

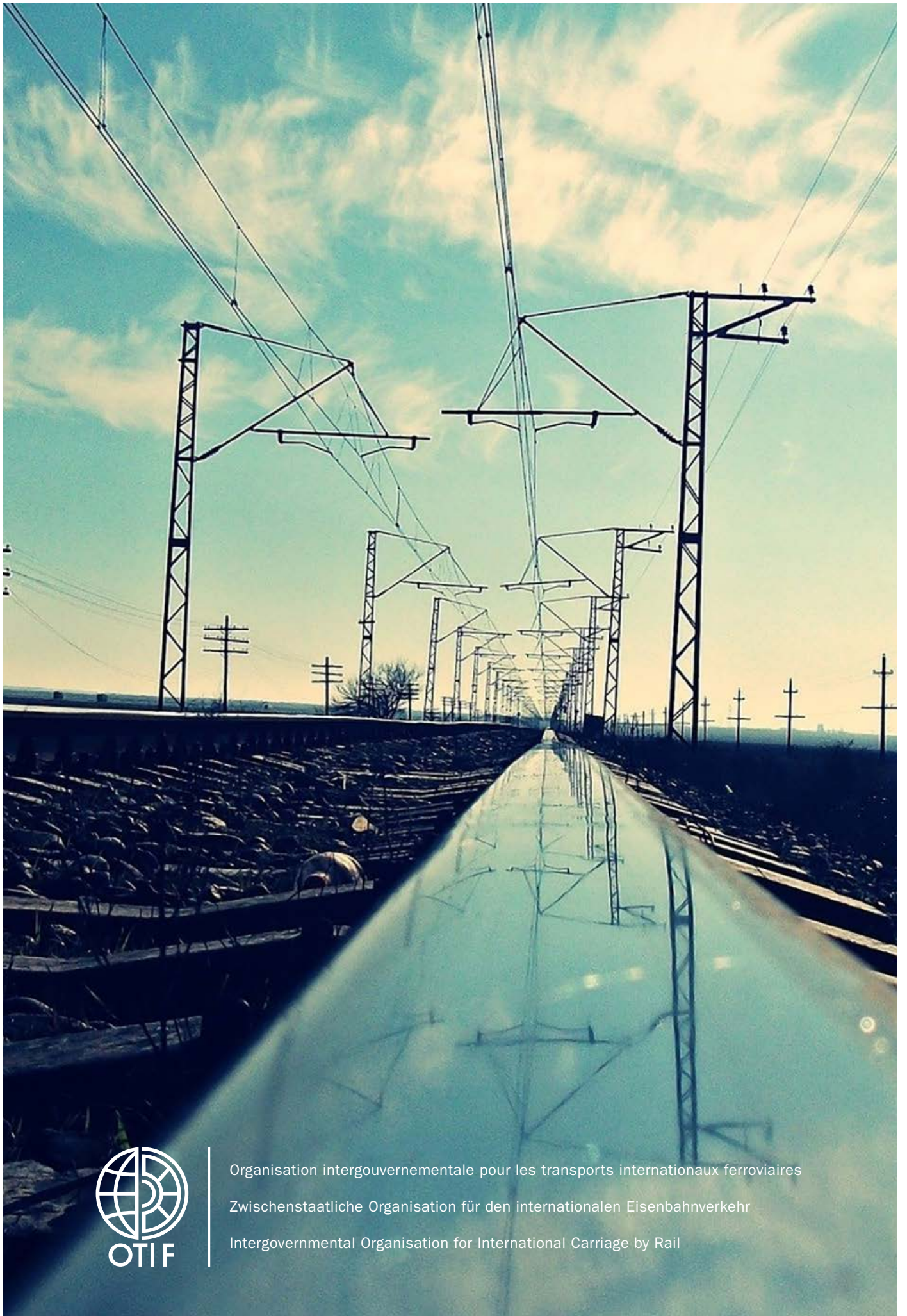


OTIF

WORK
PROGRAMME

2016 - 2017





Organisation intergouvernementale pour les transports internationaux ferroviaires

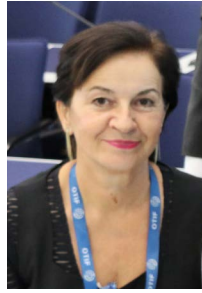
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

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INTRODUCTION



Branka NEDELJKOVIĆ
Chair of Administrative
Committee



François DAVENNE
OTIF
Secretary General

The development of rail transport over long and very long distances is one of the conditions for achieving the objectives of the battle against global warming. It is also a vector for trade and development between the countries of central Asia, inland China and Europe. With its structuring capacity, the railways are in fact the preferred means of integrating into the global market all the countries that the future Silk Road will transit.

Bolstered by the accession of the European Union, OTIF today offers its Member States a bridge to carry out international rail transport under uniform conditions.

However, an international network for rail transport is still a reality under construction:

- Within the European Union of course, where moves to set up an integrated market bring questions concerning uniform law and its application into sharp focus;
- and beyond the European Union, where there is major investment, such as the doubling of Turkish railways by 2020 or the future integrated network of the Gulf Cooperation Council.

To become a real network: connected, uniform and interoperable – this is the challenge for international rail transport in this century.

This is the task that OTIF will now help to drive forward on the basis of its *raison d'être*, as defined by its staff and endorsed by its Administrative Committee:

“Unified railway law to connect Europe, Asia and Africa”.

This work programme, the result of consideration by the various teams, is a collective effort. It sets out some ambitious objectives, but they are realistic, as they are borne out by analysis carried out by our experts and an interdisciplinary process of reflection.

Finally 2016, which will see the completion of the process of reorganising the Secretariat, will enable the Organisation to tackle these challenges with the necessary resources. The next two years will give the OTIF Secretariat the opportunity to complete its transformation to become a learning organisation. We will therefore place our added value for the Member States at the top of our list of priorities.

Results of the Administrative Committee in the period 2014/2015 relating to the OTIF work programme

Introduction

In 2014 and 2015 the Administrative Committee held four ordinary sessions, all in Bern, except the 121st session, which was held in Belgrade in May 2014 at the invitation of the Serbian delegation. Defining, implementing and following up the recommendations of the organisational audit formed the core of the Committee's activities in this period. Furthermore, the Committee supported the OTIF Secretariat in terms of innovating how it is managed.



Monique VAN WORTEL
Chair of Administrative
Committee from
2013 to 2015

Implementation of the organisational audit

The organisational audit was requested by the 11th General Assembly in 2012. The audit was carried out and the Administrative Committee mandated the Secretary General to implement the initial findings. Firstly, the Committee worked vigorously towards implementing the target organisation with a simplified organigram in order to enable a better allocation of tasks and to put more emphasis on OTIF's operational activities. Secondly, the Committee approved the implementation of critical processes, such as strengthening financial management control, which led to stabilisation of the budget. Thirdly, the Committee approved the revised Staff Regulations, which entered into force in July 2014. Finally, the Committee worked towards the modelling of activities to optimise the allocation of resources relating to the Organisation's priorities. This led to a 15% decrease in the structural budget.

Knowledge Management

Approved by the Administrative Committee, a proper knowledge management process was set up by the OTIF Secretariat in the period 2014-2015. Specific achievements are the improvement of the Organisation's internal management with the implementation of a shared task planning tool. Secondly, a management culture has been developed thanks to the definition and harmonisation of each job description and better handling of documents for more efficient information sharing. Thirdly, management of internal processes and internal and external assessment of performance has been improved.

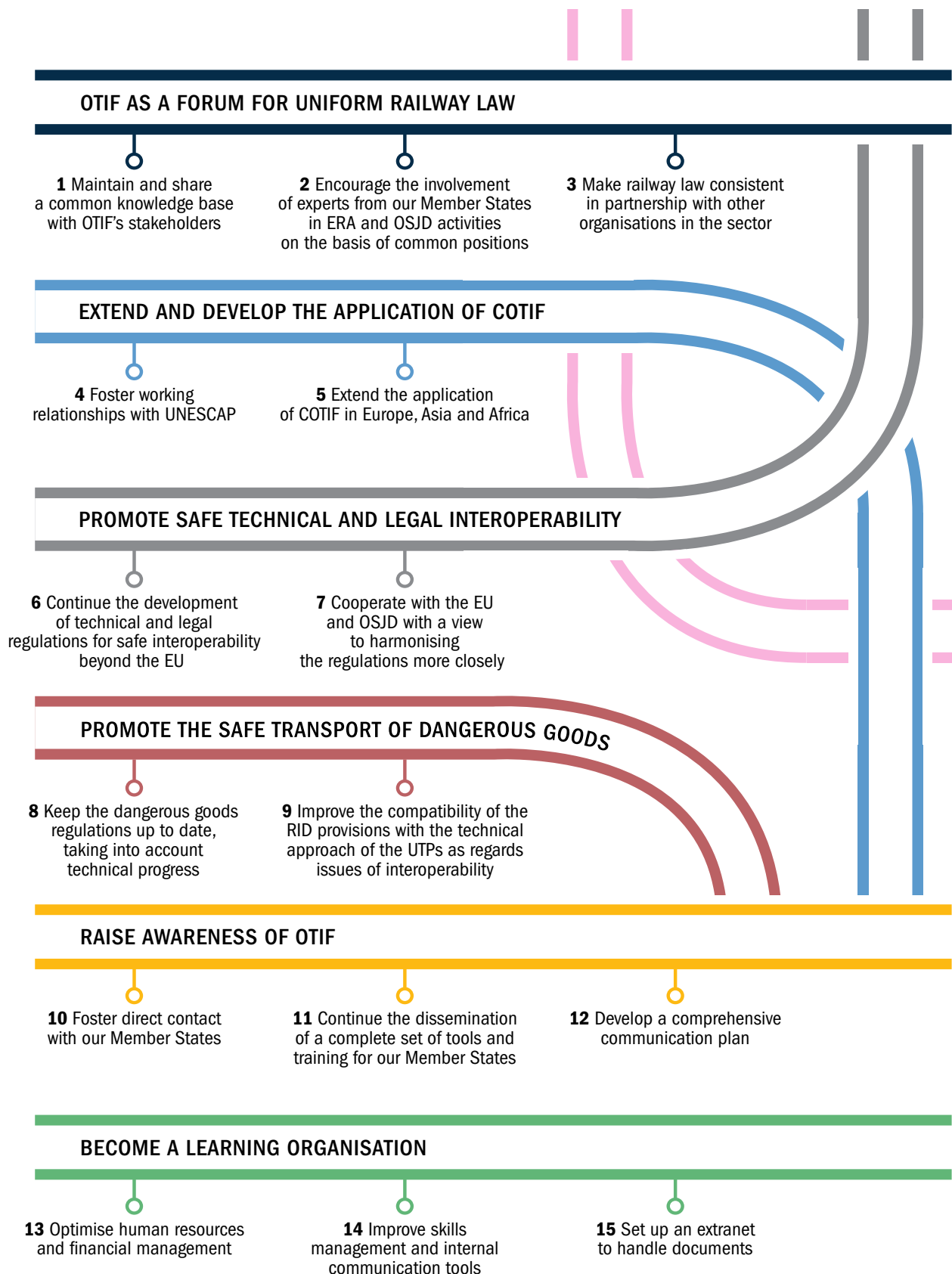
Communication policy

The Committee has continued its work in the field of human resources. Early in 2015, the Committee approved the recruitment of the head of communication, who is responsible for implementing a communication policy. A line has been created in the budget dedicated to communication. Various seminars have been organised to promote the work of the organisation, such as the one in Tehran on 11 and 12 November 2014. Finally, the Bulletin has been revitalised and a start has been made on modernising the website.

Finally

As the chair of the Administrative Committee in the period 2013-2015, I am proud of the genuine collaboration between the Committee members and the OTIF Secretariat. Supported by the Committee, the Organisation has made tremendous progress in the innovation of its management and in becoming a learning organisation. The challenge for the future is to enshrine the results of the implementation of the organisational audit in the Organisation's culture. I am fully confident that this will be achieved.

1 STRATEGIC OBJECTIVES



The objectives for 2016-2017 show strong continuity with those set out following the reorganisation process. However, as the period that is just beginning offers a great deal of new opportunities to develop the Organisation's role, these objectives have been subject to an in-depth review in order to highlight more clearly:

- the objective of expanding OTIF in Asia and the Middle East;
- the need to generalise technical and legal interoperability.

OTIF's vocation is thus to become a forum for global railway law, backed by its historic legitimacy and the quality of its partnerships.

These objectives are set out in the various parts of the work programme. The 15 operational objectives serve to assess the success of the strategy. Over the next two years, the annual reports will describe progress in these various components.



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OBJECTIVE 12

Develop a comprehensive communication plan

Communication for OTIF

The communication strategy and plan launched in 2015 aim to communicate the value of the Organisation's work and OTIF's distinction within a changing railway sector.

Based on the rigorous observation of existing means of communication and a SWOT analysis (Strengths, Weaknesses, Opportunities, Threats), the communication strategy and plan is broken down into key words, objectives and precise implementation phases shared by the teams.

The challenge will be to put in place for OTIF a flexible communication strategy that can be adapted to strategic necessities and external developments, based on a tried and tested cyclical method that can be summarised in four words: propose, consult, assess, improve.

The communication strategy pursues the following four objectives:

- to enable OTIF to be identified on the international stage as an actor working to achieve uniform railway law: identification.
 - to promote OTIF and its work in order to support the momentum in the development and extension of OTIF: attractiveness.
 - to improve awareness of the Secretariat's activities and sections by opening out: transparency.
 - to enable OTIF to be perceived as a forum that is suitable for the development of international rail transport awareness.
-

2 OTIF: A FORUM FOR THE DEVELOPMENT OF GLOBAL RAILWAY LAW

The OTIF Secretariat has been closely involved in defining uniform Eurasian law by participating in the work of the United Nations Economic Commission for Europe (UNECE) in Geneva and working on harmonising the law on the carriage of dangerous goods in close partnership with the Organization for Co-operation between Railways (OSJD).

OBJECTIVE 7
Cooperate with the EU and OSJD with a view to harmonising the regulations more closely

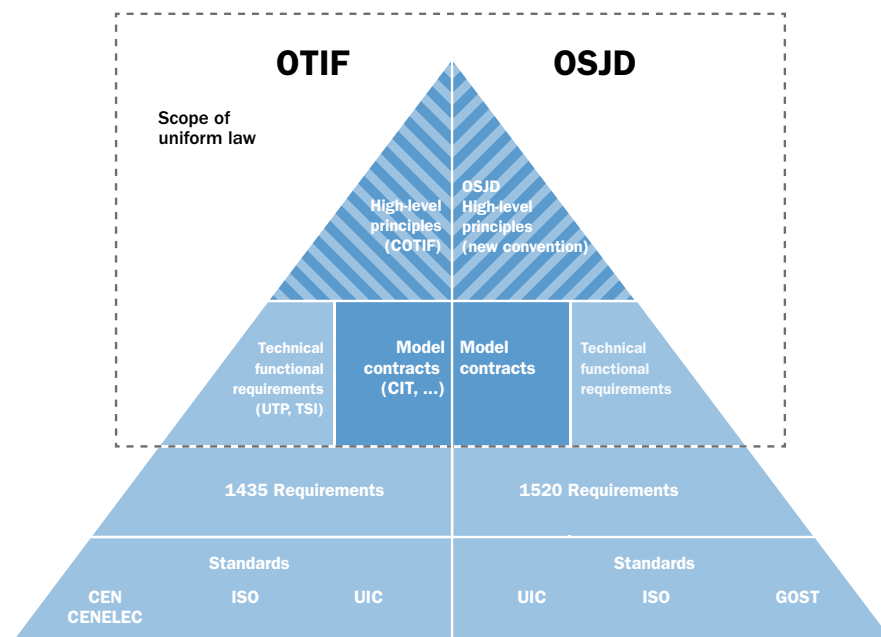
OTIF AT THE HEART OF HARMONISING RAILWAY REGULATIONS

The current period is marked by a renewed interest in the development of rail transport between Europe and Asia and the gradual development of a uniform and interoperable international network.

The existing networks have inherited the set-up of the large national monopolies. The operators' vision was to establish national networks with their own technical and legal solutions. Since it was set up in 1893, OTIF has worked to harmonise these disparities and to build bridges between its Member States. Now is the time to set up regional networks and develop new land routes on a global scale, such as the Silk Road project. Owing to its flexibility and the modern nature of its legal and technical rules, the Convention concerning International Carriage by Rail (COTIF) is the common software for this railway globalisation.

This is achieved by means of proactive work with our main partners.

In the framework of our administrative arrangement with the European Commission and the European Railway Agency, we will continue to work in close partnership on developing interoperability beyond the European Union. OTIF also has a corpus of uniform rules governing contracts of carriage and the carriage of dangerous goods for the community of its Member States, which should continue to be maintained.



Definition of the scope for developing uniform law

In the context of the 2003 common position, which we wish to develop and update together, the OTIF Secretariat will work together with the OSJD Committee on the pragmatic harmonisation of high-level legal and technical rules governing international rail transport. The new OSJD Convention just being finalised will help distinguish more clearly the level of the general rules (framework provisions for contracts of carriage and interoperability principles) from the detail of technical standards.

This fundamental work will of course require close partnerships, particularly with the International Union of Railways (UIC) and the Association of the European Rail Industry (UNIFE) in order to link together the different layers required to set up a global network for which OTIF wishes to be one of the promoters.

Unlike other organisations, OTIF relies on its members' national laws to ensure that the regulations are effectively applied. It is a force for enabling the extension of a corpus of shared rules. However, this means maintaining a common knowledge base and enabling continuous interaction between our Member States' experts and the various stakeholders.

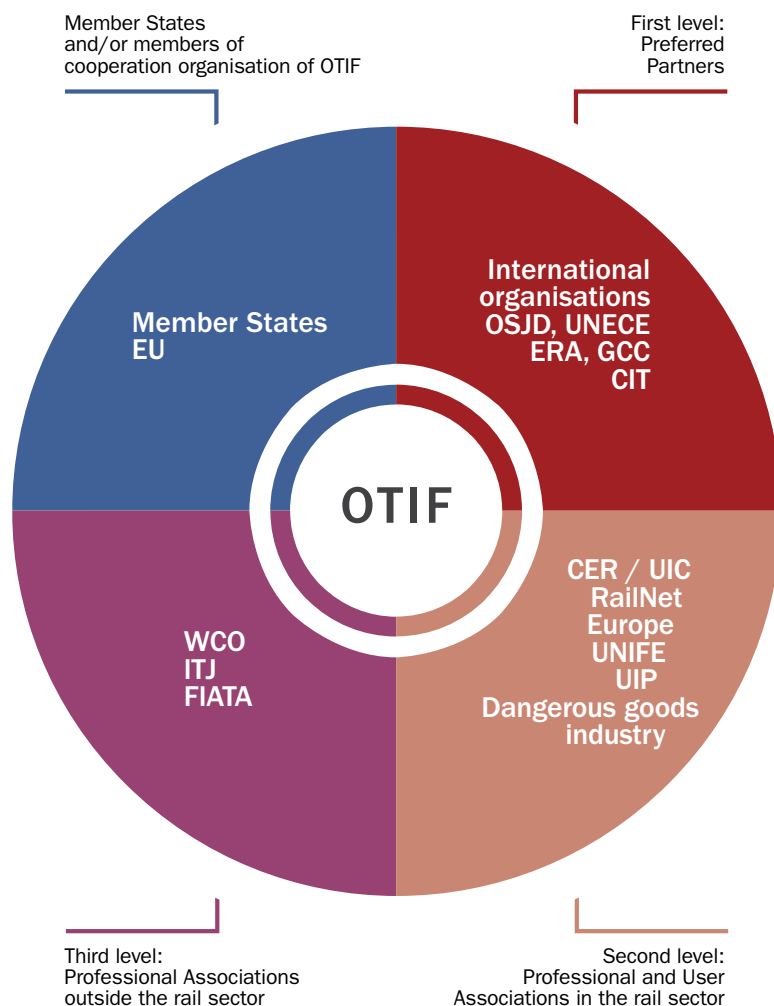
Over the next two years, the Secretariat will strengthen its relations with its partners, while respecting the priority given to its Member States.

OBJECTIVE 1

Maintain and share a common knowledge base with OTIF's stakeholders

OTIF will get involved in activities concerning the dissemination of information in the form of regional seminars and the drafting of legal and technical application guides. These activities are by nature partnership-based, because beyond the main organisational principles expounded in COTIF and its Appendices, the CIT's model contracts and the UIC's operational procedures have to be integrated into this knowledge base.

The aim of the activities carried out will be to provide a better understanding of the institutional solutions required for the implementation of regulations and of the practical aspects, in order to embody the uniform law of COTIF. In 2016, particular attention will be focussed on the Maghreb States, for whom there have been no such activities for more than ten years.



OTIF's partnerships

EXTEND THE APPLICATION OF COTIF

The range of COTIF is expanding. It constitutes modern transport law which leaves a great deal of room for contractual freedom and innovation, while being enforceable and mandatory. This flexibility is important for the development of rail transport as a network.

Three geographical priorities are anticipated for the next two years:

- Strengthen relations with the Member States of the Gulf Cooperation Council (GCC). The Memorandum of Understanding signed in March 2014 should lead to participation in defining the technical and legal rules of the future integrated network. If at least one of the States in the region were to accede, the GCC could accede to COTIF as a regional economic integration organisation.
- Develop an accession strategy for the countries of central Asia which are key in terms of the gradual opening of the Silk Road.
- Forge contacts with China, whose technical and legal developments in the rail sector are aspects that are very close to the spirit of COTIF. In particular, the technical standards are very close to the Uniform Technical Prescriptions (UTP) and legal convergence would help facilitate the exchange of vehicles and authorisation procedures.

PROVISIONAL TIMETABLE

30 and 31 March 2016	Technical seminar in Ankara
3 May 2016	Seminar in Baku for the central Asian region
mid 2016	Participation in reviewing the GCC project for an integrated railway in Riyadh
mid 2016	Phased drafting of application guides and training tools
autumn 2016	Seminar in Tunis for the Maghreb region
the first half of 2017	Seminar in China

OBJECTIVE 5

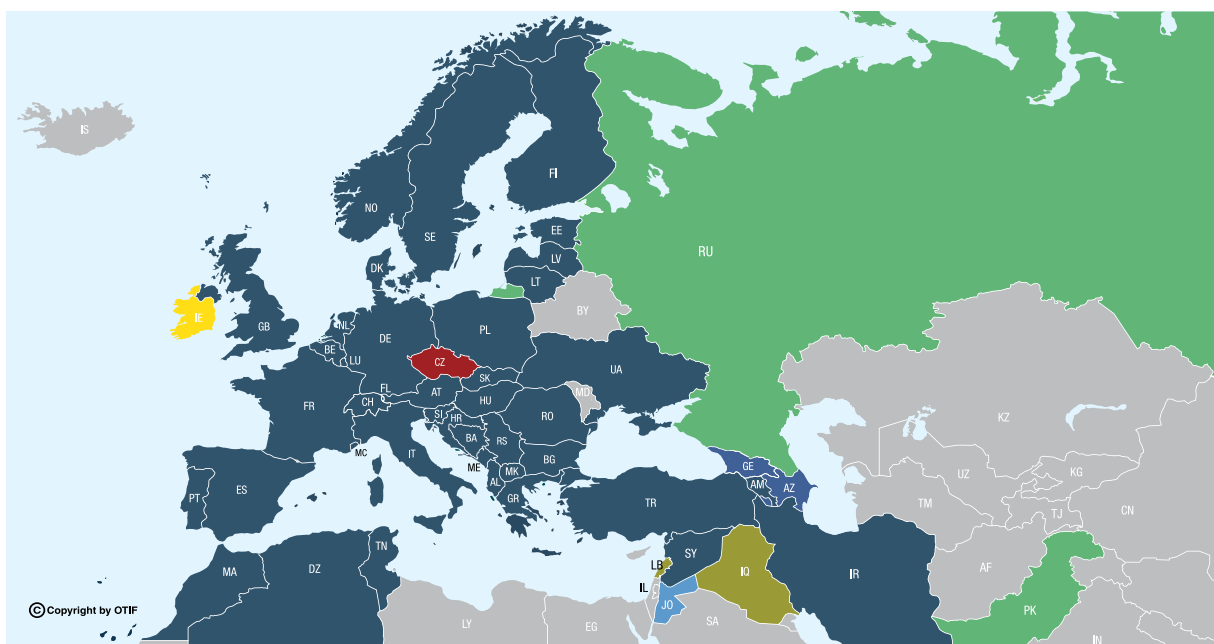
Extend the application of COTIF in Europe, Asia and Africa

2016-2017: Promote and influence

Seminars, workshops and conferences are likewise events which allow the Secretariat of OTIF to promote COTIF and increase awareness of the Organisation.

Whether these are events organised to extend the geographical scope of COTIF or to provide practical knowledge to improve its application, seminars, workshops and conferences are vehicles for cooperation and partnership with various actors in the rail sector.

Whatever the level of involvement, whether it be creating, organising, jointly organising or participating, particular attention will be given to the quality of the media presented, to seeking interactive contact with participants and to the profile of the event by means of announcements and articles.



All COTIF appendices (41)*	Without CUV/CUI/APTU/ATMF (2)	Without CIV/RID/CUV/CUI/APTU/ATMF (2)	Membership suspended (2)
Without CUI/APTU/ATMF (1)	Associate Members (1)	COTIF 1999 not yet ratified (1)	*GB: Without CUI (1)

3 PROMOTE UNIFORM CONTRACT LAW



Carlos del Olmo
Head of legal section

MODERNISE AND IMPROVE CONTRACTS OF CARRIAGE

COTIF's legal Appendices provide a harmonised framework for the various contracts that are necessary for carrying out transport by rail. This framework is recognised by professionals across the geographical area it covers. These Appendices must therefore be developed very carefully, because they are used every day as the basis for thousands of contracts that govern the whole range of liability issues.

CIV

With regard to the contract of international carriage of passengers by rail (CIV), no major changes are envisaged. OTIF will nevertheless work with its partners to achieve better harmonisation.

Firstly, with the European Union, our common objective in connection with the probable revision of Regulation No. 1371/2007 on rail passengers' rights and obligations will be again to separate contractual issues of private law dealt with in CIV UR, which is currently annexed to the Regulation, from issues in connection with protecting and informing passengers, which fall within the scope of the European Union's public law. With this in mind, the Secretariat of OTIF will be involved in the revision process at an early stage. Together with the European Commission, it will be a matter of finding the best solution to achieve this disconnection, which should make the applicable law easier to read for the sector.

Secondly, with OSJD we are working in close partnership with CIT on analysing and harmonising liability regimes.

CIM

The contract of international carriage of goods by rail (CIM) is the medium for renewing international freight transport, which is one of the Organisation's priorities. Following the work started as part of the 2014/2015 work programme, OTIF, in partnership with CIT, will define a modern and efficient legal framework to implement the

OBJECTIVE 7

Cooperate with the EU and OSJD
with a view to harmonising the
regulations more closely

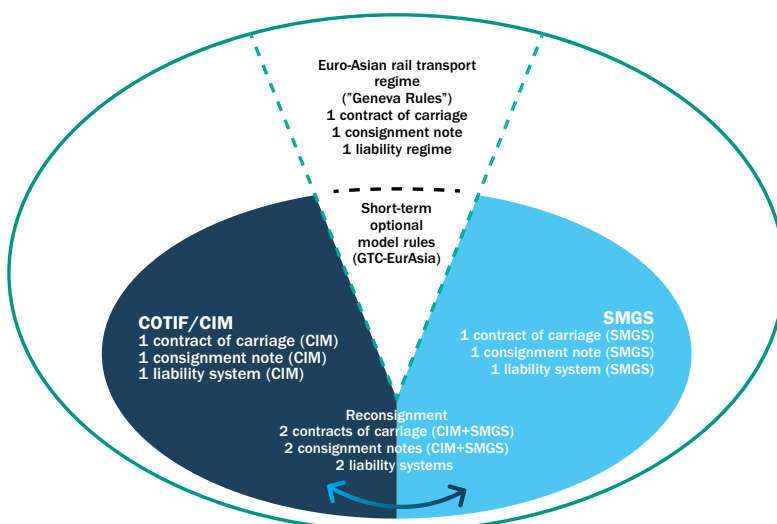
The Luxembourg Protocol

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 introduces a new legal regime for financiers to recognise and enforce securities in railway rolling stock. An operational 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 four ratifications required have not yet been achieved. 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 2016 and 2017, the OTIF Secretariat's objective will be to define OTIF's tasks as the secretariat of the Supervisory Authority. To this end, there will be detailed discussions 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 signing.

In parallel, the Secretariat will continue to take part in the strategy set up to promote ratification of the Protocol. Depending on the outcome of this promotion in terms of ratification, the method chosen for certifying the Registry will have to be defined with the Preparatory Commission.



Interface law between CIM and SMGS

electronic consignment note, which is one of the preferred means of making freight services more productive.

In this context, there will be interdisciplinary work with the technical department to ensure that the process takes correct account of the standardisation of data provided by the TAF TSI. In addition, OTIF will work together with the European Railway Agency and OSJD to promote a single Euro-Asian data exchange framework.

Lastly, the Secretariat will continue to be involved in the process of developing interface law between CIM and SMGS under the aegis of the UNECE.

CUI

Once revision of the contract of use of infrastructure has been completed in 2016, this will provide an instrument adapted to relations between infrastructure managers and railway undertakings within the European Union and beyond for those countries that have chosen the separation model. The scope of application will be simplified, thus making it possible to deal uniformly with a succession of national contracts, which are currently the only means of achieving international train paths.

COTIF

With a view to the consistent and rapid implementation of amendments to COTIF and its Appendices, the legal service will carry out a study on the feasibility of adapting Article 34 of COTIF to enable amendments adopted by the General Assembly to be applied within a fixed deadline.

IMPLEMENTATION OF THE CORRIDOR STUDY RECOMMENDATIONS

Focusing on two Euro-Asian corridors, the aim of this study carried out by the OTIF Secretariat in 2014 and 2015 is to determine the areas in which the Organisation could contribute real added value to setting up these routes, which will constitute the core network for rail traffic at intercontinental level. Most of the work rested on a young expert from the Ukraine, Dariia Galushko, with help from the Secretariat's experts.

OBJECTIVE 3

**Make railway law
consistent in partnership with other
organisations in the sector**



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 more prominence to Russian 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 the European Railway Agency and OSJD to develop a common understanding;
4. dissemination and training: together with CIT, we will intensify our activities, as the lack of training has 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.

These developments are of course only possible by updating the common position of 12 February 2003, which forms the basis of our relations with OSJD. This enabled us to start the process that concluded with the common CIM/SMGS consignment note and harmonisation of the dangerous goods regulations. It now needs to be modernised and given new objectives. The constructive relationship with OSJD should help us achieve this objective.





DEVELOPMENT OF OUR PARTNERSHIPS

Middle East

Our partnership with the GCC should be strengthened in terms of the contractual aspects. With the achievement of the infrastructure network linking the various States, the question of which contracts apply will come into sharp focus. In conjunction with CIT, the legal department will contribute its expertise at seminars and ad hoc working groups and by being associated with reviewing projects organised by the GCC.

OBJECTIVE 4
Foster working relationships with
UNESCAP

Asia

The UNECE Inland Transport Committee, which will meet in Geneva from 23 to 25 February 2016, should approve the content of the CIM/SMGS interface law project being carried out in the UNECE ad hoc working group. However, it appears that there will still need to be several months of discussions on defining the conditions for its application and its system of administration, not to mention the States' internal legal procedures. OTIF will contribute all its expertise to this project, in partnership with CIT.

The legal department will gradually get involved in the work of promoting COTIF within UNESCAP by taking part in information seminars held in connection with the latter's development of a cooperation framework for rail facilitation.

PROVISIONAL TIMETABLE

June 2016	OSJD Ministerial Conference
February, September and October 2016	OSJD Commission for Transport Policy and Development Strategy
May 2016	CUI working group
end of 2016	Organisation of working groups to revise the common position
end of 2016	CIM working group
end of 2016	Participation in GCC project reviews
2017	Seminar in the context of UNESCAP
third quarter of 2017	Revision Committee

4 PROMOTE SAFE TECHNICAL INTEROPERABILITY



Bas Leermakers
Head of technical
section

ENSURE EQUIVALENCE BETWEEN THE PROVISIONS OF COTIF AND THOSE OF THE EU

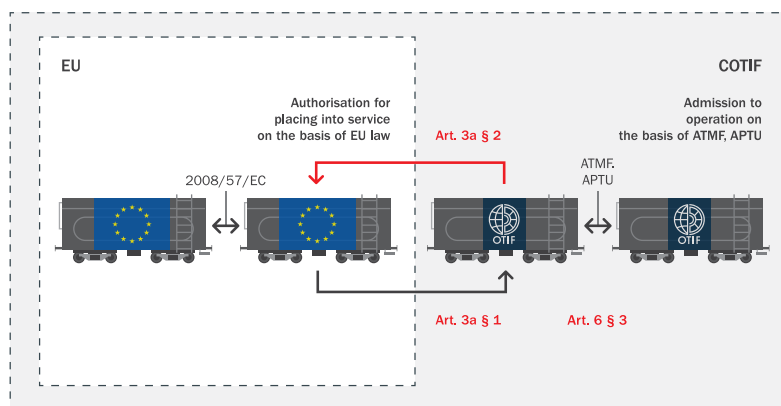
Since their inception, the technical provisions of COTIF have been equivalent to those of the EU. The EU and OTIF have developed a set of modern rules that will form a solid basis for developments and innovations in the rail sector.

In the past, the specification of detailed technical solutions formed the basis of international harmonisation, leaving little room for innovation and adaptation to market needs. The modern concept of OTIF's Uniform Technical Prescriptions (UTP) is characterised by a precise definition of responsibilities and only imposes technical solutions where required for compatibility, e.g. between vehicles and the infrastructure. Where possible, the rules are intended as functional requirements rather than imposing technical solutions, so that there is room for innovation.

Now that a large body of technical regulations (15 documents with a total of around 750 pages) has been established, it is important to ensure that they are regularly updated.

ATMF Article 3a governs the interaction between ATMF and other international agreements and in particular with rules for the authorisation of vehicles within the European Union. ATMF regulates the conditions under which vehicles admitted to operation outside the EU are also deemed as authorised in the European Union, and vice versa. For these principles to work it is necessary that the rules applicable are harmonised between the EU and OTIF. As technical rules are subject to periodic review, there is a constant workload in terms of their development.

In order to avoid duplicating discussions, it has been agreed by the Member States at the level of OTIF's Committee of Technical Experts (CTE) that the core work of technical experts would be mainly to discuss how best to transpose the EU provisions into COTIF. This method enables the OTIF Secretariat to work with a relatively small team.



Vehicle exchange under ATMF

OBJECTIVE 6

Continue the development of
technical regulations for safe
interoperability beyond the EU

ATMF and APTU

The primary objective of ATMF, Appendix G to the Convention, is to set out rules for the admission of vehicles in international traffic. The concept is that each Contracting State will have the competence to issue international admissions for vehicles and that this admission is recognised by all other Contracting States. In order for this principle to function, it is important that each Contracting State applies the procedures and standards for admission in an identical manner. All those involved must be certain that any vehicle admitted in accordance with ATMF is assessed for compliance with the same rules and with the same degree of precision, no matter where the vehicle is first admitted.

The technical and procedural rules according to which a vehicle must be admitted to international traffic are developed in accordance with APTU, Appendix F to the Convention.

The underpinning principle is that if a vehicle meets all the applicable requirements developed and in force in accordance with APTU, it is granted admission to international traffic in all states that apply ATMF.

The added value of the Secretariat thus depends on its ability to develop consistent technical regulations that are legally enforceable beyond the EU.

In order to be able to influence developments in the EU, designated OTIF experts are therefore invited to take part in meetings of the European Railway Agency to represent the interests of all non-EU OTIF Contracting States. The OTIF representative is usually a member of the Secretariat, but may also be an expert from one of the Organisation's Member States.

Adaptations are then required in order to make the provisions developed in the EU suitable for COTIF, owing in particular to the differences between EU law and COTIF. The EU provisions related to market opening and competition, for example, require organisational separation between the railway undertaking and the infrastructure manager. In COTIF the same separation is not required. Analysis of the adaptations required to achieve the same level of safety through the clear definition of responsibilities is discussed in the standing working group technology (WG TECH) meetings and is validated by the CTE.

DEVELOPING INTEROPERABILITY BEYOND THE EU

To provide the Member States with the harmonised provisions needed to organise international rail traffic in the way they prefer.

Today, the existing technical regulations of COTIF mainly deal with the admission of vehicles and only to a very limited extent with operational and safety procedures. The OTIF Secretariat is of the opinion that the Member States of OTIF would be best served if COTIF were developed further so that it also provides a basis for interoperability upon which neighbouring States can rely to oper-



Interoperability and exchange of vehicles

The concept of interoperability could be illustrated by a complete train that crosses a border and continues to operate on the network of the neighbouring country, without having to stop, under the control of one single railway undertaking.

A consequence of interoperability is that the infrastructure manager must be able to work with different railway undertakings under harmonised operational rules. In the EU, interoperability is being combined with market opening and competition, meaning that new railway undertakings can be set up which may compete with other railway undertakings. However, interoperability may also exist without competition, for example when two or more countries agree that their national railway undertakings can operate on each other's network.

Interoperability requires a high degree of technical and operational harmonisation, because running trains on neighbouring networks requires the interfaces between the vehicles and the infrastructure to be harmonised, but also operational rules, the qualifications of train drivers, operational language regimes, data exchange, safety rules, etc. should be addressed. This is very challenging, because in many states such harmonisation is already challenging at national rather than at international level.

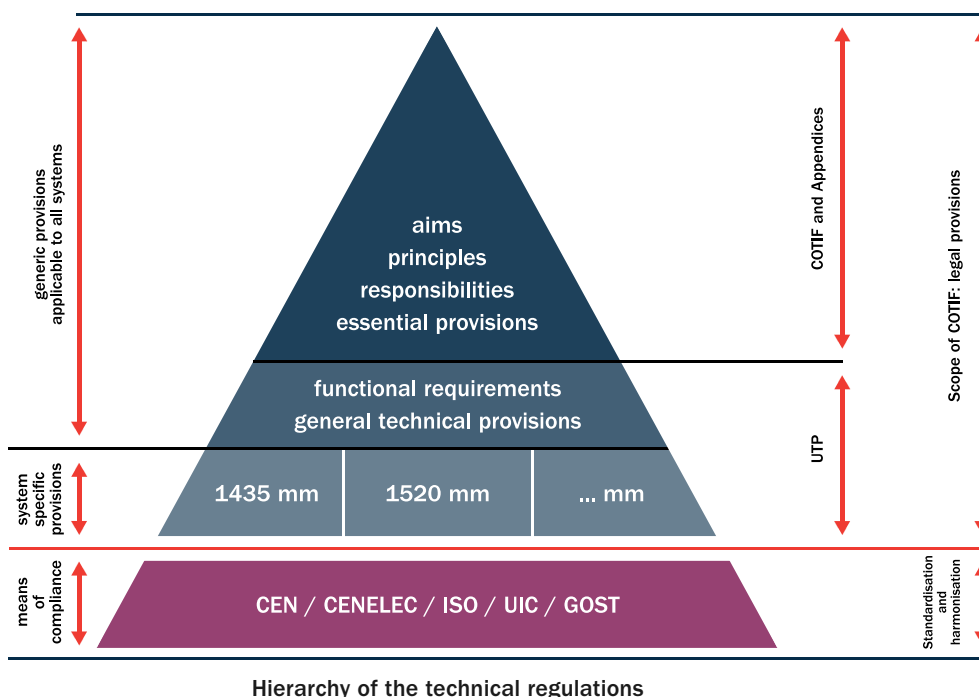
The alternative to interoperability is international rail traffic by exchange of vehicles. This is the 'classical' model practised for over a century, where freight wagons or passenger coaches are handed over at border crossing stations from one railway undertaking to the other. For this model, the level of technical, operational and safety harmonisation is therefore much lower, as the international wagons and coaches are operated by the (or a) domestic railway company. Maintaining such specifications at international level will remain relevant for the future.

ate trains across their borders. Implementing interoperability between two States will require major harmonisation of the functioning of these States' railway systems, which would affect not only international, but also domestic traffic. For this reason and for reasons of State sovereignty, it should always remain the choice of each State whether or not they would like to have interoperability on their territory and if so, whether this would be on the basis of cooperation or market opening.

It would be unrealistic to assume that all parameters required for full interoperability could be specified under COTIF in the near future, but a good start has been made in recent years by specifying the technical parameters in OTIF's Uniform Technical Prescriptions (UTPs). 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. In addition to the technical parameters, the ATMF and UTPs also specify some elementary tasks of railway actors, for example by defining vehicle maintenance responsibilities and the responsibility for ensuring that vehicles comply with the rules. It is anticipated that the next steps will include:

- clarifying and, where necessary, harmonising operational responsibilities that are needed for international traffic, with a view to facilitating interoperability;
- promoting the use of harmonised systems for the exchange of information in international traffic, such as registers, databases and telematic applications;
- analysing the developments related to the EU's 4th railway package and the consequences for equivalence with COTIF;
- facilitating the exchange of vehicles in international traffic, by ensuring that a set of harmonised inter-vehicle requirements is available at international level.

The technical regulations developed under COTIF are therefore designed in such a way that they are suitable for promulgation beyond their current scope of application. The clear separation of responsibilities and the emphasis placed on functional specifications make these modern rules universal and durable. The OTIF Secretariat will therefore promote further application by States that do not currently apply APTU and ATMF. In addition, further cooperation and coordination will be sought with other organisations working at international level, both at the intergovernmental level as well as at the level of associations. At the intergovernmental level the focus should be on promoting the systematic approach and the definition of responsibilities. In terms of the various associations, international cooperation between railway companies, industry, etc., could help improve the efficiency of the rail system overall.



SUPPORT IMPLEMENTATION OF THE REGULATIONS

To assist Member States in correctly applying COTIF's 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 the OTIF Contracting States. At the same time, correct implementation is becoming increasingly important. If the OTIF regulations are not applied correctly, this may result in disruptions to international traffic, as illustrated by freight wagons which were blocked at borders in June 2013 because they had no valid Entity in Charge of Maintenance (ECM) assigned to them. The OTIF Secretariat would like to improve further its understanding of how the regulations are implemented in the Contracting States. To this end, the technical department will work together with the legal department to consult the OTIF Member States in order to understand how COTIF is applied. The focus will be on non-EU Contracting States, as the EU has its internal processes in this respect.

The OTIF Secretariat has adopted a participative approach, where close cooperation with the Member States and other organisations working in the field of international rail traffic is sought.

The various working groups and sessions of the Committee of Technical Experts are without doubt the most important in terms

OBJECTIVE 2

Encourage the involvement of experts from our Member States in ERA and OSJD activities on the basis of common positions

OBJECTIVE 11

Continue the dissemination of a complete set of tools and training for our Member States



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.

Organising and taking part in seminars and workshops in our Member States is also a good way for the staff of the Secretariat to establish contacts with those who work with COTIF.

In addition to its dissemination activities, in 2015 the OTIF Secretariat started an intensive in-house training programme intended for selected members of staff from the competent authorities that apply the technical Appendices to COTIF. Interns take part in the everyday activities of OTIF's technical service and are given explanations and specific training on the technical Appendices to COTIF. In return, this can help the staff of the Secretariat to achieve a better understanding of how COTIF is applied in the intern's State. At the end of the training, he is then able to apply his newly acquired knowledge, provide training himself and disseminate what he has learnt at national level.

PROVISIONAL TIMETABLE

All dates are provisional.

17 and 18 February 2016	WG TECH 28 in Berne
7 and 8 June 2016	CTE 9 in Berne
7 and 8 September 2016	WG TECH 29 (location to be confirmed)
16 and 17 November 2016	WG TECH 30 (location to be confirmed)
February 2017	WG TECH 31 (location to be confirmed)
June 2017	CTE 10 in Berne
September 2017	WG TECH 32 (location to be confirmed)
November 2017	WG TECH 33 (location to be confirmed)

5 PROMOTE THE SAFE TRANSPORT OF DANGEROUS GOODS



Jochen Conrad
Head of RID section

UPDATE RID IN LINE WITH TECHNICAL DEVELOPMENTS

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 Waterways (ADN), the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) is 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.

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 waterways). In 2016, this Committee will conclude work on the 20th 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 2017, this Committee will start work on the 21st 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 20th 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 2019. At a three day meeting in May 2017, 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 2016 into RID/ADR/ADN. As a result, it will not be necessary to enter into details at the Joint Meeting.

OBJECTIVE 8

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



Common dangerous goods provisions for the land transport modes

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 section 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 2016-2017 biennium of the RID/ADR/ADN Joint Meeting, starting with the spring session in 2016. Decisions the Joint Meeting takes in this biennium will be reflected in the 2019 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.

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, as they must be applied in domestic transport in the EU Member States in the context of EU Directive 2008/68 on the inland transport of dangerous goods. Provisions adopted by the RID Committee of Experts therefore have direct legal force, take effect well beyond OTIF and therefore 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 2016, where all the texts for the 2017 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 2016-2017 biennium. The two-day meeting in May 2016 will conclude the work for the 2017 edition of RID and the one-week meetings in November 2016 and November 2017 will discuss provisions that are specific to the railways and which will enter into force in 2019. After the meeting in November 2017, where the focus will be on examining the amendments adopted by the RID/ADR/ADN Joint Meeting for the 2019 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 2018.

FINALISE THE PROCESS OF HARMONISATION WITH SMGS ANNEX 2 AND DEVELOP PARTNERSHIPS

Since 2012, the RID department, in close conjunction with OSJD, has been working on harmonisation with the involvement of OTIF's bodies and OSJD's groups of experts. For those working in the sector, it is vital that both the technical and operational provisions (e.g. wagon markings) are identical and recognised by all. Owing to the special nature of this type of transport and the associated risks, only continued coordination can ensure seamless, safe transport.

The OSJD Member States are also invited to the meetings of the RID Committee of Experts' standing working group in connection with the work on harmonising RID and SMGS Annex 2, the dangerous goods regulations for eastern Europe and Asia.

Almost all the amendments adopted for RID will also be integrated

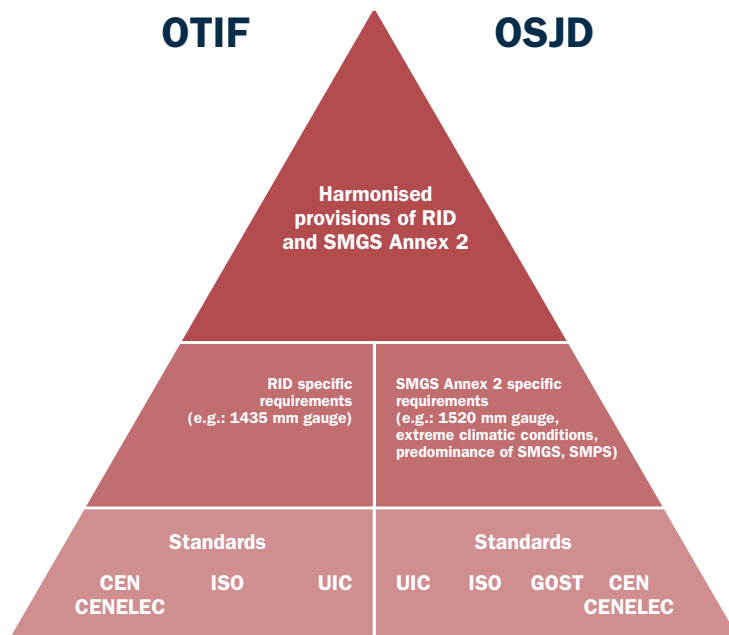
OBJECTIVE 3
Make railway law
consistent in partnership with other
organisations in the sector

into SMGS Annex 2, the dangerous goods regulations of the OSJD Member States, and will enter into force six months later.

In addition to this work, in which the RID section plays an active role, the work begun in 2012 on further harmonisation of the regulations, the aim of which is to make transport under both legal regimes easier, will be continued. The OTIF Secretariat informs each RID Committee of Experts' standing working group of the progress of the work.

As the working languages of the OSJD Committee (Chinese and Russian) and the OTIF Secretariat (German, English and French) are not the same, with support from a young expert the RID section is currently working on a Russian version of the 2015 edition of RID. This will make the harmonisation work easier. The provisional date for finishing this Russian edition of RID is the first quarter of 2016.

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, our 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

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 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.

Cooperation with the International Union of Railways (UIC)

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 section will take part in an advisory capacity in the two-day meetings held twice a year.

MAKE THE REGULATIONS CONSISTENT BY PREPARING FOR THE FUTURE

Harmonisation of railway and dangerous goods provisions

The RID regulations and the uniform technical prescriptions (UTP) are developed in different ways. It is OTIF's RID Committee of Experts that takes decisions on revising RID every two years on the basis of the globally applicable UN Recommendations on the Transport of Dangerous Goods and the provisions that apply jointly to all the land transport modes, and this becomes mandatory law – including for domestic transport – for all EU Member States via Directive 2008/68/EC. In contrast, it is the European Railway Agency (ERA) that takes the initiative in terms of developing the technical requirements for railway rolling stock.

When establishing requirements for the safe transport of dangerous goods, dangerous goods law and general railway law might overlap, particularly if the dangerous goods regulations contain requirements for wagons in addition to requirements concerning the means of containment for the dangerous goods. This has become particularly evident in the discussions on derailment detectors and entities in charge of maintenance (ECM).

In March 2013, a study carried out in the European Union on behalf of the European Commission was concluded, entitled "Analysis of the interactions and coherence between railway and dangerous goods legislation in the European Union". The study analyses the interactions between and consistency of railway legislation and dangerous goods legislation. This study identified and analysed the scope of and overlaps between the European Union railway safety and interoperability rules on the one hand and the rules relating to the carriage of dangerous goods by rail on the other. Although concluding that there were no major conflicts between these rules, the study identified a few issues that could be improved.

OBJECTIVE 9

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



In order to avoid conflicts and overlaps between RID and the UTP, in 2014 it was proposed to the RID Committee of Experts and Committee of Technical Experts at OTIF level and to the RISC Committee and the TDG Committee at EU level to set up a working group of experts from both these specialist fields to improve consistency between the dangerous goods regulations and the safety and interoperability rules. This working group, which will comprise representatives of interested Member States, national safety authorities and railway associations, will be organised by the OTIF Secretariat and the European Commission's Directorate-General for Mobility and Transport (DG MOVE) alternately, and will hold perhaps four meetings in 2016/2017. The results will be submitted to the RID Committee of Experts and the Committee of Technical Experts.

Detection of derailments

In a decision of the Council of the European Union dated 6 May 2014, the EU Member States agreed to "assess further [the question of derailment detection] in the light of technical and scientific progress" and to "continue to work on the identification of a sustainable solution to detect derailments and mitigate their effects, including the future implementation of this solution". As a result, 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 or other related measures.

Bearing in mind the consequences that introducing derailment detectors could have on vehicle-related technical provisions (see above), the Secretariat invited the experts from the Committee of Technical Experts to take part in all the meetings of this new working group.

This working group, which has so far held four sessions, will continue its work in 2016/2017 and will submit proposals for the 2019 edition of RID if need be.



Longer term work in the RID/ADR/ADN Joint Meeting

Problems that cannot be resolved within a biennium are dealt with by special working groups at either RID/ADR/ADN Joint Meeting or RID Committee of Experts level.

Telematics

The aim of the working group on telematics, for which the RID section acts as the secretariat, is to examine what information can be made available via telematics applications in order to improve safety and security in the transport of dangerous goods and to facilitate such transport. After agreement was reached in 2013 about the system architecture, which assumes the use of existing hardware and software systems and hence relatively low investment costs, projects in various States were launched in which tests under real conditions were carried out. In the 2016-2017 biennium, the working group will submit an impact assessment to the Joint Meeting. This was prepared at the behest of the European Commission and is intended to demonstrate the practicality of a management centre at European level. The role of this management centre is to ensure that only those who are authorised have access to the stored transport data.

Pilot project for an accident database

RID/ADR/ADN stipulates that the Contracting States must provide the Secretariat of OTIF with reports of accidents or incidents that have occurred in the carriage of dangerous goods so that they can be brought to the attention of the other Contracting States.

During discussions on improving safety, the Member States have expressed the desire to establish a database that would allow a more systematic analysis of accidents and incidents. On the basis of a database set up in France, a pilot project will consider the inclusion of accident data from other States and whether the UNECE and OTIF secretariats should maintain the database in future.

PROVISIONAL TIMETABLE

3 and 4 February 2016	1 st meeting of the new working group on the consistency of railway and dangerous goods provisions (WG RID-ATMF) in Berne
2016 and 2017	three further sessions of this new working group are planned
14 to 18 March 2016	RID/ADR/ADN Joint Meeting in Berne
April 2016	RID Committee of Experts' working group on tank and vehicle technology in Hamburg
23 and 24 May 2016	6 th session of the RID Committee of Experts' standing working group in Berne
25 May 2016	54 th session of the RID Committee of Experts in Berne
19 to 23 September 2016	RID/ADR/ADN Joint Meeting in Geneva
21 to 25 November 2016	7 th session of the RID Committee of Experts' standing working group (Czech Republic)
March 2017	RID/ADR/ADN Joint Meeting in Berne
two weeks in September 2017	RID/ADR/ADN Joint Meeting in Geneva
one week in November 2017	8 th session of the RID Committee of Experts' standing working group

6 A LEARNING ORGANISATION FOR THE SECRETARIAT OF OTIF



Ghousebasha Gaffar
Head of administration
and finance section



Sarah Pujol
Head of
communication section

OPTIMISE FINANCIAL MANAGEMENT AND HUMAN RESOURCES

The prospects for the budget are that it will be reduced on a continuous basis. The restructuring, which was a major component of the 2014/2015 work programme, will be concluded and achieve its full potential at the end of 2016:

- support services of no more than 4.3 full time equivalent staff, compared with 7.5 in 2012;
- implementation of rigorous internal control and outsourcing of the bookkeeping role;
- promotion of interdisciplinary work and collective knowledge thanks to appropriate information sharing tools;
- relocation to more modern and better adapted premises in the first half of 2017.

Overall, the conditions for the Secretariat to become a learning organisation will be met. It will be able to make effective use of all the expertise that has been built up and will always have in mind the need to increase its added value for the Member States. Finalisation of all the tools, redesigned and shared organisation and effective knowledge management will thus enable the Secretariat to implement continuous adaptation to the constraints of its environment. This aspect is particularly important in a rail sector that is undergoing rapid change.

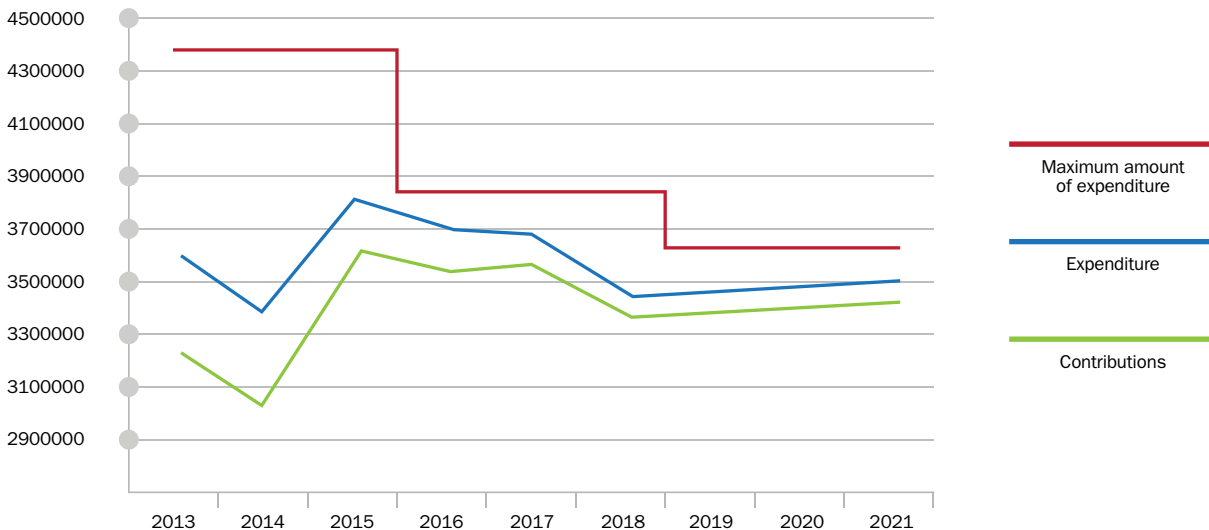
OBJECTIVE 13
Optimise financial management
and human resources



The learning organisation

In terms of the budget, the Secretariat will work within the expenditure limits set by the 2015 General Assembly, with an annual fixed ceiling of expenditure of CHF 3,850,000 for the period 2016-2018. This period will nevertheless be used to move towards the new ceiling set for 2018-2021, i.e. CHF 3,650,000. So this is more than just a ceiling of expenditure; it is a provisional budgetary path which the Secretariat must stick to. Consequently, the Organisation, under the control of the Administrative Committee, is under pressure with:

- a precise expenditure control objective, and
- a targeted objective of stable contributions for the Member States.



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

OBJECTIVE 14

Improve skills management and internal communication tools

IMPROVE SKILLS MANAGEMENT AND INTERNAL COMMUNICATION

In terms of managing human resources, skills management will be the main challenge for the Organisation.

In order to strengthen and develop what has been gained from the restructuring, a training policy will be conducted by setting up an annual coordinated training plan on the basis of the annual appraisal interviews and training requirements. Innovation will be at the core of this training plan, both in terms of the method, as there will be discussion with the Staff Association, and in terms of the content of the training, which, in addition to the usual IT training, will emphasise training in collective working methods, such as project management.

In addition, particular attention will be given to acquiring the skills necessary to implement certain strategic objectives of the Organisation, such as dissemination. For example, training in legal developments in rail transport will be explored.

Beyond the aspect of managing the skills that already exist within OTIF, it will be important to assess future requirements in terms of skills in order better to prepare future recruitment. The need for new linguistic skills in connection with closer ties with OSJD is just one example.

Furthermore, activities in the next two years in connection with

The editorial meeting

An internal editorial meeting; a planning meeting set up at the end of 2015.

Frequency: quarterly

Participants: between 6 and 14

Purpose: to anticipate articles for the next Bulletin, discuss the choice of topics and forecast each section's news for the newsflashes and press releases to be published.

Two objectives: internally, this meeting provides an opportunity for the different sections to exchange and coordinate information and agree on their own messages and messages that are shared with other sections. Externally, it is a means of disseminating current, up to date and consistent information.

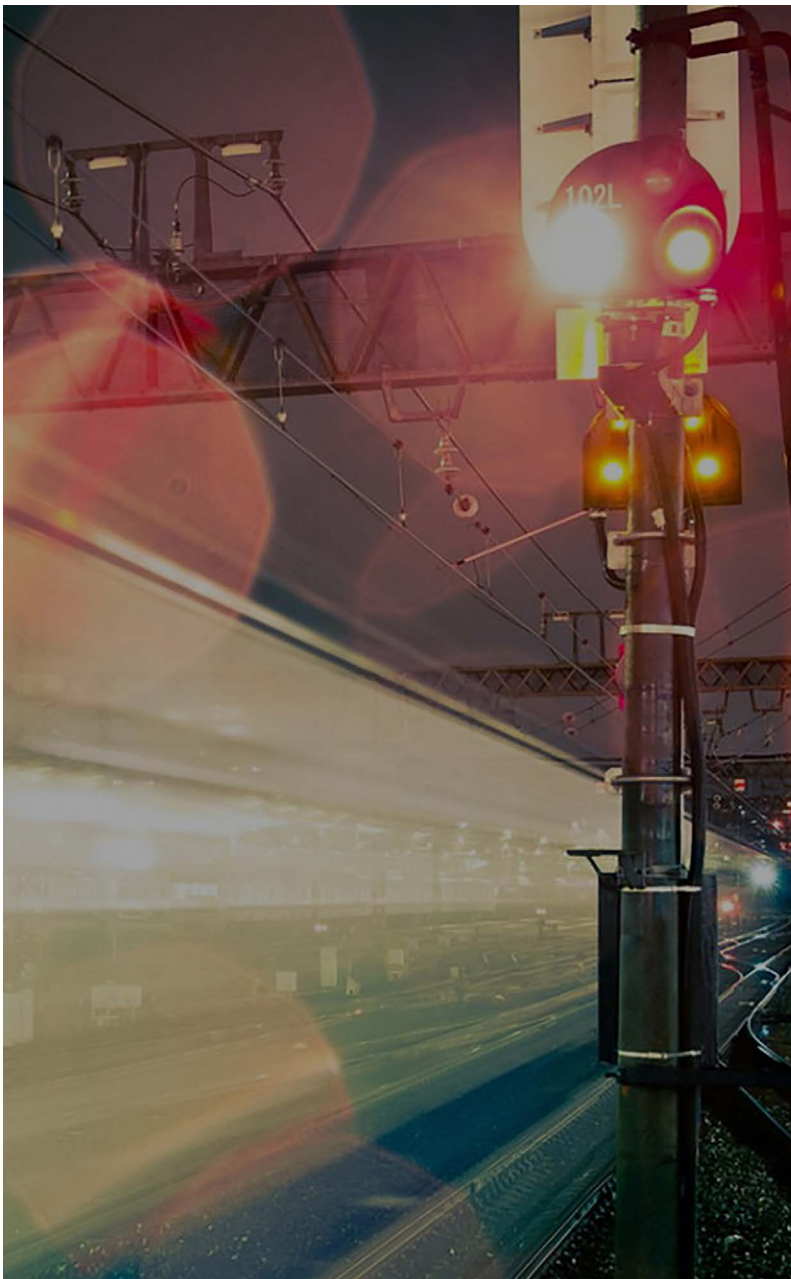
The editorial meeting supports the internal policy of transdisciplinarity implemented in 2013.

internal communication will focus on consolidating and sustaining the actions initiated in the context of restructuring in order to create a genuinely collective culture within OTIF.

This will include:

- ensuring that implementation of all the internal guidelines is followed up; these guidelines have been integrated into a welcome booklet for new staff (Staff Handbook);
- strengthening information sharing through monthly meetings at which each section's activities will be presented and more joined-up thinking will take place;
- developing new collaborative work spaces, such as the editorial meeting "NewsRoom".

As part of this, there will be better cooperation with the Staff Association by means of systematic prior discussions on projects that come within its competence.



OTIF ON THE WEB 2.0

The essential tools

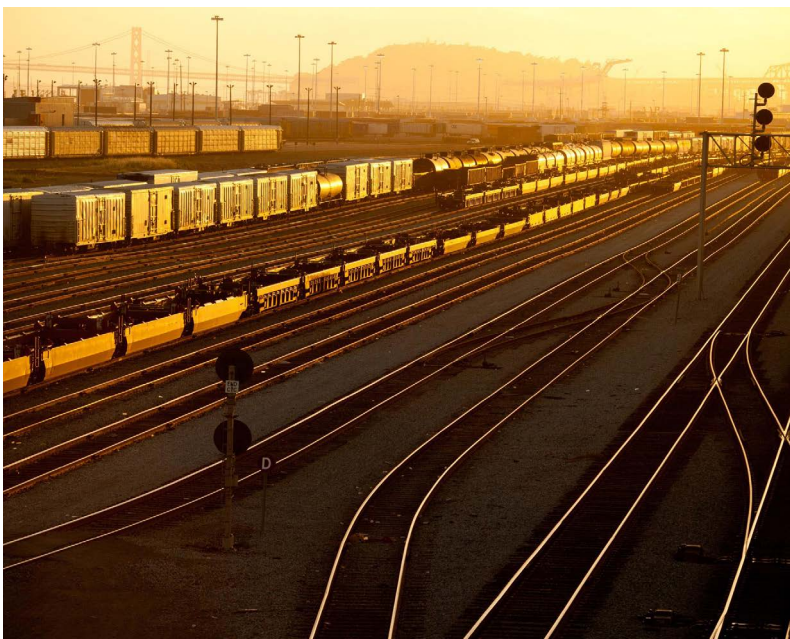
Being a learning organisation implies becoming an organisation that is connected, with appropriate digital tools. It is therefore planned to provide OTIF with a new, revamped and reorganised website. The new website will be more attractive, with improved references and will be technically easier to update, thus making the Communication department more productive.

In parallel, an extranet will be put in place. It will be designed as a gateway for the Member States to access documents and will also provide a shared platform for OTIF and its Member States. The extranet will primarily be a tool for the Organisation's organs; members of the Administrative Committee and representatives of the Member States at the General Assembly will have rapid and priority access to their working documents. One of the aims is to do away with e-mails accompanied by large and cumbersome attachments. This will improve productivity in the administrative service. Documents for working groups will still be freely accessible on line. Setting up an extranet will therefore help maintain the level of transparency that OTIF wishes to uphold and will simplify the work of the organs.

As a second step, the survey form should change to a digital format with the aim of becoming more general and systematised in order to obtain the opinions of the various stakeholders on the work that is carried out. It will be designed in accordance with the rules of polling and survey institutions so as to be easier and quicker to fill in, analyse and summarise.

As a third step, the Organisation's presence on the web will need to be ensured. Several options will need to be considered: a presence on the various wiki websites and discussion platforms, etc. This third step will include the definition of content and content management; it will therefore involve a policy of "community management".

Digitalisation does not exclude providing certain media in a paper format. A series of paper versions of OTIF's basic legal instruments is therefore planned in order to ensure that they are promulgated from universities to the libraries of high courts, via the stakeholders.



OBJECTIVE 12

Develop a comprehensive communication plan

OBJECTIVE 15

Set up an extranet to handle documents

2016-2017: Implementation of a revamped visual identity

In 2015, OTIF adopted a new graphic charter which will redefine the graphic design associated with OTIF's image. New document templates were also launched. In 2016, OTIF's operational sections will make regular use of all the variations of this charter for the Organisation's entire communication media, and then the website will also benefit from the principles defined in the graphic charter. Lastly, as the final element that constitutes a visual identity, an OTIF image database will be set up. Dissemination of the new visual identity will therefore contribute to the awareness and influence of OTIF.

Monitoring: measure, evaluate, improve

Underlying OTIF's communication is the need for continuous quality and improvement, using two methods:

1. Quantitative indicators:

- Indicator of the number of clicks on the pages of the new website. The new content management system will make it possible to install a statistical tool that measures how many times the website is visited. Frequency: reset the indicator three or four times a year. Objectives: there are many, e.g. to measure the number of Bulletins downloaded or make certain information more readable.
- Indicator of the number of contacts contained in the Communication section's various distribution lists. Frequency: reset the indicator annually. Objective: to ensure the dissemination quality of OTIF's information.

2. A qualitative indicator:

Various trilingual enquiries and surveys via a specialised website for the attention of stakeholders, readers, lawyers, legal experts, engineers, logistics specialists, working group experts, representatives of federations and professional associations, etc. Whatever their background, the views of those who are affected by OTIF's work will be collected.

Frequency: annually or every two years for the Bulletin, news, press releases and the website. For OTIF meetings, questions will be on line during and after the meeting.

Objective: to gauge satisfaction and response rates; assess and improve quality.

OBJECTIVE 10
Foster direct contact with our
Member States

PROVISIONAL TIMETABLE

All dates are provisional.

1 st half of 2016	Implement evaluation
2 nd quarter 2016	Finalise internal control
End of 1 st half of 2016	Set up extranet
End of 1 st half of 2016	New website
2 nd half of 2016	Outsource bookkeeping
1 st half of 2017	Relocation of OTIF

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 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)

DG MOVE

Directorate-General Mobility and Transport of the European Commission

ECM

Entity in Charge of Maintenance

ERA

European Railway Agency

EU

European Union

FIATA

International Federation of Freight Forwarders Associations

GCC

Gulf Cooperation Council

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

IMDG Code

International Maritime Dangerous Goods Code

ISO

International Organization for Standardization

IVT

International Association of Tariff Specialists

OSJD

Organisation for Cooperation between Railways (OSJD)

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

SMGS

Agreement concerning International Goods Traffic by Rail (OSJD)

SMPS

Agreement concerning International Passenger Traffic by Rail (OSJD)

TMD

EU's committee of experts on the transport of dangerous goods

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

UN

United Nations Organization

UNECE

United Nations Economic Commission for Europe

UNESCAP

The UN Economic and Social Commission for Asia and the Pacific

UNIFE

Association of the European Rail Industry

UR

Uniform Rules

UTP

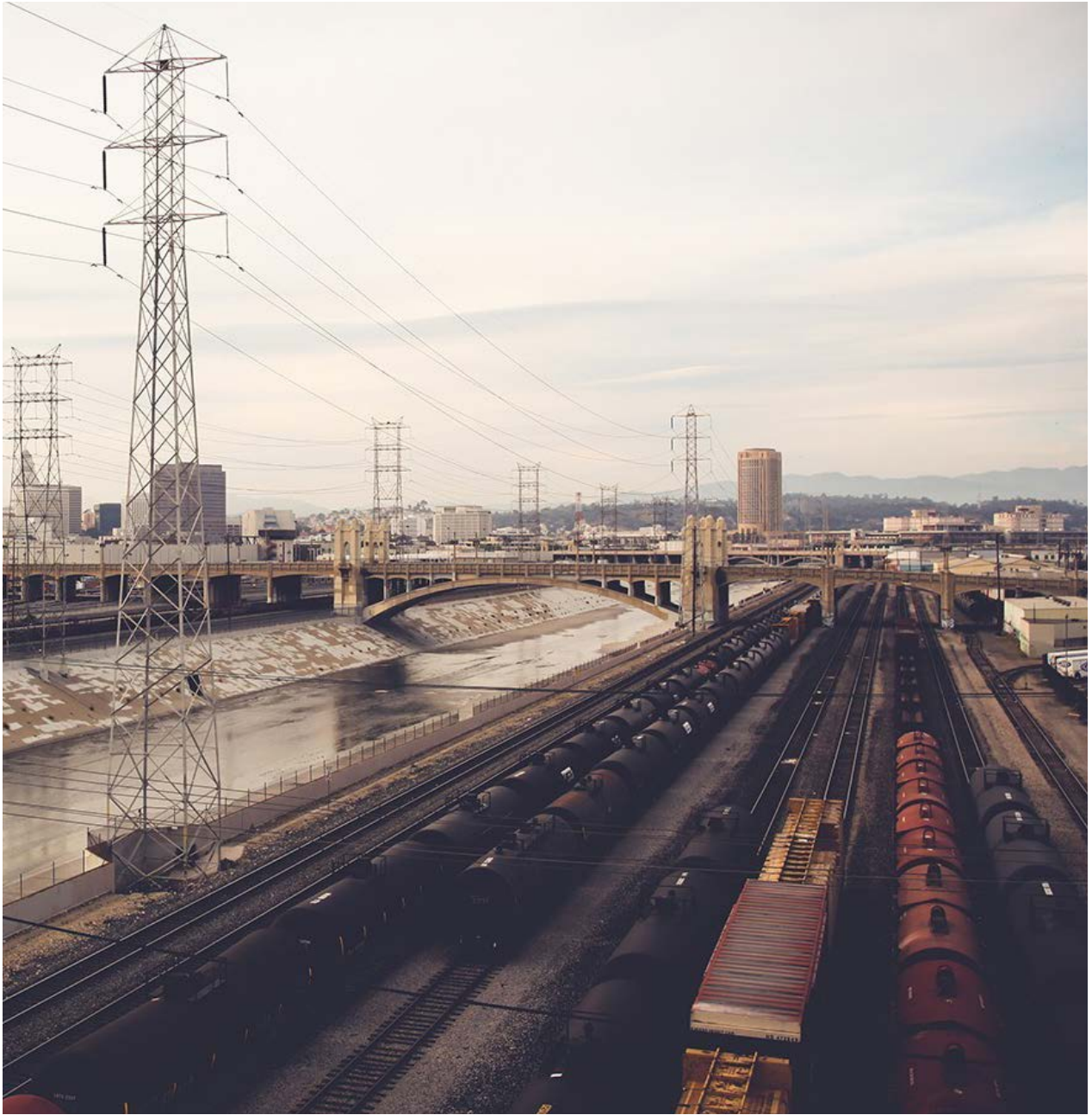
Uniform Technical Prescriptions

WCO

World Customs Organization

WG TECH

Working group of the Committee of Technical Experts



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

Design and layout: Sarah Pujol,
Valerio Compagnone

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