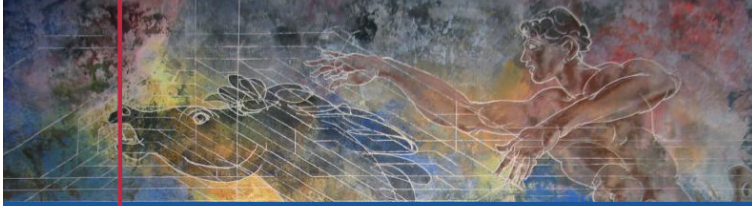




# OTIF



**Press Release**

**Bern, 14.06.2013**

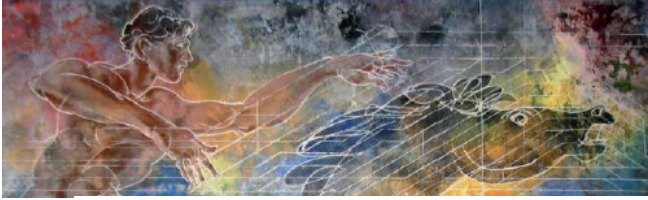
**Intergovernmental Organisation  
for international Carriage  
by Rail**

## **On 12 June 2013, the OTIF Committee of Technical Experts (CTE) concluded a very successful 6th session.**

There were fifteen documents on the agenda, four of which were for adoption. These were all adopted unanimously, and are as follows:

1. The revised UTP WAG, which is to enter into force at the same time as the fully equivalent EU regulations. This simultaneous entry into force on 1.1.2014 will be a real milestone, because previously, all the OTIF UTP regulations entered into force long after the equivalent EU regulations. The revised UTP WAG will not only allow wagons to be operated in all OTIF Contracting States, but also opens the regulations to innovative technical solutions. These modern regulations only impose technical solutions where strictly necessary for interoperability, and the railway sector is given maximum scope for technical innovation.
2. The revised UTP GEN-G on risk assessment. This document also represents a milestone, as for the first time, staff from the European Railway Agency and the OTIF Secretariat have cooperated on the editorial transposition of the EU regulation into the revised UTP. This cooperation meant that the lead time between the start of the revision and adoption was only 4 months.
3. ATMF Annex B on derogation rules, which sets out the conditions under which a Contracting State may allow the non-application of UTP to a specific project. This document and its explanatory notes set out the need for cooperation between Contracting States in case of derogations.





4. Proposal for amendment of Article 20(3) of the Convention, concerning the functioning of the CTE. This document will be forwarded to the Revision Committee, which will be asked to amend COTIF accordingly.

Other important results of the CTE include:

The acceptance of the results and conclusions of the safety subgroup, which has been active over the last year. The document provides a comprehensive overview of safety requirements to be observed in international rail freight operations. It highlights the differences between the OTIF and the EU systems and makes recommendations for the development of OTIF regulations. The conclusions of the safety subgroup have been fully taken into account during the revision of the UTP WAG, which was adopted at this CTE.

An Agreement to enter into closer cooperation with ERA with respect to VKM and ECM registers. The CTE supported the intention to establish common OTIF/EU registers, hosted in one place to better serve the railway sector. The OTIF secretariat will remain the contact point for all non-EU Contracting States for updating registers.

The CTE discussed and validated the strategy, tasks and priorities for those OTIF activities that come within the scope of the CTE in future years. These include:

- Development of a UTP LOC&PAS, with the initial focus on passenger coaches.
- Revision of the UTP Noise, in line with EU developments.
- Amendments to the general UTPs in line with EU developments.
- Updating of the UTP WAG in line with EU developments (closure of open point for train detection systems in the CCS TSI, Operation and traffic management TSI)
- Development of application guides in cooperation with ERA.
- Dissemination activities, to assist Contracting States with the correct application of the OTIF regulations, including the publication of explanatory documents and organising workshops.
- Assisting and monitoring the Contracting States with a view to the correct application of OTIF regulations.
- Conducting studies in strategic areas.
- Developing safety provisions intended to be included in the revision of ATMF.
- Registers.

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#### **OTIF in brief**

The Intergovernmental Organisation for International Carriage by Rail (OTIF) currently has 48 Member States (Europe, Near/Middle East and North Africa).

At present, international carriage by rail on railway infrastructure of around 250,000 km and the complementary carriage of freight and passengers on several thousand kilometres of shipping routes, inland waterways and (in domestic carriage) roads are concerned by the uniform law created by OTIF. The headquarters of the Organisation are in Berne, Switzerland.

For further information

see [www.otif.org](http://www.otif.org) - [General Information](#)