



Press Release
28.04.2011

Forward-looking decisions

OTIF's aims for Eurasian rail freight traffic

The Rail Facilitation Committee met on 14 and 15 April 2011 for the second time since it started its work last November. The aim is to reduce journey times for rail freight traffic between Europe and Asia by doing away with unnecessary and time-consuming border controls and simplifying procedures.

In accordance with its work programme, which it adopted on 16 November 2010 the Committee succeeded in reaching agreement on its catalogue of aims and setting the basic direction of the "outline of measures which the General Assembly may charge the Committee with in 2012-2015". At this point it should be noted that where these are contained at all in the documents produced by the Secretariat, the EU Member States still have to check and list the specific cases in which competences overlap, particularly in the customs sector.

The catalogue of measures and instruments of action derived from it will be submitted to OTIF's General Assembly in September 2012. The Committee will concentrate the works on that issue during its next meeting on 13 and 14.10.2011.

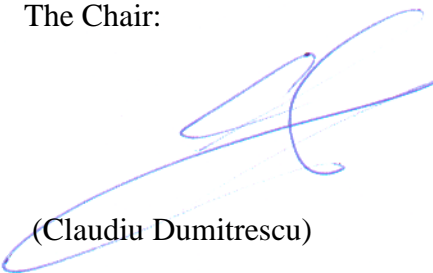
CATALOGUE OF AIMS OF THE RFC

OTIF's task is to promote, in every respect, international carriage by rail. By ratifying the Convention concerning International Carriage by Rail, the Organisation's Member States have pledged themselves to create conditions to enable the rapid, reliable, safe and hence competitive transport of freight by rail. Both the catalogue of aims and the measures to achieve them will have to be measured by precisely these criteria. By its very nature, a catalogue of aims must be made appropriately ambitious by describing an ideal, final state of rail freight transport. However, it cannot be the object of this catalogue to set out the measures and interaction through which the various actors can achieve the aims.

Berne, 14 April 2011

On behalf of the Committee

The Chair:



(Claudiu Dumitrescu)

**THE RAIL FACILITATION COMMITTEE SETS ITSELF THE FOLLOWING AIMS,
WITHOUT DEFINING THE LEVEL AND INTENSITY OF REGULATION**

- 1) To create legal certainty in cross-border freight transport (especially transit)**
- 2) To create a transcontinental railway law**
- 3) To optimise the general infrastructure conditions**
 - a) Railway infrastructure: design capacities (axle loads and traction) for a maximum speed of 120 km/h;
double track;
electrification
 - b) Secondary installations: creation and access (e.g. marshalling yards, workshops, fuel stations...)
 - c) Creation and operation of compatible IT systems
- 4) Creation of optimum personnel-specific conditions, among others:**
 - a) Manning level
 - b) Qualification
 - c) Social security
- 5) Cooperation with users**
 - a) Transport undertakings
 - b) and their customers

OTIF in brief

The Intergovernmental Organisation for International Carriage by Rail (OTIF) currently has 46 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 more information, see www.otif.org – [General information](#)

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