged that participants preferred electronic derailment detectors that transmit an alarm to the driver, rather than the mechanical derailment detectors that immediately activate braking without giving the driver the opportunity to stop the brakes being applied automatically.

As one of the issues the European Commission’s Shift2Rail project is researching concerns the way in which freight wagons can be supplied with electricity, and as prototypes for the autonomous supply of these wagons already exist, it is likely that electronic derailment detectors will be available in six to eight years time. They could then be fitted to newly built and pre-existing wagons.

The working group said it wished derailment detectors to be introduced into the technical specifications for interoperability in order to ensure that detectors authorised by one competent authority would also be authorised in other countries.

It also prepared a timetable to enable provisions on derailment detection to be included in the 2019 edition of RID.

OBJECTIVE No. 9

Promote safety,
particularly by the
analysis of accidents





Partnership with the United Nations

The RID department took part as an observer in both sessions of the United Nations Economic and Social Council's (ECOSOC) Sub-Committee of Experts on the Transport of Dangerous Goods. The decisions adopted at these sessions will be reflected in the 20th revised edition of the UN Recommendations on the Transport of Dangerous Goods (UN Model Regulations) and will be included in the 2019 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.

5 | NEW IMPETUS FOR THE MANAGEMENT OF OTIF

Completion of the audit carried out in 2013

As a result of the actions undertaken in 2015 to reinforce and improve management in several areas, implementation of the recommendations of the organisational audit carried out in 2013 is almost complete.

More dynamic human resources management

After the Staff Regulations were revised in 2014, it was important for the Organisation to revitalise human resources management by giving all staff an appraisal based on individual objectives and a new training policy. As a result, the first round of appraisals took place in 2015 and standardised job descriptions were prepared. The organigram, which was already stabilised in 2014, is now more dynamic and enables the allocation of functions and tasks. In addition, new recruitment arrangements more adapted to the Organisation's requirements have been put in place in line with the new provisions of the Staff Regulations.

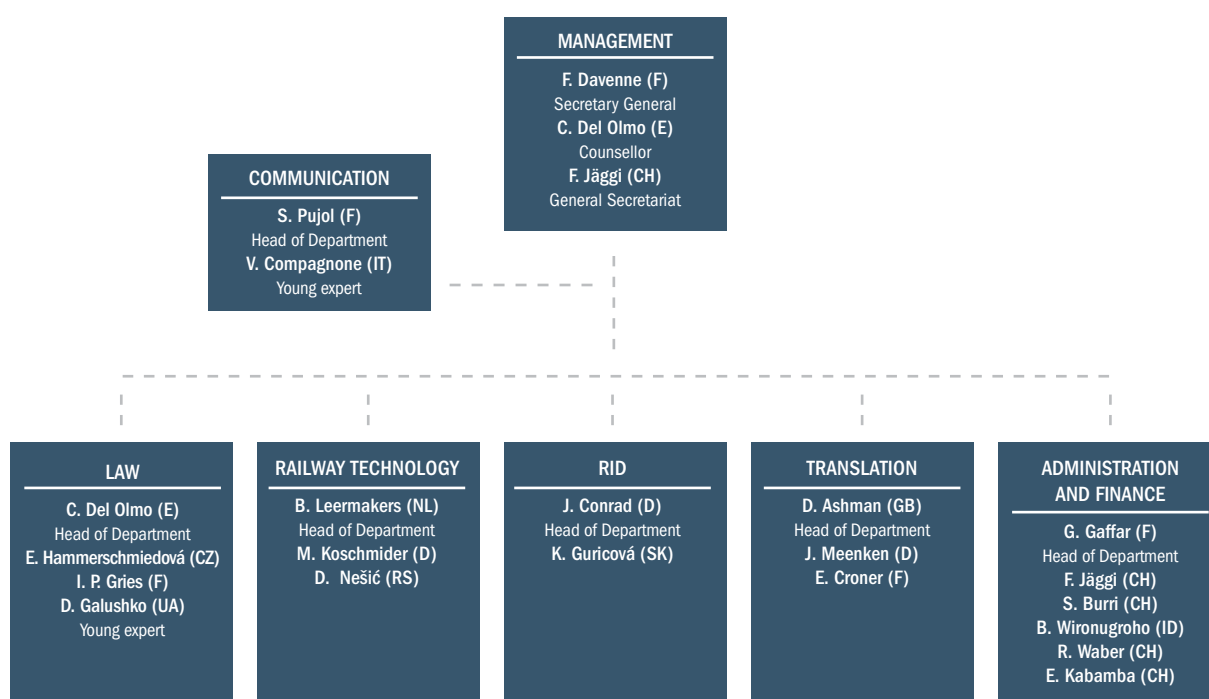
With regard to training, a new feature in 2015 was the organisation of group training on project management in order to improve collective efficiency, bearing in mind the numerous cross-cutting tasks the various departments have.



Ghousébasha Gaffar
Head of administration
and finance department

OBJECTIVE No. 13

Carry out an audit
and implement its
recommendations



More effective operational management

In the new organisation, the sharing of knowledge has become an operational reality, which enables a collective strategy to be developed and interdisciplinary work between legal and technical experts. As anticipated, a staff handbook has been prepared so that staff can find transparent information about practices and procedures.

Operational management has also been made more effective following the setting up of a management team relying on shared management tools. This team brings together the heads of department, who can then discuss each week the priorities and how actions should be followed up. This regular monitoring has also become an element for monitoring risks and internal control, with monthly budget reports.

Completion of internal control: more effective tools to monitor and present the accounts more reliably and transparently

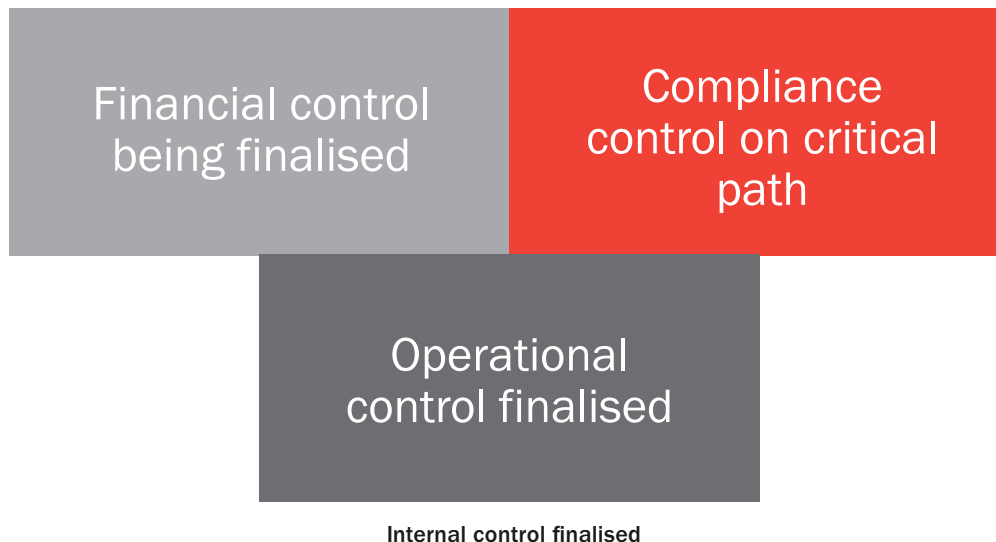
Following a call for tenders launched on 19 December 2014, in which the audit company PwC (PricewaterhouseCoopers) was chosen, the auditors carried out a complete analysis of the accounting procedures. This resulted in the revision of all the accounting and financial tools, with a new structure for the balance sheet accounts, which is more readable and transparent, an Accounts Manual and new accounting software.

In order to ensure that the accounting and financial data are reliable, a financial control system was also defined. It takes the form of risk matrices that identify clearly the points that need to be controlled in order to avoid failings.

In conclusion, 2015 saw the completion of OTIF's internal control. Only conformity assessment remains to be completed. Although a lot of actions have already been undertaken, the new procedures have to be given time to bed in and become part of everyday working habits.

It can nevertheless be stated that objective 13 has now been achieved. OTIF now has standardised level 3 internal control:

- The organisation and procedures are defined and put in place.
- The procedures are documented and communicated to staff.
- However, the weak points in internal control have to be detected by means of regular testing.

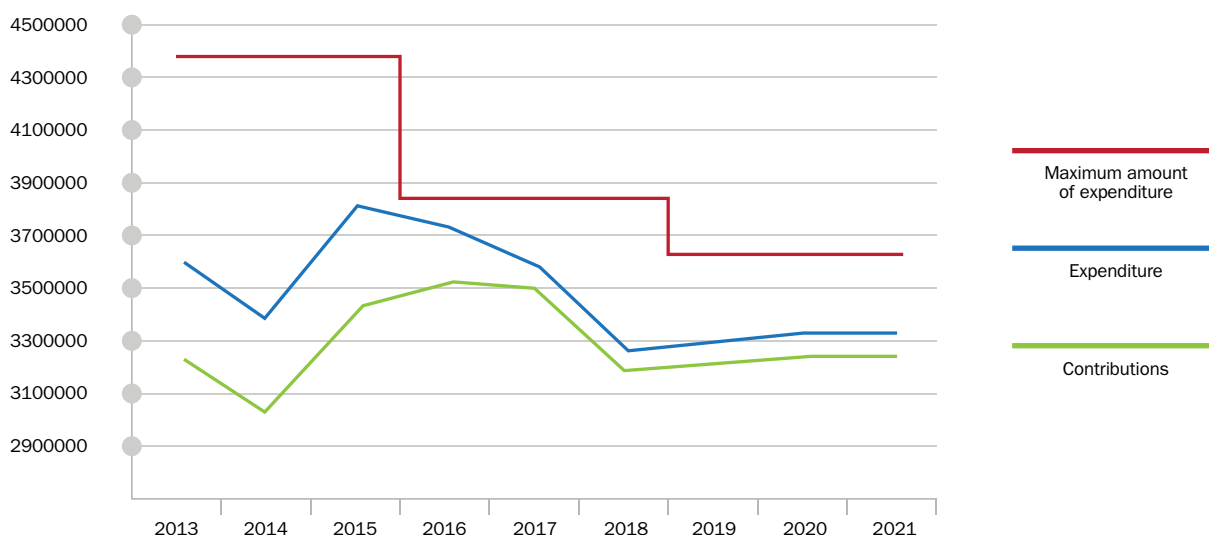


OTIF in figures: a stabilised budget

In terms of the budget, the efforts made in 2014 and 2015 enabled the General Assembly in September 2015 to approve a substantially lower ceiling of expenditure of 3.85 million CHF between 2016 and 2018, compared with a ceiling of 4.375 million CHF between 2013 and 2015. The 2016-2018 period will be used to move gradually towards the new ceiling of 3.65 million CHF set for the 2019-2021 period. Objective 14 has therefore now been achieved, with a projected budget for the Secretariat which includes a quantified, stable target in terms of the Member States' contributions.

OBJECTIVE No. 14

Stabilise the
Organisation's budget



How the budget develops from 2013 – 2021 (in CHF)

In addition, OTIF's general financial situation is very satisfactory, with stable working capital of 6.8 million CHF – i.e. almost two years of activity – and a controlled working capital requirement (356,000 CHF), which regularly decreases as a result of the Member States' improved rate of payment. Developments in the international situation of the Islamic Republic of Iran are particularly important, as they have enabled Iran to bring down its debts to OTIF within a few months.

The Organisation can therefore look forward with confidence to future developments, with the ability to fund structural investments without having to affect contributions.

Assets = Jobs	2015	Liabilities = Resources
Stable jobs 1 418 kCHF <i>Fixed assets 1 418 kCHF</i>	FR 6 812 kCHF	Sustainable resources 8 230 kCHF <i>Own funds 7 413 kCHF</i> <i>Financial debts 0 kCHF</i> <i>Regulated provisions 817 kCHF</i>
Current assets 560 kCHF	BFR - 366 kCHF	Current liabilities 194 kCHF
Cash assets 6 446 kCHF <i>Liquid assets 5 864 kCHF</i> <i>Shares 582 kCHF</i>	NET 6 446 kCHF	Cash liabilities 0 kCHF

OTIF's financial situation

Communication policy in 2015

In 2015, the OTIF Secretariat took on two new staff in the communication department which, as a result, has been able to propose and implement a strategy, a communication plan and a graphics charter for the Organisation.

The graphics charter was the starting point for a modernised visual identity. Based on the principles of graphic design, OTIF's traditional communication tools were revisited one by one, including the models for PowerPoint presentations, models for circular letters, the Bulletin, the logo and the maps. To honour the memory of the Swiss artist, Hans Erni, who died in 2015, the Secretariat continued to use one of the motifs from the artist's remarkable wall fresco in the Organisation's entrance lobby. This motif depicts the history of humanity and transport. It now appears on the work programme and the annual report, among others. It is also a metaphor for the Organisation, the first and oldest intergovernmental organisation in the rail sector, still present and looking forward to the future.

At the same time, the basic communication tools – the Bulletin and press releases – have been consolidated. The distribution lists have been re-examined: the number of contacts who now receive the Bulletin has increased by 50% and the level of reliability of the distribution list has increased from 67% to 92%. In addition, communication has become an integral part of the internal working procedure. Five internal procedures now define the Secretariat's main communication media and link them with the various operational procedures. It should be noted that the editorial line of the Bulletin has been affirmed and clarified. It now provides readers with a clear view of the Organisation's activities and developments in OTIF's regulations, while giving emphasis to in-depth analyses on major international rail transport issues.

Lastly, the first satisfaction survey of participants at OTIF's meetings started in 2014 and finished at the end of 2015. The results have been examined and analysed. The number of questionnaires filled in has enabled us to obtain representative results. Overall, participants' satisfaction with OTIF's meetings is equal to or more than 70% on all subjects. These results have in particular been used to determine actions in the 2016-2017 work programme.



Sarah Pujol
Head of communication
department

OBJECTIVE No. 15

Increase the
attractiveness and
degree of awareness of
OTIF

Communication in 2015 in a few figures:

110 document updates
on the website
11 press releases
30 articles published in
the Bulletin
20 illustrations and
diagrams created
8 document page layout
designs
200 USB sticks
distributed

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Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
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