



Cooperation between China and OTIF

On 12 July 2016, the Secretariat of OTIF will have the pleasure of welcoming the Chinese National Railway Administration (NRA) to Berne.

The NRA's main functions are, in particular:

“To formulate laws, regulations and provisions for the supervision and administration of the railways; participate in researching plans and policies for railway development, as well as reform of its institutional structure; study and put forward technical standards and norms for railway technology and supervise implementation;

To supervise and ensure safety in railway operations; research and put forward regulations on railway transportation safety, construction quality and equipment quality;

To standardize railway transportation, engineering construction, and market order; supervise transportation and service quality; supervise railway companies, especially transportation for public interests;

To develop international communications and cooperation with foreign governments.”

In the context of China's “Belt and Road” project, the NRA has expressed interest in the Organisation and the legal framework offered by the Convention concerning International Carriage by Rail (COTIF): a harmonised legal framework that makes it easier to cross borders.

The Secretariat very much welcomes this visit, which is part of the process towards developing unified law for Euro-Asian rail transport.

The programme will take place on 12 July at OTIF's headquarters in Berne in the presence of Mr Lu Dongfu, Administrator of National Railway Administration and Vice Minister for Transport; Mr Chu Feiyue, Director General of Equipment Supervision Department; Mr Mi Long, Director General of Construction Supervision Department; Mr Wang Jiayu, Deputy Director General of External Relations Department and Mr Wang Jianfei, Deputy Director of General Affairs Department. Mr Erik Evtimov, the deputy Secretary General of CIT, will also be present.

The Secretary General of OTIF and the heads of department will present the Organisation and its main instruments for developing international rail traffic. Contracts of carriage of freight, the regulations on the transport of dangerous goods and technical interoperability will be put to the forefront in the context of the new silk route.

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