



Bulletin

123rd year: No 2/2015

OTIF

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

Unified railway law to connect Europe, Asia and Africa



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OTIF's Staff



Azerbaijan's accession to OTIF, which was motivated by the commissioning of the Baku-Tbilisi-Kars railway line, is an important event for the Organisation. Apart from the fact that it will bring the number of Member States to 50, this accession highlights two messages.

Firstly, that COTIF is seen as an integral part of the development of trade in Asia. As a rule, the development of a new route is coupled with the extension of our geographical scope. This is a sign of vitality, demonstrating that OTIF's regulations do in fact provide the bridge that the staff of OTIF are all trying to reinforce every day. Secondly, this accession demonstrates that OTIF's added value lies in the operational nature of what it contributes to international traffic. In Azerbaijan's case, using

the CIM consignment note meets the specific objective of developing freight traffic with Turkey (and beyond) in a harmonised framework.

This Bulletin reflects the determination to provide effective tools to set up an integrated and interoperable international railway network.

The tools and regulations are important, but they are nothing without the men and women who develop and implement them. This is why for me, the new training programme enabling young professionals from the rail sector to discover OTIF's activities by being integrated into the Secretariat's work is particularly important. If you read the article by Mr Oguz, I think you will gain an insight into how rewarding this type of initiative is for the Organisation and for the trainee concerned.

François Davenne

THE REPUBLIC OF AZERBAIJAN, 50TH MEMBER STATE OF OTIF

On 9 July 2015, His Excellency the Ambassador of Azerbaijan to Switzerland, Mr Akram Zeynalli, delivered to Mr Davenne, the Secretary General of OTIF, the original instrument of accession to COTIF signed on 6 May 2015 by the Minister of Foreign Affairs of the Republic of Azerbaijan, Mr E. Mammadyarov.

Azerbaijan has land borders with Turkey, Armenia, Georgia, Russia and Iran. Situated at the crossroads of the routes linking Asia and Europe,



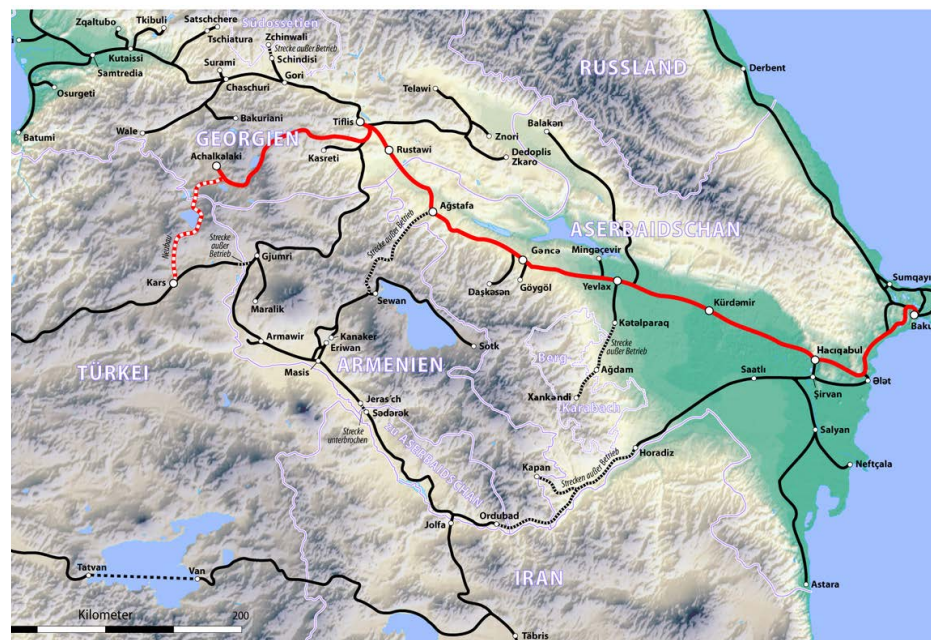
François Davenne and H.E. Mr Akram Zeynalli

this Caucasus State has a little over 3,000 km of railway lines and electrified lines using 3,000 V (3 kV) DC.

Azerbaijan is also a member of the Organization for Cooperation of Railways (OSJD) and by acceding to COTIF, it will be providing a legal framework for the entire Baku – Tbilisi – Kars line. Azerbaijan's accession to COTIF 1999, including the application of Appendices A, B and

C, represents a major step forward for trade between Europe and Asia. It will help provide a uniform framework for international rail transport in this region between Europe and Asia.

The accession will probably take effect on 1 November or 1 December 2015 and Azerbaijan will thus become OTIF's 50th Member State.



THE UNIFORM LAW OF COTIF REACHES SWEDEN

On 12 June 2015 in Bern, His Excellency the Ambassador of Sweden in Switzerland, Mr Magnus Hartog-Holm, presented the instrument of ratification of the 1999 Convention concerning International Carriage by Rail (COTIF) to the Secretary General of the Intergovernmental Organisation for International Carriage by Rail (OTIF), Mr François Davenne.

Sweden, a founding member of OTIF following its signing of COTIF 1980 on 9 May 1980, has applied the

International Convention for the carriage of goods by rail (CIM, which later became Appendix B to COTIF) since 1907.

With 11,000 km of railway lines, Sweden has an extensive rail network which also links up to its Danish, Finnish and Norwegian neighbours.

As a result of this ratification, Sweden applies COTIF 1999 and its seven Appendices and contributes to the development of a coherent area for international rail traffic.



François Davenne and H.E. Mr Magnus Hartog-Holm

APPENDIX G, ENTRY INTO FORCE OF ATMF IN FRANCE

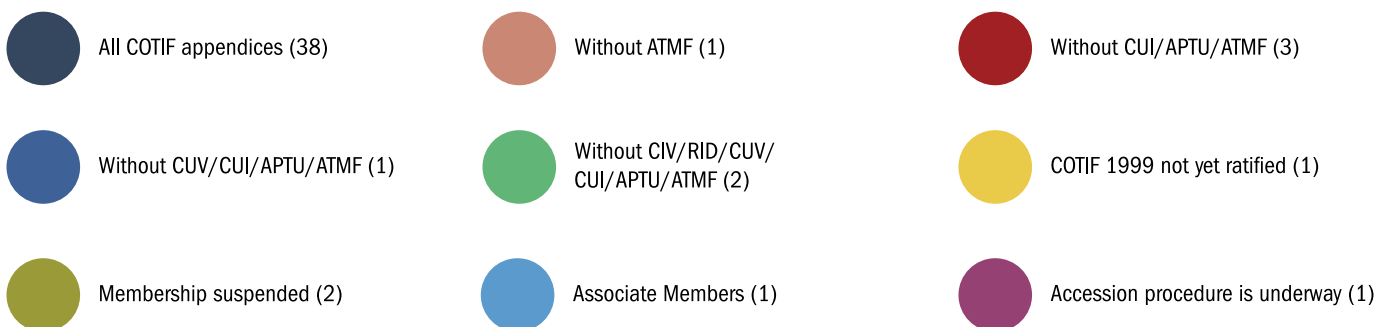
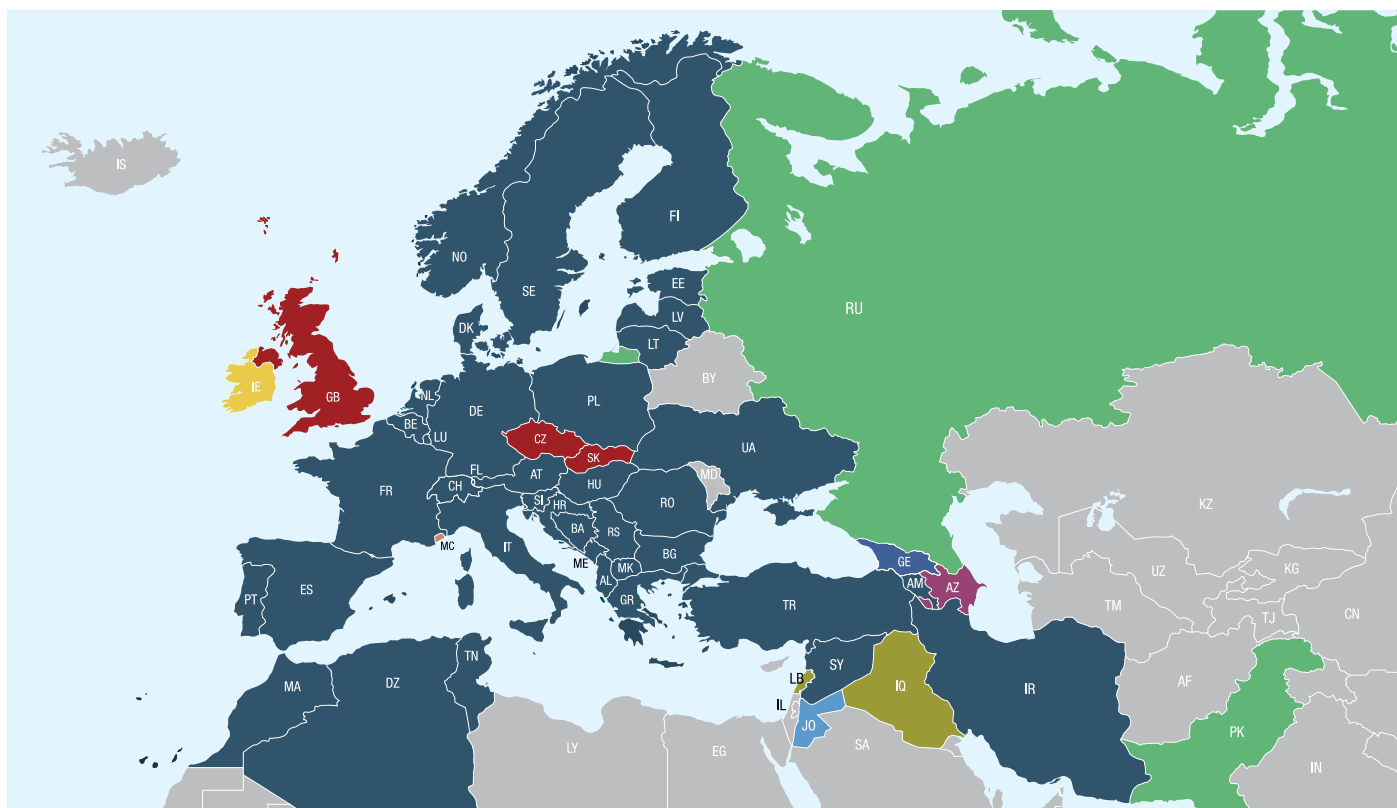
On 30 June 2006, France made a declaration to the effect that pending the outcome of discussions on the EU's accession to COTIF, it would not apply COTIF Appendices E, F or G during a transi-

tional period. During 2014, France successively withdrew its declarations of non-application. The last withdrawal on 11 November 2014 concerning the non-application of Appendix G took effect on 1 July



2015. The Uniform Rules ATMF now apply in France and it is the new version that applies following the amendments adopted by the 25th Revision Committee, which also enter into force on 1 July 2015.

GEOGRAPHICAL SCOPE OF COTIF AND ITS APPENDICES

























Situation on 1st July 2015





























SUMMARY OF THE SCOPE OF APPLICATION OF COTIF AND ITS APPENDICES

-  OTIF and EU Member State
 OTIF Member State

As at 1st July 2015

			CIV	CIM	RID	CUV	CUI	APTU	ATMF	not yet ratified	Comments
AL	Albania		✓	✓	✓	✓	✓	✓	✓		
DZ	Algeria		✓	✓	✓	✓	✓	✓	✓		
AM	Armenia		✓	✓	✓	✓	✓	✓	✓		
AT	Austria		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 July 2011
AZ	Azerbaijan		✓	✓	✓						Accession procedure is underway
BE	Belgium		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 8 February 2012
BA	Bosnia and Herzegovina		✓	✓	✓	✓	✓	✓	✓		
BG	Bulgaria		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 17 December 2012
HR	Croatia		✓	✓	✓	✓	✓	✓	✓		
CZ	Czech Republic		✓	✓	✓	✓					
DK	Denmark		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 7 July 2011
EE	Estonia		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 9 August 2013 Application on specific lines only
FI	Finland		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 July 2011
FR	France		✓	✓	✓	✓	✓	✓	✓		Reservations against the APTU lifted with effect from 3 February 2014, against the CUI with effect from 4 March 2014 and against Appendix G with effect from 1 July 2015
GE	Georgia		✓	✓	✓						Application on specific lines only
DE	Germany		✓	✓	✓	✓	✓	✓	✓		Reservation against the CUI lifted with effect from 1 January 2012 and against the APTU/ATMF with effect from 1 January 2013
GR	Greece		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 13 Sept. 2011
HU	Hungary		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 16 February 2012
IR	Iran		✓	✓	✓	✓	✓	✓	✓		
IQ	Iraq										OTIF membership suspended
IE	Ireland									✓	
IT	Italy		✓	✓	✓	✓	✓	✓	✓		
LV	Latvia		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 26 April 2013
LB	Lebanon										OTIF membership suspended

As at 1st July 2015

			CIV	CIM	RID	CUV	CUI	APTU	ATMF	not yet ratified	Comments
FL	Liechtenstein		✓	✓	✓	✓	✓	✓	✓		
LT	Lithuania		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 10 Nov. 2011
LU	Luxembourg		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 11 January 2012
MK	FYR of Macedonia		✓	✓	✓	✓	✓	✓	✓		
MC	Monaco		✓	✓	✓	✓	✓	✓			
ME	Montenegro		✓	✓	✓	✓	✓	✓	✓		
MA	Morocco		✓	✓	✓	✓	✓	✓	✓		
NL	Netherlands		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 January 2012
NO	Norway		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 18 June 2014
PK	Pakistan			✓							
PL	Poland		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 January 2012
PR	Portugal		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 13 May 2013
RO	Romania		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 March 2013
RU	Russia			✓							Application on specific lines only
RS	Serbia		✓	✓	✓	✓	✓	✓	✓		
SK	Slovakia		✓	✓	✓	✓					
SI	Slovenia		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 19 October 2012
ES	Spain		✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 16 April 2014
SE	Sweden		✓	✓	✓	✓	✓	✓	✓		
CH	Switzerland		✓	✓	✓	✓	✓	✓	✓		
SY	Syria		✓	✓	✓	✓	✓	✓	✓		
TN	Tunisia		✓	✓	✓	✓	✓	✓	✓		
TR	Turkey		✓	✓	✓	✓	✓	✓	✓		
UA	Ukraine		✓	✓	✓	✓	✓	✓	✓		Application on specific lines only
GB	United Kingdom		✓	✓	✓	✓					
EU	European Union		✓	✓	✓	✓	✓	✓	✓		



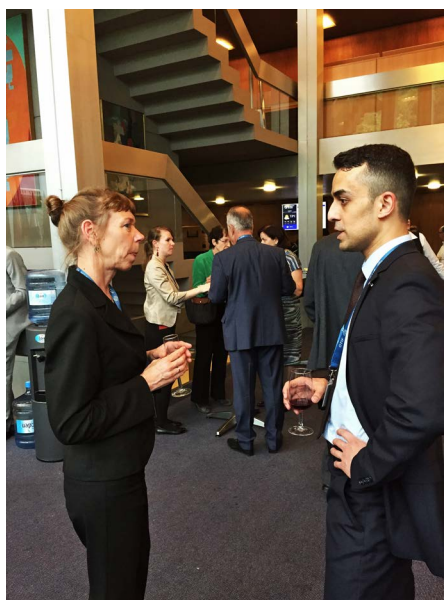
François Davenne

30 YEARS OF OTIF, A BRIEF HISTORY UP TO NOW

In 1890, the Central Office for International Carriage by Rail (OCTI) was set up by the International Convention for the carriage of goods by rail and was designed to act as a permanent secretariat. Up to 1956, OCTI was managed by the Swiss Federal Council. In 1956, an Administrative Committee was set up within OCTI. The Committee was made up of representatives of some of the Member States and took over the Swiss Federal Council's oversight role. In 1980, the 8th Revision Committee carried out a fundamental reform to transform OCTI into an international governmental organisation, which resulted in the Intergovernmental Organisation for International Carriage by Rail (OTIF). OTIF officially came into existence when the Convention concerning International Carriage by Rail (COTIF) entered into force on 1 May 1985. Thus in May 2015, OTIF celebrated its 30th anniversary. On the evening of 19 May, the Secretariat of OTIF invited the Administrative Committee, which held its 123rd session on 19 and 20 May, and a number of representatives of international, national and local institutions based in Berne, to a buffet cocktail evening. The buffet, held at the Universal Postal Union, was a moment to be shared with others, and more than sixty people toasted OTIF's first 30 years.



Alexander Tschäppät, Mayor of Berne



Monique van Wortel Chair of OTIF's Administrative Committee and Sinan Oguz trainee



NEW PERMANENT REPRESENTATIVES



H.E. Mr de Sicart Escoda

At the end of May 2015, Spain's Minister of Foreign Affairs appointed H.E. Mr de Sicart Escoda, the Ambassador of Spain to Switzerland, as Spain's permanent representative to OTIF.



H.E. Mr Recker

At the end of July 2015, Belgium's Minister of Foreign Affairs appointed H.E. Mr Recker, the Ambassador of Belgium to Switzerland, as Belgium's permanent representative to OTIF.

In OTIF, as in other international organisations, it is common practice to have permanent representatives. Spain's Minister of Foreign Affairs has already conferred the role of permanent representative to OTIF on Spain's Ambassadors to Switzerland, in 2007 H.E. Mr Riquelme and in 2011, H.E. Mr de Frutos Gomez. In 2010, Belgium's deputy Prime Minister and Minister of Foreign Affairs also appointed H.E. Mr Van Craen, Belgium's Ambassador to Switzerland, as Belgium's permanent representative to OTIF.

NEWCOMERS IN OTIF

New training programme

In early 2015, with the agreement of the Administrative Committee, the OTIF Secretariat started a training programme in which officials of the national competent authorities will receive training at the OTIF Secretariat over a period of several months. During this period, the trainee would take part in the daily activities of OTIF's technical department and receive dedicated explanations and training on COTIF's technical appendices. In parallel, during the programme, the trainee would work on his/her own project, for example by studying and reporting how COTIF is being applied in his/her country.

Sinan Oguz

I was merrily working on a report on my computer when the department head summoned me to his office. Being sure that he was going to give me another assignment, I got quite excited when he told me that the Directorate General had agreed to present me as a candidate for OTIF's new Expert Training Programme. As an employee of the designated competent authority of Turkey, Directorate General of Railway Regulations (DDGM), I leaped at the opportunity to apply for the internship at OTIF. The improvement to my CV that such work experience would bring, and having the chance to discover the curiosities and wonders of Switzerland were just two of the reasons for my excitement.

I was involved in preparing the draft regulation for the registration and placing into service of railway vehicles and determining audit procedures for the ECMs at the Directorate General. Although I didn't burst into tears and fall into despair during the studies, the work was quite a challenge for an employee like me with little experience on railway law. While I was studying OTIF and EU

After the training the trainee is expected to return to the national competent authority, where he/she will be in a good position to apply the newly acquired knowledge and to train further and disseminate this knowledge at national level. In this context the trainee is expected to organise a workshop or seminar on the application of COTIF in his/her own country. The aim is to share experience with colleagues and to make colleagues more familiar with COTIF. The OTIF Secretariat will endeavour to send a delegation to support workshops or seminars.

legislation to increase my comprehension of these topics, OTIF's new training programme appeared out of nowhere to fill this gap.

Having been accepted by the technical department of OTIF as the first trainee of the programme, I have been assigned to study and report on how Turkey has implemented and is using COTIF, which has become my main occupation here in OTIF. As if I didn't have enough on my plate, I also decided to translate the explanatory documents and application guides prepared by the technical department into Turkish. By doing so, I am planning to develop my knowledge of COTIF's technical appendices APTU and ATMF, including their annexes. Also, I was able to participate in the 8th CTE and 11th CCB Meetings and observe the working methods of OTIF. I had the opportunity to attend a couple of international meetings for DDGM, but it was a brand new experience for me to look at these meetings from an international organisation's perspective.

As the introduction of new infrastructure projects and new tech-

The over-arching aim of the training programme is progressively to improve application of COTIF and - in the long run - increased Member State participation in the WG TECH and CTE meetings.

The OTIF Secretariat will continue the programme and invites persons meeting the profile to apply. Details of the programme are published here: <http://www.otif.org/en/about-otif/secretariat/courses.html>

Bas Leermakers



nologies for railway materials will continue, railway transport is going to gain a significant role for itself in national and international transport operations. Being aware of this and equipped with the knowledge of OTIF's technical regulations, I will continue to work for DDGM and contribute to adapting Turkey's railway legislation to international railway law.

Sinan Oguz

The Young Expert programme

The “young expert” programme has now been running for more than two years. Four young experts have been given the opportunity to take advantage of the scheme in the technology, law and communication sections.

In light of the objectives defined in OTIF’s work programme, the communication service devised a new profile for a young expert in communication for the 2015 – 2016 period. It was decided to integrate a profile into the programme for somebody with skills in graphic design and visual communication. As a result, Mr Valerio Compagnone from Italy was recruited to join the Secretariat of OTIF.

Valerio Compagnone

I am a young and experienced graphic designer and innovator with high-level hands-on design skills in graphic design. My background is in design, art, communication and advertising. In 2010, I completed my specialisation in graphic design at the European Institute of Design in Rome.

Graphic design is an activity in which social, cultural, perceptual, aesthetic, technological and environmental factors are processed and synthesised into shapes. Since the world is highly visual in this day and age, the need to create content and graphics that are pleasing to the eye is of the utmost importance. My goal as a designer is to create work that captivates, teaches and inspires.

When I design something, I aim to

make it clean and functional, while still maintaining a unique look and feel. I arrived as a young expert in the Secretariat of OTIF three months ago. I was integrated into the communication section. I appreciate working in a multicultural environment. It is an opportunity for me to share the daily life of the Organisation and then to be able to create and design communication tools and support, which will really reflect the identity of the Organisation.

In June I began a re-styling process in order to build greater recognition of OTIF and a consistent image across all the communication tools. The aim is to create a visual identity that better communicates OTIF’s role on the international stage of railways and transport and, at the same time, highlight each key char-



acteristic of OTIF, while maintaining the same historical values.

Valerio Compagnone

UIC TRAINING COURSE ON THE TRANSPORT OF DANGEROUS GOODS

At the invitation of the UIC Region Middle-East, the Turkish State Railway Company TCDD, the Middle-East Railway Training Center (MERTCe) and the Statistical, Economic and Social Research Centre for Islamic Countries (SESRIC), a training course on the transport of dangerous goods was held from 2 to 4 June 2015 in Eskisehir (Turkey), where the MERTCe is based. Members of the railways of the Middle East were invited to take part. The head of the OTIF Sec-

retariat's RID section was invited to explain the legal basis of RID. One presentation looked at how the ongoing process of revising RID is organised in conjunction with amendments to the UN Model Regulations on the Transport of Dangerous Goods and the RID/ADR/ADN Joint Meeting. The second presentation gave a basic introduction to the individual parts and chapters of RID. After the presentations, specific questions from participants on applying RID were answered.



Jochen Conrad



Mr Özçelik from the Turkish Ministry of Transport's "Directorate General for Regulations of Transport of Dangerous Goods and Combined Transport" explained the work his department is carrying out on an RID act, the aim of which is to apply the provisions of RID to national transport within Turkey. This work will be supported by a future European Union twinning project.

Other talks dealt with the significance of UIC leaflet 471-3 in terms of meeting the carrier's obligations under RID, quality management and the consequences of Turkish criminal law in the event of insufficient training.

During the training course, contact was established with a number of people working in the Turkish Min-

istry of Transport and Turkish Railways, as well as those working for certification bodies and refineries. Among other things, the Turkish Ministry of Transport indicated that in future, it would participate actively in sessions of the RID/ADR/ADN Joint Meeting and the RID Committee of Experts.

Jochen Conrad

DISCUSSION AND DECISIONS ADOPTED BY CTE 8

On 10 June 2015, the Committee of Technical Experts (CTE) convened for the 8th time. One of the important competences of the CTE is to adopt uniform technical prescriptions. The meeting took place in Berne at the convention centre of the Universal Postal Union. The CTE is composed of Member States

that apply APTU¹ or ATMF² which, at the time of the session, numbered 36 Member States. At this session, 25 Member States were present or represented. In addition, Azerbaijan attended the meeting as an observer at the invitation of the Secretary General. The Community of European Railway and Infrastructure Com-

panies (CER) and the Union des Industries Ferroviaires Européennes (UNIFE) were represented in an advisory capacity.

This article sets out the decisions taken by the 8th CTE.

UTP³ NOI revision

The revision of the UTP relating to noise emission of rolling stock (UTP NOI) was adopted by CTE 8 on the basis of a proposal prepared by WG TECH⁴. The adopted document is fully equivalent with the European Union's Commission Regulation (EU) No. 1304/2014. This new UTP NOI repeals the existing UTP NOI, which entered into force on 1.12.2012. However, the version that entered into force on 1.12.2012 may continue to be applied in accordance with the provisions set out in Chapter 7 of the UTP NOI revision. The revision comprises 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.

ECM⁵ Rules amendment (addition of Annex V)

ATMF Annex A (Certification and Auditing of ECM) - addition of Annex V

Each vehicle that is operated in international traffic under OTIF rules must have an ECM assigned to it. The ECM for freight wagons must be certified by an ECM certification body. ATMF Annex A sets out the requirements for such certification. ATMF Annex A was amended by adding the "Maintenance functions certificate" template in Annex V. This amendment will prevent possible confusion between ECM Certificates and Maintenance Function Certificates. In addition, a small number of editorial amendments were adopted, which do not affect the substance of the ECM Rules.

UTP WAG, amendments to Appendices G and J to M

UTP for freight wagons (UTP WAG) was updated with minor amendments to certain appendices, following similar updates in the EU legislation. The reference to the list of fully approved composite brake blocks for international transport in Appendix G to UTP WAG was updated so that it refers to the most recent list. In addition, an editorial mistake was corrected (for the position of the shunter handrails the dimension ≥ 210 mm was corrected to read ≤ 210 mm).

1 APTU is Appendix F to COTIF and sets out the uniform rules for the validation of technical standards and the adoption of uniform technical prescriptions applicable to railway material intended to be used in international traffic.

2 ATMF is Appendix G to COTIF and sets out, for railway vehicles, the procedure for the admission to circulation or use in international traffic.

3 UTP stands for uniform technical prescription. UTPs are legal documents describing the minimum construction requirements for railway material. The UTPs are published at <http://www.otif.org/en/technology/regulations-in-force.html>

4 WG TECH stands for the standing working group technology. This working group generally convenes three times per year in order to prepare the documents for the CTE.

5 ECM stands for entity in charge of maintenance.

TAF TSI⁶ – study and next steps

CTE 8 noted that telematic applications for freight traffic (TAF) to facilitate the exchange of information between the different actors involved in railway operations is one of the core elements for the further development of the railways. CTE mandated WG TECH to continue working on TAF and to identify all the options and corresponding proposals (scenarios) for making the TAF specifications available at OTIF level and to provide feedback by the next CTE meeting. CTE was of the opinion that the creation of an ad-hoc working group dealing with TAF subjects is premature, as there should first be a policy discussion at WG TECH level. CTE 8 welcomed ERA's proposal that the OTIF Secretariat should join its WP on TAF TSI. CTE 8 also suggested that in cooperation with ERA, the OTIF Secretariat could organise a workshop on TAF in order to explain the principles and benefits of the TAF TSI to non-EU Member States.

ATMF explanatory document

As a new version of ATMF entered into force on 1.7.2015, the OTIF Secretariat proposes to publish in parallel on OTIF's website an explanatory document concerning ATMF 2015. The document, which was presented to CTE for validation, explains the tasks and responsibilities of the parties concerned by ATMF. CTE validated the document and instructed the OTIF Secretariat to publish it on OTIF's website.

RID/CTE coordination

CTE 8 took note of the OTIF Secretariat's presentation of the document submitted jointly by the OTIF Secretariat and the European Commission on improving consistency between COTIF Appendices C and G. CTE 8 supported the proposal to set up a working group made up of RID experts and general railway regulation experts.

Interchangeable coaches

WG TECH and ERA⁷ have been working on developing specifications for coaches which are interchangeable in international traffic; ERA at the level of unique authorisation, WG TECH at the level of inter-vehicle interfaces. Based on a document prepared by the OTIF Secretariat and a related presentation, CTE 8 took note of the status of the project. CTE 8 encouraged CER and UNIFE to work together to update a detailed list of requirements, after which WG TECH will analyse their integration into the regulatory system, e.g. as part of the legal provisions, as a standard, or as part of private agreements. CTE 8 also suggested that CER and UNIFE should identify how the conformity of each of the requirements with the specifications can be assessed by an assessment body. CTE 8 concluded that WG TECH will continue to work on this issue in close cooperation with ERA and estimated that the earliest possible date for the adoption of these requirements is late 2016 using the written procedure, or 2017 at CTE 10.



6 TSI stands for Technical Specification for Interoperability. TSIs are European legal requirements applicable to the rail system. Many TSIs and OTIF UTPs are harmonised in order to create equivalent technical rules.

7 ERA stands for the European Railway Agency. ERA is an agency of the European Union and advises the European Commission on matters related to safety and interoperability of the European rail system.

Work programme of the Committee of Technical Experts for 2015/2016 and beyond

CTE 8 discussed the work programme for 2015/2016 and beyond on the basis of a document prepared by the OTIF Secretariat. WG TECH should work on amending the Uniform Rules in order to ensure continued equivalence with EU rules. In addition to the ongoing work on interchangeable coaches described above, coordination between CTE and RID, and telematic applications, it was suggested that WG TECH could further analyse the development of harmonised safety provisions in the scope of COTIF. WG TECH was also asked to monitor EU regulatory developments in the context of the 4th railway package and to analyse whether there should be any subsequent OTIF activities. WG TECH is also requested to establish how experience and recommendations from EU Notified Bodies could be made available to Assessing Entities in non-EU OTIF Member States.

Next session

CTE 8 decided that CTE 9 will take place on 7 and 8 June 2016 in Berne.

Bas Leermakers

VEHICLE MARKING LEGAL (MANDATORY) REQUIREMENTS

As stated in Article 14 of ATMF, each railway vehicle admitted to operation in international traffic must bear a sign concerning its admission and other inscriptions and signs in accordance with respective UTPs. This high level requirement is further detailed in rules which are set out in several UTPs. This article aims to provide an overview of these rules.

UTP Marking

From 1.1.2015, the marking of rail vehicles is dealt with in UTP MARKING 2015. It is applicable to all types of vehicles used in international traffic (existing and new). The requirements for markings are based on existing provisions, such as UIC leaflets, so there will not always be a need to modify existing vehicle markings. As is the case for other UTPs, the UTP MARKING is also harmonised with the provisions in force in the EU under EU law⁸. The UTP MARKING 2015 prescribes two mandatory requirements:

- the Unique Vehicle Number (EVN) to identify the vehicle;
- Vehicle Keeper Marking (VKM) to identify a keeper.

Vehicle identification: the EVN

Each railway vehicle receives a number consisting of 12 figures, which is referred to as the unique vehicle number (EVN). In addition to making a unique number, this 12 digit number also contains information on:

- interoperability capability and the type of vehicle (first two digits),
- country in which the vehicle is registered (3rd and 4th digits),
- vehicle's technical characteristics (from 5 to 8 digits),
- serial number (from 9 to 11).

The last, 12th place is reserved for the check digit.

⁸ These rules have their equivalents in the EU as set out in:

- Appendix 6 of the EU NVR specification (with the exception of part 4, which is already in the OTIF NVR 2015)
- Appendix P to the OPE TSI, and
- the Tables for coding published on ERA's website.

In addition to this 12 digit number, there is an alphabetical marking which completes the vehicle identification: an abbreviation of the country in which the vehicle is registered and the vehicle keeper marking.

The unique vehicle number (EVN) is used in the vehicle registers in order to identify vehicles and link other data to it. In accordance with NVR 2015⁹ all vehicles in an active state must be registered in NVR. At the first admission to operation, the competent authority (or registering entity) ensures that the vehicle is registered in the NVR of that State. By searching a vehicle's EVN, the register will return data on the authorisation, owner, keeper, entity in charge of maintenance (ECM), manufacturing year, etc. By linking the national registers to one central search engine, called the virtual vehicle register (VVR), data on vehicles from all linked NVRs can be consulted. This makes a powerful tool for sharing at international level the basic data for rail vehicles based on the EVN which is marked on each vehicle.

Vehicle Keeper Marking Code (VKM code)

The VKM code is a representation of the full name or abbreviation of the vehicle keeper. It must be inscribed on the vehicle at the position directly following that of the marking indicating the registering State. It is a unique alphabetical code, consisting of 2 to 5 letters. All keepers of the railway vehicles and their VKM code are registered in the VKM Register, which links the abbreviations to the full name and contact details of each keeper. Since 2 April 2014 a joint OTIF/ERA VKM Register has been established and hosted on the ERA website (list of VKMs: <http://www.era.europa.eu/Document-Register/Pages/list-VKM.aspx>). In the NVR, the keeper of each vehicle can be found.

Mandatory marking requirements prescribed by other UTP

Within **UTP WAG 2015** mandatory provisions for marking are described in sections 4.2.2.2 (the jacking positions) and 4.2.4.3.2.2 (minimum performance of the parking brake).

UTP LOC&PAS 2015 contains a mandatory provision in section 4.2.2.6 (lifting and jacking) where the lifting point must be marked by signs compliant with the specifications referenced in standard EN 15877-2:2013, section 4.5.17.

UTP PRM¹⁰ 2015 contains mandatory provisions for marking vehicles, i.e. signage¹¹, for the purpose of enabling visual information about safety, warnings, mandatory actions and prohibitions. The signage, symbols and pictograms must be indicated in accordance with standards or normative documents, as listed in Annex A and PRM Signage, as defined in appendix N of this UTP.

Generally these UTPs only apply to new rolling stock and not to existing rolling stock, which is already used in international operation. However, if the rolling stock is subject to renewal or upgrading, UTPs could apply, in accordance with Article 10 § 11 of ATMF (Appendix G to COTIF 1999) and the provisions in chapter 7 of each of these UTPs.

Voluntary legal provisions

In addition to the mandatory elements as described above, there are also legal provisions related to markings that only apply to certain types of vehicles, or which are voluntary in their application. The following paragraphs provide an overview of these optional requirements.

UTP WAG 7.1.2 and Appendix C

UTP WAG also contains optional provisions for wagon marking in section 7.1.2 and in Appendix C. Applying section 7.1.2 is optional, but if applied the admission to operation will be valid in all Contracting States. Appendix C of UTP

⁹ National Vehicle Registers (NVR) 2015: <http://www.otif.org/en/technology/registers.html>

¹⁰ To enhance the accessibility of rail transport to persons with disabilities and persons with reduced mobility (PRM)

¹¹ Which includes signs, tactile signs (raised pictograms, raised characters or Braille lettering) and pictograms

WAG contains optional provisions to harmonise certain technical provisions of wagons to help railway undertakings when exchanging such wagons in international traffic. These markings, in particular the “CW” and “GE”¹² markings, indicate the technical characteristics of the wagon.

A wagon may also be marked with the additional marking “GE” if it is compliant with all requirements of UTP WAG 2015 section 4.2, and with all the conditions of section 7.1.2 and Appendix C.

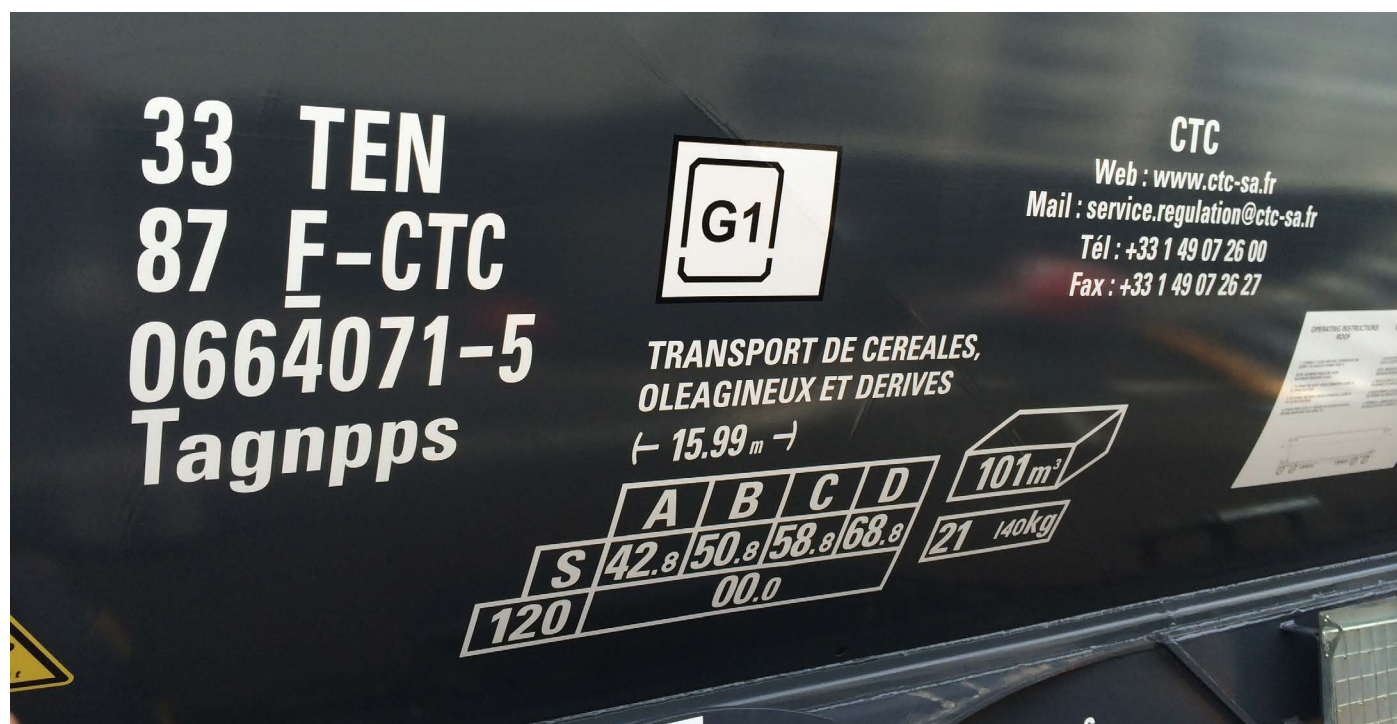
A wagon may also be marked with the additional marking “CW” if it is compliant with all requirements of UTP WAG 2015 section 4.2, and with all the conditions of section 7.1.2 and Appendix C, but is not compliant with those conditions set out in Appendix C section 3 (cannot be hump shunted), and/or section 6 (without G1 gauge and G1C1) and/or 7b (the distance between two adjacent axels of the unit exceeds 17.5m).

If the wagon is uniquely authorised according to section 7.1.2 or is declared to be in accordance with Appendix C, then the wagon must be marked accordingly. Section 7.1.2 and Appendix C prescribe markings with information about the dimensions, gauge and weights.

In accordance with UTP MARKING 2015, if the wagon fully complies with all the relevant UTPs (and RID if applicable), and if the wagon is not subject to a specific case, open points and a derogation (ATMF Article 6 § 3¹³), the marking “TEN” may be inscribed on it. The TEN marking indicates that the wagon does not need to be admitted to operation in each Contracting State, but that the first admission to operation is valid in all Contracting States.

Voluntary marking

In addition to the legal marking requirements, the railway sector has the freedom to agree on additional markings that facilitate the operation of vehicles. This may include either referencing publicly available standards¹⁴ or other sector agreements, for example the RIC agreement or Appendix 11 to the General Contract of Use for wagons (GCU)¹⁵. The latter covers the marking of wagons in connection with loading, combined transport, train preparation, shunting, technical inspections, workshops or key warning signs.



Markings on a vehicle that meets “TEN” requirements

¹² “GE”: Go everywhere , “CW”: Compatible with

¹³ Equivalent to Article 22(1) and 23(1) of EC Directive 2008/57/EC

¹⁴ The EN-Standard 15877 Railway applications - Marking on railway vehicles (EN 15877-1:2012 - freight wagons or EN 15877-2:2013 - external markings on coaches, motive power units, locomotives and on track machines).

¹⁵ In force since 1.7.2006

The following explanatory table shows how the marking of vehicles works in practical terms.

MARKING	EXPLANATORY NOTE	REFERENCE
33 TEN	Fitness for interoperability; the first number “3” indicates that the wagon is equipped with bogies and meets the UTP/TSI, including 7.1.2 and Appendix C. The second number “3” means that it is a fixed track gauge wagon. “TEN” means the wagon is admitted to operation in all Contracting States according to ATMF Art. 6 § 3.	UTP MARKING, Sections 6 and 11.
87 F-CTC	87 and F mean the wagon is registered in France, where the CTC (Compagnie de Transports de Céréales) stands for the keeper.	UTP MARKING, Sections 8 and 10
0664	Main technical characteristics of the wagon, i.e.: 0 - Wagon with category letter T - wagon with opening roof, 6 64 - Principal technical characteristics of the wagon, i.e. Tagnpps. Suitable for running empty at up to 120 km/h.	UTP MARKING, Section 14. (A list with numbers is published on the ERA website)
071	Number of the wagon in its production series	UTP MARKING, Section 7
-5	Check digit	UTP MARKING, Section 9
Tagnpps	T - wagon with opening roof a - with 4 axles g - for grain n - with highest load limit of more than 60t pp - with axial controlled gravity unloading at the bottom s - wagon authorised to run under s conditions (V=100km/h)	UTP MARKING, Section 17 - Category letter T,
Gauge G1	Wagon built to vehicle gauge “G1” and authorised for interoperable traffic	UTP WAG 7.1.2 (k) (i) Also: General Contract of Use for wagons (GCU), Appendix 11 - point 2.21
← 15.99m →	Wagon length over buffers is 15.99m	UTP WAG 7.1.2 (k) (iv) Also: GCU, Appendix 11 - point 4.1
Load limits in tonnes	- “S” row indicates maximum load in tonnes for line categories A (42.8 t), B (50.8 t), C (58.8 t) and D (68.8 t) in trains operated under S conditions (Vmax=100km/h), and - “120” row indicates that this wagon must be empty in trains operated under SS conditions (Vmax=120 km/h)	UTP WAG 7.1.2 (k) (iii) Also: GCU, Appendix 11 - point 2.4
101m ³	Capacity of the wagon is 101m ³	GCU, Appendix 11 - point 2.7
21,140 kg	Wagon’s tare is 21,140 kg	UTP WAG 7.1.2 (k) (ii) Also: GCU, Appendix 11 - point 4.2

Dragan Nešić & Bas Leermakers

RID/ADR/ADN JOINT MEETING (Berne, 23 - 27 March 2015)

The third RID/ADR/ADN Joint Meeting of the 2014/2015 biennium was held in Berne from 23 to 27 March 2015. 25 States, the European Commission, the Committee of the Organization for Cooperation of Railways (OSJD) and

13 non-governmental organisations were represented at this meeting. Azerbaijan was represented at this meeting for the first time. Azerbaijan is already an ADR contracting party and will become an RID Contracting State at the end of the year. At this

session, the European Association of Dangerous Goods Safety Advisers (EASA), which currently brings together 19 national associations from 15 European states under one roof, was granted consultative status.

Tanks

A working group on tanks was again set up to deal with documents relating to tanks. This group met in paral-

lel to the plenary and was chaired by Mr Arne Bale (United Kingdom).

Transport of phosphorus

For the carriage in RID/ADR tanks of UN 1381 phosphorus, white or yellow, under water or in solution and UN 2447 phosphorus, white, molten, RID/ADR prescribes the application of special provisions TU 16 and TU 21. Special provision TU 21 prescribes the use of water or nitrogen as a protective agent and stipulates that the water must be at least 12 cm deep. Special provision TU 16 requires that uncleaned, empty tanks be filled either with nitrogen or with a minimum of 96% and a maximum of 98% water. For carriage on 1520 mm gauge railway lines, SMGS Annex 2, the dangerous goods regulations that apply in eastern Europe and Asia, prescribes a water depth of at least 30 cm and even 60 cm at ambient temperatures of over 40°C. The aim of this protective layer prescribed in both sets of regulations is to prevent the phosphorus coming into contact with air, which can cause the phosphorus to self-ignite or undergo an exothermic reaction.

On 16 July 2007, there was a railway accident in Ukraine in which 15 tank-wagons carrying yellow phosphorus derailed. Six tank-wagons with a total of almost 300 tonnes of phosphorus caught fire and the gaseous combustion products were spread over a distance of up to 50 km.

In a proposal to the Joint Meeting,

Ukraine proposed to align RID/ADR special provision TU 21 with the provisions of SMGS Annex 2 and to increase the prescribed water level to 30 cm. Ukraine also proposed to amend special provision TU 16 and to require information on the protective agent and its mass/pressure in the transport document for the carriage of uncleaned, empty tanks.

A representative of the industry in question explained that in practice, a 30 cm layer of water was usually used for tank-wagons, as prescribed in SMGS Annex 2, as there is some doubt whether the tank-wagons used are hermetically sealed. But for tank-containers, a 12 cm layer of water with an additional blanket of nitrogen was used. The current trend showed that tank-containers were being used more and tank-wagons less. In RID tank-wagons, it was sufficient only to use a 12 cm layer of water without an additional blanket of nitrogen, as the main condition for safe carriage was that the phosphorus should remain moist and the tank should be hermetically sealed.

Following a discussion, the working group on tanks was of the view that three options offered a satisfactory level of safety:

- using a 12 cm layer of water,
- using only a blanket of nitrogen,
- using a combination of water and a

blanket of nitrogen.

In this respect, the current wording of special provision TU 21 could be made clearer. With regard to the carriage of uncleaned, empty tanks, the working group's view was that filling with water to at least 96% leads to problems in connection with the resulting disposal of large quantities of toxic water. Thus in practice, only a 25 to 30 cm layer of water and an additional blanket of nitrogen was used. In order to reflect this practice in the regulations, it was decided slightly to amend special provision TU 16.

The Secretariat was also asked to submit a proposal to the UN Sub-Committee of Experts also to allocate special provision TP 7 ("Air shall be eliminated from the vapour space by nitrogen or other means") to UN number 1381. It is currently allocated to UN number 2447.

Because of Ukraine's reference to repercussions for the braking provisions, the working group on tanks thought Ukraine's further-reaching proposal to indicate the protective agent used in the carriage of uncleaned, empty tanks, together with the mass or pressure, was a railway-specific issue. It was therefore referred to the RID Committee of Experts' standing working group to deal with.

Other amendments to RID/ADR/ADN

Provisions for the safety adviser

RID/ADR/ADN 1.8.3.1 says that each undertaking whose activities include the carriage, or the related packing, loading, filling or unloading of dangerous goods, must appoint one or more safety advisers. Together with the carriage of dangerous goods, the subsequent sub-sections always refer to loading and unloading as well, but not to packing or filling.

The Joint Meeting adopted a proposal from Romania also to refer explicitly to packing and filling in these sub-sections. The Joint Meeting rejected an oral proposal not to make these amendments to the sixth indent of 1.8.3.3 and 1.8.3.6 in order to avoid having to produce an accident report as well in the event of incidents during filling or packing.

As these amendments also affect the model certificate of training for dangerous goods safety advisers in 1.8.3.18, it was decided to provide a transitional provision to allow training certificates to be issued using the existing model until the end of 2018 and to continue using these training certificates until their five year period of validity expires.

Carriage of pressure receptacles approved by the Department of Transportation of the United States of America

As ADR multilateral special agreement M 237 expires on 1 June 2016, which allows the carriage of gas cylinders approved by the US Department of Transportation, but which do not meet the requirements for RID/ADR receptacles or for UN pressure receptacles, the European Industrial Gases Association (EIGA) proposed either to extend this agreement, which would undermine the principle that multilateral special agreements should be valid for a maximum of five years, or to include the derogation in RID/ADR as a provision valid up to 31 December 2030.

In the discussion, it was recalled that in order to facilitate trade be-

tween Europe and North America, the UN Sub-Committee of Experts had developed provisions for gas receptacles designated as "UN pressure receptacles", whose main purpose was to resolve the problems relating to the differing provisions for construction, filling and testing on both sides of the Atlantic. While UN pressure receptacles approved in any country may be carried in Europe, UN pressure receptacles approved by an RID contracting state or an ADR contracting party may only be carried in the United States if they have also been approved by the US Department of Transportation (DOT).

Consequently, the majority of dele-

gations rejected including a derogation in RID/ADR applicable up to 31 December 2030. Some delegations would perhaps have supported extending special agreement M 237, but in return, would want the United States to take steps to recognise receptacles approved in Europe. The representative of the United States, who was also at this meeting, said he understood the contracting states' position and their call for receptacles approved in Europe to be recognised in the USA. He said he would take steps to get the relevant legislation in his country changed, if need be. He would keep the Joint Meeting informed of progress on this issue.

Interpretation of RID/ADR/ADN

Exemptions in accordance with 1.1.3.2 (c) and 1.1.3.1 (b)

According to 1.1.3.2 (c), asphyxiant and oxidising gases are exempt from the provisions of the dangerous goods regulations under certain conditions. 1.1.3.1 (b) contains a general exemption provision exempting the carriage of machinery or equipment not specified in RID/ADR/ADN and which hap-

pens to contain dangerous goods in its internal or operational equipment from the provisions. Germany submitted a question of interpretation to the Joint Meeting to find out whether the special exemption provision for gases in 1.1.3.2 (c) precluded an exemption for flammable or toxic gases in accor-

dance with the general exemption provision in 1.1.3.1 (b). The Joint Meeting was unable to reach consensus on the question of whether a system of precedence exists between 1.1.3.1, 1.1.3.2 and 1.1.3.10. However, the meeting thought it would be useful to clarify the text concerning this matter.

RID/ADR 7.5.2.1 (mixed loading prohibitions)

In reply to a question of interpretation from Germany, the Joint Meeting confirmed that for the mixed loading of different goods of Class 1, the danger label for the subsidiary hazard

need not be taken into account and so only the mixed loading provisions of 7.5.2.2 must be applied. The mixed loading provisions of 7.5.2.1 only apply if packages with goods of Class

1 are loaded together with goods of other classes. This interpretation was established in a new note to 7.5.2.1

Pending issues

Once again, some of the proposals submitted could not be dealt with conclusively and will again be on the agenda of the next Joint Meeting. Among others, this concerns the following points:

-The possibility of electronic processes in the examination of dangerous goods safety advisers, ADR vehicle drivers and ADN experts: the Joint Meeting adopted the principle of electronic examinations and asked the representative of Germany to take account of the comments made in the discussion in a revised version of his proposal.

-Carriage of waste electrical and electronic equipment containing dangerous goods, e.g. lithium batteries: Germany had carried out an assessment of a questionnaire concerning the various Member States' experiences in applying European Directive 2012/19/EU on waste electrical and electronic equipment, and this, together with the preliminary texts proposed for RID/ADR/ADN, was discussed in a working group hosted by a German battery disposal company on 8 and 9 June 2015 in Hamburg.

-Sample testing of overmoulded liquefied gas cylinders instead of individual testing, and possible extension of this alternative testing to other cylinder design types: the

first meeting of an informal working group on this issue took place in January. At another meeting in June, the discussion on a risk assessment should be continued, and there should also be discussions on using a database, the problem of a change of owner, the consequences and justification for sample testing, improving the relevant standards and including the inspection body in the entire process.

-Provisions on equipment for tanks and pressure receptacles: work on the separate conformity assessment of pressure receptacles and closures is almost complete. This work, which will also be extended to include tanks, should result in a proposal to the Joint Meeting and the UN Sub-Committee of Experts.

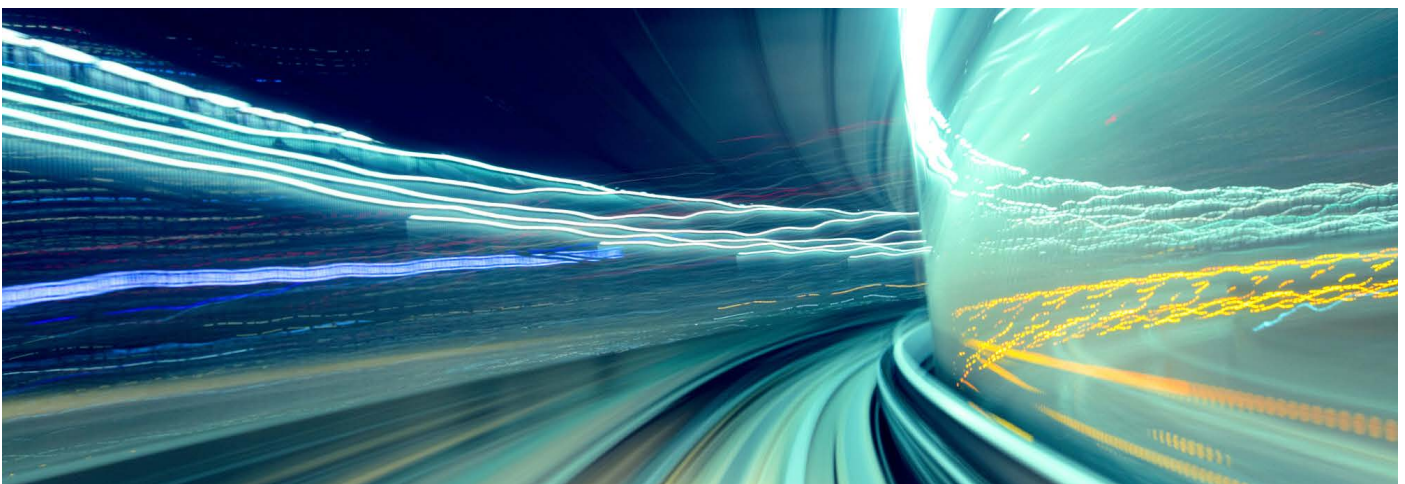
-Shells made of aluminium alloys with protective linings: the use of shells made of aluminium alloys should be ruled out for the carriage of certain corrosive substances, even if these shells are provided with a protective lining. The background to this was an accident involving a road tank-vehicle in which hydrochloric acid came into contact with the aluminium through a hole in the protective lining and within a short time, dissolved part of the shell to form a hole along one quarter of the diameter of the shell material. The Netherlands were asked to submit

a new proposal with information on how many tanks would be affected by an amendment to the provisions and on the timescale for phasing out tanks currently in use.

-Requirements to be met by fixed special receptacles and special containers for the carriage of heat energy without loading and unloading the heat storage medium: on the basis of the comments made, Germany was asked to revise its initial proposal for a special provision to be assigned to UN numbers 1477 (Nitrates, inorganic, n.o.s.), 1487 (Potassium nitrate and sodium nitrite mixture), 3256 (Elevated temperature liquid, flammable, n.o.s.), 3257 (Elevated temperature liquid, n.o.s.) and 3258 (Elevated temperature solid, n.o.s.).

-Improperly manufactured and wrongly certificated road tank-vehicles: the Joint Meeting agreed to set up an informal working group which, on the basis of a research project carried out in the United Kingdom, will review the provisions for appointing and monitoring inspection bodies, including their extra-territorial activities.

-Examination of the need for a harmonised approach for the instructions in writing for all land transport modes.



Tributes to long-serving members of the Joint Meeting

The Joint Meeting paid tribute to Mr Jeff Hart (United Kingdom) and Mr Paul Hurdeman (Netherlands) who are both retiring and thanked them for their many years of active participation and wished them a long and happy retirement.

Mr Hurdeman, who has been a member and head of the Dutch delegation at the Joint Meeting since 1985, was one of the key players in harmonising the RID/ADR dangerous goods regulations with the UN Recommendations in the days before RID/ADR/

ADN were restructured. At that time, the first step was to harmonise the classification provisions and replace the land transport modes' dangerous goods identification numbers with the UN numbers. Conversely, the UN Recommendations were also adapted and, among other things, additional collective entries were included. Following an explosion at a fireworks factory in Enschede in the Netherlands on 13 May 2000, classification provisions for fireworks, bearing his stamp, were included in all the modal provisions.

Since 1997, Mr Hart was the head of the UK delegation to the Joint Meeting and also played an active role in the dangerous goods bodies that deal with air and maritime transport. In addition, he also chaired the UN

Sub-Committee of Experts in recent years. In this role, as in others, he always advocated having as few differences as possible between RID/ADR/ADN and the UN Model Regulations. He was also a constant sup-



Paul Hurdeman

porter of the OTIF Secretariat in the past in the context of transferring competencies to the European Commission.



Jeff Hart

The meeting also paid tribute to Mr Michaël Bogaert (Belgium), who, following reorganisation of the responsibilities in the Belgian administration, is leaving the Belgian Ministry of Transport after six years working in the Joint Meeting, including as secretary of the working group on tanks. He only recently became involved in international work on the carriage of dangerous goods, but quickly demonstrated a high level of expertise in this area as well as valuable negotiating skills. The Joint Meeting wished him every success in his new field of activity, which will still be in relation to dangerous goods.

Next session

The next Joint Meeting will be held from 14 to 25 September 2015 and will conclude its discussions on the amendments for the 2017 edition of RID/ADR/ADN. In order to prepare this session, the ad-hoc working group on the harmonisation of RID/ADR/ADN with the 19th edition of the UN Recommendations on the Transport of Dangerous Goods met from 21 to 23 April 2015

Jochen Conrad

CALENDAR OF OTIF'S MEETINGS IN 2015

DATE	EVENT	LOCATION
9-10 September	26 th session of the standing working group technology WG TECH	Amiens - France
15-25 September	RID/ADR/ADN Joint Meeting	Geneva - Switzerland
29 September	Partial revision of COTIF and Explanatory Report - 12 th General Assembly	Berne - Switzerland
29-30 September	General Assembly - 12 th General Assembly	Berne - Switzerland
6-8 October	Working Group on Telematics	Bordeaux - France
17-18 November	27 th session of the standing working group technology WG TECH	Berne - Switzerland
23-27 November	5 th Session of the RID Committee of Experts' standing working group	Zagreb - Croatia
16-17 December	Working Group on Derailment Detection	Paris - France

EVENTS WITH OTIF PARTICIPATION IN 2015

DATE	EVENT	ORG	LOCATION
1-4 September	Group of Experts on Annex 2 to SMGS, "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland
9-10 September	Group of Coordinators CIM/SMGS Steering group CIM/SMGS	OSJD CIT	Warsaw - Poland
9 September	Ferroworld Forum 2015	Ferroworld	Geneva - Switzerland
22 September	Ad Hoc Task Force for the Accreditation Scheme for Notified Bodies	ERA	Lille - France
22-23 September	VIII Interdepartmental Meeting "Practice of border crossing for international transport"	OSJD	Gdansk - Poland
23 September	Working Party for complementing the TSI LOC&PAS	ERA	Lille - France
29 September	German Environment - Congress Forum 3 transport of dangerous goods	WEKA Akademie	Frankfurt - Germany
7-8 October	Rail Interoperability and Safety Committee Meeting	European Commission - DG MOVE	Brussels - Belgium

EVENTS WITH OTIF PARTICIPATION

DATE	EVENT	ORG	LOCATION
8 October	Coordination meeting of Entity in Charge of Maintenance - Certification Bodies	ERA	Lille - France
14 October	CUI Committee	CIT	Berne - Switzerland
15-16 October	The Third B&H Congress on Railways	The Association of Consulting Engineers of Bosnia and Herzegovina and Regional Cooperation Council	Sarajevo Bosnia and Herzegovina
20-21 October	Freight Focus Group	ERA	Lille - France
21 October	LOC&PAS TSI Working Party	ERA	Lille - France
22 October	WAG TSI Working Party	ERA	Lille - France
27-29 October	Commission for Transport Law in the field of the provisions for the carriage of dangerous goods	OSJD	Warsaw - Poland
29 October	Seminar CIV/SMPS	CIT	Monte-Carlo - Monaco
3-4 November	Group of Experts on the Carriage of Dangerous Goods	UIC	St. Pölten - Austria
9-13 November	Working Party on the Transport of Dangerous Goods (WP.15)	UNECE	Geneva - Switzerland
12 November	Working Party for complementing the TSI LOC&PAS	ERA	Lille - France
12-13 November	Workshop - Multimodality Multimodality Committee	CIT	Berne - Switzerland
23-25 November	Working Party on Rail Transport (SC.2)	UNECE	Geneva - Switzerland
25-26 November	CIM Working group	CIT	Berne - Switzerland
30 November - 9 December	Sub-Committee of Experts on the Transport of Dangerous Goods	UNECE	Geneva - Switzerland
3 December	Ad Hoc Task Force for the Accreditation Scheme for Notified Bodies	ERA	Lille - France
7-9 December	Workshop: Application of COTIF	Ministry of Transport of Azerbaijan and Azerbaijan Railways (ADY), OTIF	Baku - Azerbaijan
10 December	WAG TSI Working Party	ERA	Lille - France

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