



# Bulletin

## OTIF

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

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# EDITORIAL

This edition of the Bulletin highlights OTIF's recent activities and the continued commitment of its Member States and partner organisations to strengthening international rail transport.

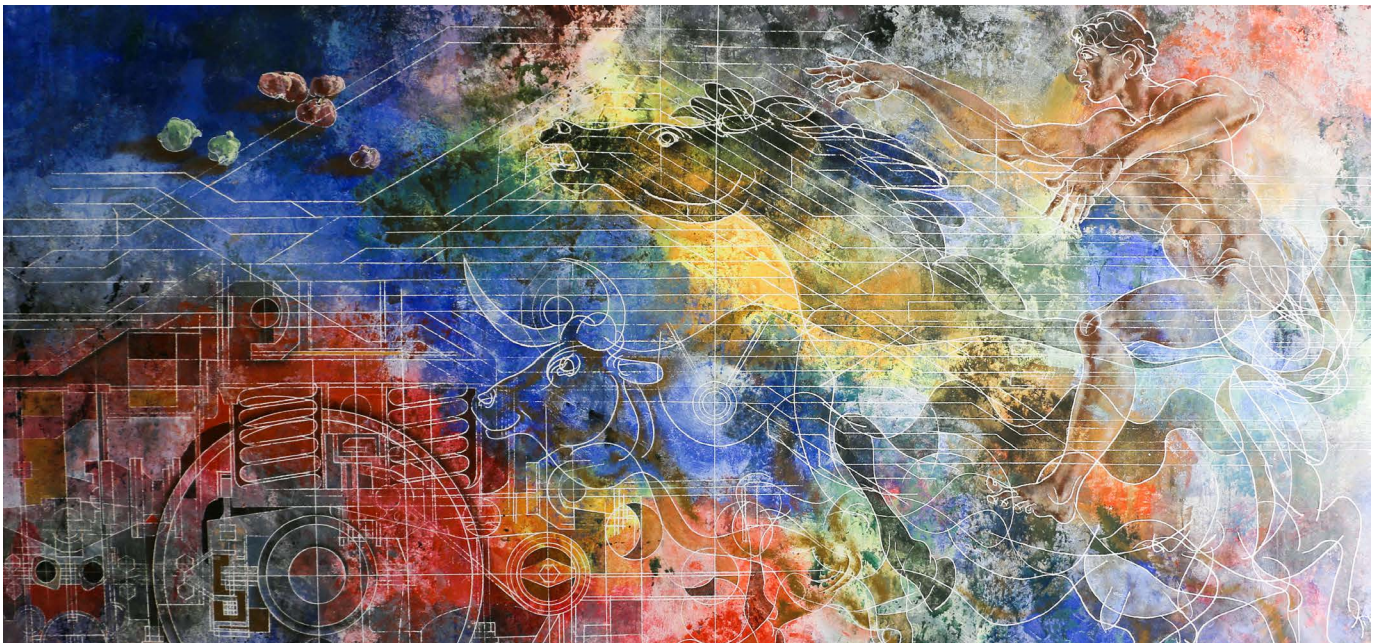
In recent months, the Organisation has been engaged in active discourse, contributing to global dialogues on resilience and connectivity, notably at the ITF Summit in Leipzig and the Global Transport Connectivity Forum in Istanbul. Official visits to Algeria and Türkiye have served to consolidate relations with Member States further, while also underscoring the importance of dialogue in shaping practical and future-oriented solutions.

It is equally important to consider the progress that has been made within the technical and legal framework of OTIF. The publication of handbooks on international passenger and freight transport, the carriage of dangerous goods and technical interoperability provides Member States and stakeholders with clear and practical guidance to ensure the effective application of COTIF. The 17<sup>th</sup> session of the Committee of Technical Experts adopted significant revisions to the Uniform Technical Prescriptions, thereby reinforcing the foundations for interoperability and safety.

The publication of this Bulletin coincides with the Secretariat's return to its recently renovated headquarters in Berne. The modernised workplace is designed to serve the Organisation's needs better in the years ahead. We also pay tribute to Ms Françoise Jäggi, whose retirement marks the conclusion of over four decades of dedicated service to the Organisation.

These developments illustrate the continuity and adaptability of OTIF's objective, which is to maintain a robust legal framework while responding to evolving challenges, in order to facilitate safe, efficient and sustainable international rail transport.

**Aleksandr Kuzmenko**  
Secretary General



Hans Erni, mural, approximately 20m<sup>2</sup>, 1965, entrance to the Secretariat

# THE 2025 ITF SUMMIT: “TRANSPORT RESILIENCE TO GLOBAL SHOCKS”

The 2025 International Transport Forum (ITF) Summit was held in Leipzig, Germany, from 21 to 23 May. The theme of this year's summit was the resilience of transport systems in the face of shocks, whether natural, health-related, digital or geopolitical. The objective was to examine ways of ensuring the continuity and resilience of transport services in an increasingly interconnected and risk-exposed world.

As every year, the summit brought together transport ministers from ITF Member States, as well as delegations from international organisations, members of parliament and private sector leaders. These high-level meetings offer a unique opportunity to discuss major mobility issues and encourage intergovernmental and public-private cooperation.

OTIF was represented by its Secretary General, Mr Aleksandr Kuzmenko, who spoke at the public ministerial session on 22 May on improving resilience through cooperation with the private sector. In his speech, the Secretary General recalled OTIF's historic role in unifying international railway law and the importance of having robust yet flexible legal rules capable of supporting the sector, even in times of crisis.

He emphasised that OTIF's approach is based on two pillars: monitoring and assessing legal instruments, and strengthening cooperation with stakeholders, particularly in the private sector. This collaboration is essential in order to tackle current challenges, anticipate future crises and ensure smooth cross-border transport.

To illustrate the relevance of a well-designed international legal framework, the Secretary General cited OTIF's regulations on the transport of dangerous goods,

which helped to speed up the delivery of medical oxygen cylinders during the COVID-19 pandemic. He also emphasised the need for modern and effective procedures that are adapted to present-day realities.

The Secretary General welcomes OTIF's participation in the ITF summit, which reflects the Organisation's ongoing commitment to promoting international railway law that is adapted to the challenges of the 21<sup>st</sup> century.





## COURTESY VISIT

On 4 June 2025, Her Excellency Ms Şebnem İncesu, Ambassador of Türkiye, visited Mr Aleksandr Kuzmenko, Secretary General of OTIF. She was accompanied by Mr Murat Çalışkan, Deputy Head of the Embassy of Türkiye.

The purpose of this courtesy visit was to maintain the already strong ties between Türkiye and the Organisation. Ms İncesu and Mr Kuzmenko discussed possible improvements to international rail traffic, the significant development of railways in Türkiye and the Global Forum on Transport Connectivity, which was to be held in Istanbul from 27 to 29 June.

Türkiye is an active member of OTIF and is currently also a member of

the Organisation's Administrative Committee.

The Secretary General welcomed

this visit and thanks Ms İncesu for the discussion.



## OTIF SECRETARY GENERAL'S OFFICIAL VISIT TO ALGERIA

At the invitation of the Algerian Minister of Transport, Mr Saïd Sayoud, the Secretary General of OTIF, Mr Aleksandr Kuzmenko, paid an official visit to Algiers on 24 and 25 June 2025. He was accompanied by Ms Emilia Carcabassi, Legal Advisor in the Secretariat's Legal Department.

This visit was part of a shared desire to strengthen cooperation with Algeria, a Member State of OTIF, particularly on the issue of developing and integrating regional logistics corridors. It provided an opportunity to discuss best practices in facilitating rail transport and interconnection with other modes of transport in order to improve the competitiveness of trade.

The first day began with a visit to

the headquarters of the National Railway Transport Company

(SNTF), where a presentation on the company's activities was followed



by a discussion with representatives of SNTF and the Ministry of Transport. The Secretary General was then received at the ministry by Mr Sayoud, in the presence of several senior officials.

Mr Sayoud presented the investments made by Algeria, particularly in the expansion of its rail network, the development of operating and maintenance systems, and the integration of modern and smart technologies in the context of sustainable transport.

The Secretary General thanked the Minister for his invitation and welcomed Algeria's investments in rail transport. He emphasised the need for dialogue with Member States to ensure that changes to the Convention concerning

International Carriage by Rail (COTIF) reflect the practical needs at local and regional level. He also reiterated the importance of approving the modifications to COTIF adopted at OTIF's 12<sup>th</sup> and 13<sup>th</sup> General Assemblies.

The discussion also provided an opportunity to consider future initiatives, such as organising an international multilateral meeting on rail transport in Algiers.

The Minister also emphasised the need to harmonise technical standards in order to promote interconnectivity across the African continent, citing the example of dangerous goods, 70% of which are already carried by rail in Algeria.

The first day concluded with a

visit to the Rouïba locomotive maintenance site. The following day was spent looking at other railway facilities, including the Caroubier maintenance workshop and Algiers railway station, before a visit to the National Mujahid Museum.

This official visit helped to strengthen ties between OTIF and Algeria, which is a Member State of OTIF and its Administrative Committee, and is committed to developing railways to promote regional connectivity and sustainability.

The Secretary General warmly thanks the Minister of Transport, Mr Sayoud, for his invitation and for their productive discussion.

## OTIF AT THE 2025 GLOBAL TRANSPORT CONNECTIVITY FORUM IN ISTANBUL

The 2025 Global Transport Connectivity Forum (GTCF 2025) was held from 27 to 29 June 2025 in Istanbul. The event was organised by the Turkish Ministry of Transport and Infrastructure, with the support of the World Bank and under the patronage of the President of the Republic of Türkiye, Mr Recep Tayyip Erdoğan.

The Secretary General of OTIF, Mr Aleksandr Kuzmenko, was invited by the Minister of Transport and Infrastructure, Mr Abdulkadir Uraloğlu. He attended the event and took part as a speaker in the roundtable discussion on the role of digital technologies in improving the efficiency and attractiveness of the Trans-Caspian Middle Corridor. He was accompanied by Ms Emilia Carcabassi, Legal Advisor in the Secretariat's Legal Department.

This international event brought

together ministers, delegations from international organisations and financial institutions, private sector stakeholders and experts, all with a common goal: to develop transport corridors that are better integrated, more resilient and compatible with

global climate objectives.

The programme focused on connectivity and ecological transition, with roundtables and discussions exploring the strategic, economic and environmental



dimensions of global connectivity.

During the roundtable discussion, OTIF's Secretary General emphasised the importance of an integrated approach, i.e. combining infrastructure, digital innovations and harmonised regulatory frameworks to build safe, efficient and sustainable corridors. He emphasised the need to adopt a comprehensive connectivity strategy in order to avoid the risks

of digital fragmentation and prioritise development stages in terms of technical interoperability. He also explained that legal and technical solutions already exist and that it is wise to identify them, particularly with regard to transport documents. He presented the Convention concerning International Carriage by Rail (COTIF) as one such solution.

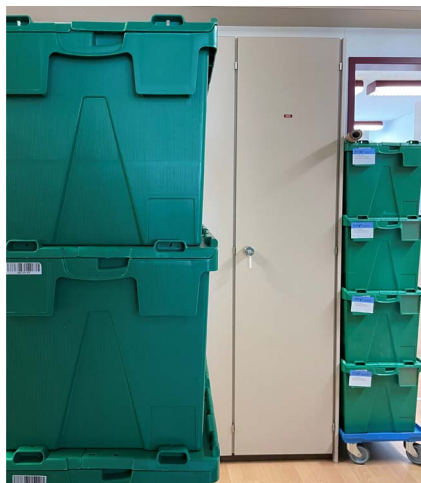
OTIF's participation in the GTCF 2025 also provided an opportunity

for bilateral meetings with a delegation from Türkiye, with the Senior Advisor to the Prime Minister of Iraq, and with the Saudi Minister of Transport and Logistics Services, with a view to preparing for the visit to Saudi Arabia scheduled for October 2025.

By taking an active part in this major event, OTIF affirmed its role as a key player in facilitating and promoting international rail transport.

## RELOCATION: RETURN TO OTIF HQ

At the beginning of August 2025, the OTIF Secretariat moved from temporary premises in Gümligen



back to the Organisation's headquarters in Berne.

This summer, the Secretariat teams were busy sorting and organising moving boxes and furniture for the refurbishment of the Organisation's building after two years spent in temporary premises.

These two years have gone well and the teams have been able to adapt, in a positive atmosphere, to working conditions that are very different from those experienced in the Organisation's building.

The renovation work on the OTIF headquarters building has now

been completed and fitting out has begun. The building, which is designed to be energy efficient, will feature more meeting rooms, connectivity and light.

OTIF's headquarters building in Berne was built in the 1960s and inaugurated in 1966, but had not undergone any major renovations for over 50 years. Having explored various options to relocate the Organisation permanently, it was instead decided to renovate the entire building and its structure.

The Secretariat teams are delighted to be working at the Organisation's headquarters once again.

## MS FRANÇOISE JÄGGI RETIRES

31 July 2025 marked the end of a long and distinguished career for Ms Françoise Jäggi, who left OTIF after more than forty years of service to the Organisation. Ms Jäggi was recruited on 7 February 1983 as a secretary and typist for French. Her responsibilities evolved over time, until she became a management assistant, a position she held with professionalism and dedication.

From the 1990s onwards, Ms Jäggi took on tasks relating to IT and administration, thereby broadening her field of activity. She contributed to the modernisation of OTIF's website, coordinating its revamp in 2003.

In parallel, Ms Jäggi was involved in publishing the Bulletin of International Carriage by Rail. She compiled the monthly and annual





summaries and integrated the French and German texts for an integrated layout in coordination with the printers.

Ms Jäggi was subsequently promoted to management assistant, where she was responsible for managing the Secretary General's schedule, case tracking and coordinating logistics. She also organised formal events and maintained relations with embassies.

She played an important role in organising the governing bodies

(General Assembly, Administrative Committee, Revision Committee), managing the logistical and administrative aspects: convening meetings, sending documents, booking rooms, coordinating with service providers and archiving.

Discreet, dependable and devoted to the Organisation, Ms Jäggi successfully combined professional rigour with a friendly manner. Always there when needed, she helped create a pleasant working environment, taking the initiative to organise informal gatherings such as Christmas snacks and team

breakfasts.

In addition to her skills and efficiency, Ms Jäggi leaves behind memories of a colleague who could be relied upon in all circumstances. Her versatility and commitment contributed to the smooth running of OTIF for several decades.

The OTIF Secretariat and all her colleagues would like to thank her warmly for her exemplary career and wish her all the best for a fulfilling and well-deserved retirement.

# DEPOSITARY NOTIFICATIONS

Since June 2025 ([Bulletin 2/2025](#))

<a href="#">NOT-25014</a>	18.6.2025	Georgia Accession to the modifications to COTIF adopted by the 12 <sup>th</sup> session of the General Assembly
<a href="#">NOT-25015</a>	18.6.2025	Georgia Accession to the modifications to COTIF adopted by the 13 <sup>th</sup> session of the General Assembly
<a href="#">NOT-25016</a>	18.7.2025	Consolidated versions of UTP LOC&PAS, UTP PRM, UTP Marking and UTP INF, Modifications to UTP TAF
<a href="#">NOT-25017</a>	18.7.2025	Proposal for corrections to the edition of RID in force since 1 January 2025 (Annex to Appendix C to the Convention)

# OTIF ROUNDTABLES

The OTIF Secretariat is launching a new concept for informal meetings: "OTIF roundtables".

OTIF's aim is to promote, improve and facilitate international traffic by rail, in particular by establishing uniform railway law. In order to respond to changing needs, the OTIF Secretariat is launching a series of roundtables. These will be informal meetings in the service

of progress, conducted in English only, with the aim of promoting engagement, reflecting, opening dialogue, gathering and exchanging knowledge, raising questions, improving understanding, shaping solutions and strengthening international railway law.

The OTIF roundtables are intended to provide an opportunity for discussion outside the more formal



setting of OTIF organ or working group meetings.

The roundtables will address various topics relating to international railway law and related issues. They will be

designed to be simple, accessible and inclusive, and will be held remotely or, in some cases, in a hybrid format, and will be aimed at people working in the relevant ministries and/or in private sector organisations or companies, as

well as industry stakeholders, depending on the topics covered.

The OTIF Secretariat aims to organise several roundtables each year.

## TAIEX WORKSHOP ON THE TRANSPORT OF DANGEROUS GOODS

From 14 to 16 May 2025, a TAIEX (Technical Assistance and Information Exchange) workshop was held in Kotor, Montenegro, on the topic of transporting dangerous goods, with a particular focus on the International Maritime Dangerous Goods Code (IMDG Code). This event provided an opportunity to explore the legal frameworks applicable to the intermodal transport of dangerous goods.

This peer exchange workshop was jointly organised by the Albanian Ministry of Infrastructure and Energy, the Port Authority of Durrës (Albania), the Montenegrin Ministry of Maritime Affairs, and the Permanent Secretariat of the Transport Community. The workshop is part of the TAIEX programme managed by the European Commission's Directorate-General for Enlargement and the Eastern Neighbourhood.

On 14 May 2025, Mr Jochen Conrad, Head of the OTIF Secretariat's Dangerous Goods Department, was the keynote speaker at two key sessions: the first on regulations for dangerous goods in an international and intermodal context, and the second on new developments in RID/ADR 2025.

Mr Conrad outlined the essential role of the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID), which is developed and updated under the auspices of OTIF. Within the Member States of the European Union, RID applies to both international and national rail transport. RID also plays a role in the context of intermodal transport. Mr Conrad also highlighted the correlations between the various legal instruments (Recommendations on the Transport of Dangerous Goods, RID, ADR,

ADN, IMDG Code, ICAO Technical Instructions) and presented the main new features introduced in the 2025 edition of RID and ADR.

The workshop provided participants with a coherent overview of the international conventions and regulations relating to the transport of dangerous goods.

The presentations given by Mr Conrad are part of the actions taken to implement OTIF's first strategic objective to "ensure the effective and uniform application of OTIF law", as defined in the Organisation's long-term strategy.

The OTIF Secretariat welcomes this participation, which is a clear illustration of the legal and technical facilitation role played by the Organisation in strengthening the interoperability and safety of international rail transport.



# OTIF AT THE ETCR SEMINAR: AN INTERNATIONAL PERSPECTIVE ON RAILWAY LAW

Since 2013, the Secretariat of the Intergovernmental Organisation for International Carriage by Rail (OTIF) has regularly contributed to the annual seminar of the European Training Centre for Railways (ETCR) organised at the prestigious College of Europe in Bruges (Belgium). This event, which is renowned for the quality of its discussions and the diversity of its participants, brings together experts and European decision-makers from the railway sector every year.

The Secretary General of OTIF, Mr Aleksandr Kuzmenko, was invited to take part as a speaker on 1 July 2025. His presentation provided a comprehensive and structured overview of international railway law, including an overview of railway law in the context of international road, air, sea and inland waterway transport; a historical overview tracing the development of international railway law; the development of the institutions supporting this

law; a detailed presentation of the objectives and institutional structure of OTIF and of the system of uniform rules established by COTIF.

The presentation was followed by a discussion with Ms Maria Sack, lawyer and Head of Unit, International Associations within the European Transport Policy Department of Deutsche Bahn AG and representative of the

International Rail Transport Committee (CIT).

This exchange broadened the discussion by putting it into a European context and incorporating an international dimension that extends well beyond the European Union, illustrating the importance of intergovernmental cooperation for truly integrated and sustainable rail transport.



# TOWARDS A HARMONISED LEGAL FRAMEWORK FOR THE GULF COOPERATION COUNCIL'S RAIL NETWORK

On 17 July 2025, OTIF organised an online workshop bringing together representatives from the Gulf Cooperation Council (GCC), the International Rail Transport Committee (CIT), the International Union of Railways (UIC) and the Rail Working Group (RWG). This meeting was part of the efforts to strengthen cooperation between

stakeholders in the field of international railway law.

In their opening speeches, OTIF and GCC reiterated the importance of establishing a robust and harmonised legal framework to support the development of the major Gulf railway project. OTIF then presented the legal and

operational basis for possible accession to COTIF, highlighting the benefits that such a move would bring to the GCC States: legal certainty, interoperability, facilitation of trade, environmental protection and transport safety.

For its part, the GCC presented its strategic vision for regional rail

integration, as well as notable progress in the various Member States.

Representatives from UIC and CIT highlighted the instruments that complement the intergovernmental legal framework. UIC outlined its role in promoting interoperability and technical standardisation, while CIT presented its legal tools that facilitate the practical

implementation of contracts of carriage based on COTIF.

Lastly, the representative of the Rail Working Group provided an update on the Luxembourg Rail Protocol, emphasising its specific advantages for the financing of rolling stock.

These discussions strengthen cooperation between GCC, OTIF and partner organisations. They

illustrate once again the vitality of the memorandum of understanding signed in 2014 between the OTIF Secretariat and GCC, and the shared commitment to creating a modern, interoperable and legally secure railway network in the Arabian Peninsula.

## DEVELOPMENT OF RAILWAY LAW | OTIF-COTIF

# OTIF HANDBOOKS

OTIF has developed a set of handbooks to support its Member States and the railway sector in the implementation and application of COTIF in the three operational areas. The handbooks also explain various procedures. The subject matter of the handbooks differs significantly, covering international passenger and freight transport, the carriage of dangerous goods, and the technical interoperability of railway vehicles respectively. Despite these differences, they share the common aim of providing clear, practical guidance to enhance the uniform application of COTIF and facilitate international rail transport.

## **Handbooks on COTIF and its implementation and application by international associations: International passenger transport by rail (contract law and operational instruments and tools) and International freight transport by rail (contract law and operational instruments and tools)**

### Purpose and scope

The purpose of these handbooks is to promote international railway contract law for the international carriage of passengers and goods by rail established by COTIF, in particular by presenting and clarifying the instruments and tools developed by the relevant international associations. The handbooks are intended to serve as practical reference guides for OTIF Member States, states interested in acceding to COTIF and the entities

operating in their respective railway sectors. They were developed within the framework of the ad hoc Committee on Legal Affairs and International Cooperation.

### Main content

Each handbook highlights the Appendices in COTIF relevant to its subject matter and provides the case for uniform international railway contract law, whilst respecting the autonomy of the contracting parties.

For contracts for the international carriage of passengers by rail, the handbook considers Appendix A (CIV UR) in detail and for contracts for the international carriage of goods by rail, the handbook does the same in respect of Appendix B (CIM UR). Both handbooks also introduce Appendices D (CUV UR) and E (CUI UR), which apply to the contract of use of vehicles in international rail traffic and the

contract of use of infrastructure in international rail traffic, as they are relevant to the international carriage of both passengers and goods by rail.

The handbooks provide an introduction to COTIF and OTIF, before describing the international associations that contributed to the handbooks and their instruments and tools that form part of each handbook. The instruments and tools of the International Rail Transport Committee (CIT), the International Union of Railways (UIC) and RailNetEurope (RNE) form part of each handbook and the freight handbook contains instruments and tools from the European Rail Freight Association (ERFA) and the International Union of Wagon Keepers (UIP). The handbooks then go on to look at these instruments and tools in more detail.

The passenger handbook details the General Conditions of Carriage

for Rail Passengers governing the contractual relationships between passengers and carriers and presents the various instruments and tools that deal with the relationship between transport (railway) undertakings providing international passenger services, before addressing those for ticketing, delays, cancellations and claims.

The freight handbook takes a different approach, taking themes from the CIM UR and linking them to the relevant instruments and tools of the international associations where relevant. The themes are as follows:

- operational and contractual international carriage models
- conclusion of the contract of carriage and issuing the consignment note
- taking over of the goods, loading and unloading, packing, examination (acceptance for carriage)
- payment of costs
- hand-over between carriers
- modification of the contract of carriage
- delivery
- liability for delay in delivery or loss or damage to the goods.

Both handbooks then examine the provisions of Appendices D and E (contracts for the use of vehicles and contracts for the use of infrastructure) in the context of passenger and freight transport, with further consideration of the international associations' instruments and tools that are relevant to those Appendices.

The OTIF Secretariat is very grateful to all the international associations for their support and cooperation in preparing the handbooks.

### Future revisions

The passenger and freight handbooks are intended to be live resources. They will be updated

to reflect any changes and to address the latest versions of tools and instruments issued by the international associations.

### References to OTIF's website

Both handbooks are available on OTIF's website. The passenger handbook is [here](#) and the freight handbook is [here](#). In turn, each handbook contains links to the international associations' websites and to the various instruments and tools they refer to.

The Appendices to COTIF can be found [here](#) and further information on railway contract law, including the lists of railway lines and the lists of maritime and inland waterway services, can be found [here](#).

### Handbook on the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID)

#### Purpose and scope

Following consideration by the RID Committee of Experts' standing working group at its 17<sup>th</sup> session (Berne, 22 May 2024), a handbook for the application and implementation of RID prepared by the Dangerous Goods Department has been published on OTIF's website. This handbook serves as a practical guide to the application of RID for OTIF Member States and contains important basic information for states intending to become RID Contracting States. The aim of the handbook is to provide support for the uniform application of RID.

#### Main content

The handbook starts with the main purpose of RID, which is to ensure safety in the carriage of dangerous goods by rail and to

minimise the risk and consequences of accidents during transport. It provides information on the current RID Contracting States, the influence of RID on Annex 2 to the Agreement on International Railway Freight Communications (SMGS) of the Organisation for Cooperation between Railways (OSJD) and on the application of RID at national level. The handbook sets out the advantages of applying RID.

It explains the procedure for amending RID to ensure long-term safety in the international carriage of dangerous goods by rail. It sets out which parts of the regulations are being developed at global level to ensure compatibility with the dangerous goods regulations for air and maritime transport and which parts of the regulations are being dealt with in the RID/ADR/ADN Joint Meeting in order to harmonise as far as possible the regulations for the transport of dangerous goods by land, i.e. by rail, road and inland waterways, in order to simplify and promote multimodal transport. The handbook explains the tasks of the RID Committee of Experts and its standing working group in the ongoing development of the railway-specific dangerous goods regulations and in ensuring the fundamental revision of RID, which takes place every two years.

The main part of the handbook deals with the structure and content of the various parts and chapters of RID and the mandatory application of standards referred to in RID.

Another large part of the handbook deals with the national structures that are necessary to be able to apply the provisions of RID. It describes the tasks of the competent authorities in defining supplementary provisions to RID, carrying out checks, reporting breaches of regulations, obtaining reports on accidents or incidents and authorising inspection bodies.

Lastly, the handbook contains



references to OTIF's website, where, in addition to the current edition and previous editions of RID, all the documents of the RID/ADR/ADN Joint Meeting and RID Committee of Experts can be found, in addition to information on notifications from the RID Contracting States and on questions of interpretation and guidelines to RID.

### Future revisions

The Handbook on RID will be updated in future as and when necessary. In connection particularly with the fundamental revision of RID, which takes place every two years, it will have to be checked whether the handbook needs to be modified.

### References TO OTIF's website

The Handbook on RID is available on OTIF's website [here](#).

The Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) and all further information on RID can be found [here](#).

## Handbook for the implementation and application of the APTU and ATMF Uniform Rules

### Purpose and scope

On 17 June 2025, the Committee of Technical Experts approved the second edition of the *Handbook for the implementation and application of the APTU and ATMF Uniform Rules*. This updated edition continues to serve as a practical reference for OTIF Member States and for states interested in becoming a member. Its objective is to support the consistent application of Appendices F (APTU UR) and G (ATMF UR) to COTIF, which together form the legal and procedural foundation for the technical interoperability of railway

vehicles in international traffic. The handbook offers valuable guidance to authorities and stakeholders on how the APTU and ATMF UR should be applied in practice.

### Main content

The handbook begins with an explanation of the legal scope and purpose of the APTU and ATMF Uniform Rules. The APTU UR provide the legal basis for adopting Uniform Technical Prescriptions (UTPs), while the ATMF UR lay down the requirements and procedures for the technical admission of railway vehicles and, where applicable, infrastructure.

A significant part of the handbook is dedicated to the legal context in which these Uniform Rules apply. It explains the correlation with domestic legislation and with EU law, notably how UTPs align with EU TSIs. The handbook also addresses the disconnection clause that governs the relationship between OTIF law and EU law for Member States of the European Union. While COTIF applies only to international traffic, Contracting States are encouraged to align their national technical requirements with harmonised international rules.

The handbook explains how the Committee of Technical Experts (CTE) adopts UTPs, annexes to the ATMF UR, and decisions. It describes the procedural steps from proposal to entry into force, including the possibility of Contracting States raising objections or notifying partial application. The role of WG Tech, a permanent working group supporting the CTE, is also outlined.

In terms of technical content, the handbook covers the structure of UTPs, their applicability to various subsystems, and their relationship with essential requirements. Detailed guidance is provided concerning the admission of vehicles for international use, detailing the

responsibilities of the applicant, competent authority, assessing entity, manufacturer, and ECM. The handbook also describes the significance of third-party conformity assessment and the mutual recognition of certificates issued under the ATMF UR.

Other chapters address the registration and marking of vehicles, their maintenance requirements, and the roles and responsibilities of railway actors such as railway undertakings, infrastructure managers, and vehicle keepers. The use of registers and databases is explained, as are the procedures for route compatibility checks.

Finally, the handbook provides guidance on how to navigate OTIF's website, including legal texts, working documents, and registers.

### Future revisions

The handbook is reviewed annually by the Committee of Technical Experts to ensure that it reflects current practice and legal developments. Between the annual sessions of CTE, WG Tech is actively involved in drafting and revising the content of the handbook, allowing timely updates in response to changes in the technical or regulatory landscape.

### References to OTIF's website

The handbook is accessible [here](#).

All COTIF technical interoperability rules and related guidance are accessible [here](#).

**Legal Department, Dangerous Goods Department, Technical Interoperability Department**

# RESULTS OF THE 17<sup>th</sup> SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS AND WORK PROGRAMME

The Committee of Technical Experts (CTE) held its 17<sup>th</sup> session on 17 and 18 June 2025 in Bern, Switzerland. The meeting was held in a hybrid format. This article summarises the results of the session, its decisions, and its work programme.

Austria, Belgium, France, Germany, Hungary, Italy, Luxembourg, Norway, Serbia, Sweden, Switzerland, Türkiye and United Kingdom, were present at the meeting. The European Union (EU) was represented by the European Commission, assisted by the European Union Agency for Railways (ERA). There were also delegates from the Community of European Railway and Infrastructure Companies (CER) and the International Union of Railways (UIC). The CTE elected the United Kingdom, in the shape of Mr Vaibhav Puri, to chair the session.

## Adoption of binding provisions

### Revision of the UTP LOC&PAS:

The CTE adopted a revised version of the Uniform Technical Prescription applicable to the subsystem “rolling stock – locomotives and passenger rolling stock” (UTP LOC&PAS). The changes compared to the UTP version of 1 January 2022 include clarification of the scope of the UTP and new rules related to vehicles suitable for free circulation and interchangeable vehicles. A dedicated article on vehicles suitable for free circulation and interchangeable vehicles was published in [Bulletin 2/2024](#) (see p. 11).

New provisions were introduced relating to derailment detection and prevention functions, interfaces with

the on-board part of the control, command and signalling subsystem and the documentation that must be provided with the rolling stock.

Modifications were made to existing provisions concerning water released by or through on-board sanitary facilities, provisions concerning the maximum current through each pantograph at standstill and provisions concerning the train recording device.

References to EU legislation, standards, specific cases and rules on specific environmental conditions for non-EU Contracting States were updated.

The implementation rules were simplified by removing the validity deadlines (phases A and B) for vehicles and types of vehicles that comply with previous versions of the UTP. This will improve legal certainty for manufacturers and applicants when new versions of the UTP come into force.

The revised UTP LOC&PAS will replace the version of 1 January 2022 from the moment it enters into force, which is anticipated to be on 1 January 2026. The adopted UTP LOC&PAS is available [here](#).

### Revision of the UTP PRM

The CTE adopted a revised version of the Uniform Technical Prescription applicable to the accessibility of the rail system for persons with disabilities and persons with reduced mobility

(UTP PRM). The changes compared to the version of 1 January 2022 include clarification of the scope and application of the UTP PRM regarding vehicles and other subsystems. Application of the UTP PRM is mandatory for new passenger rolling stock that is admitted to international traffic in accordance with the ATMF UR. The UTP PRM also describes optional parameters for infrastructure (stations), and for operational and telematics subsystems.

Other changes include modified and additional provisions concerning dynamic route information on board trains and elsewhere, modified provisions concerning audible signals related to passenger door opening and closing, updated implementation rules in line with the implementation rules of the UTP LOC&PAS, and updated references to EU legislation and standards.

One specific case for Switzerland was removed, as it is covered in a national technical requirement notified in accordance with Article 12 of the APTU UR.

The revised UTP PRM will replace the version of 1 January 2022 from the moment it enters into force, which is anticipated to be on 1 January 2026. The adopted UTP PRM is available [here](#).

### Revision of the UTP Marking

The CTE adopted a revised

version of the Uniform Technical Prescription applicable to vehicle numbers and linked alphabetical marking on the bodywork (UTP Marking). The UTP Marking is equivalent to the corresponding EU rules prescribed in Appendix H of the OPE TSI (Operation and traffic management), Appendix 6 of the EVR Decision laying down specifications for the vehicle registers, and “correlation numbering tables” published on the website of the European Union Agency for Railways (ERA).

The changes compared to the version of 1 April 2021 include further explanation of the standard numerical marking and use of the correlation tables, and clarification of the letter marking for wagons.

The revised UTP Marking will replace the version of 1 April 2021 from the moment it enters into force, which is anticipated to be on 1 January 2026. The adopted UTP Marking is available [here](#).

### Revision of the UTP INF

The CTE adopted a revised version of the Uniform Technical Prescription applicable to the subsystem “infrastructure” (UTP INF). The provisions in the UTP INF are non-binding, but their application is recommended. States may declare that a line complies with the UTP INF, but only if the design, construction and conformity assessment comply with the UTP.

The changes compared to the version of 1 January 2022 include clarification concerning its scope, new provisions related to combined transport, new provisions concerning maximum pressure variations in tunnels with operational speeds of 200 km/h or above, updated provisions concerning the categories of lines, and updated references to EU legislation and standards.

Similarly to UTP LOC&PAS, specific

cases for non-EU Contracting States were updated.

The revised UTP INF will replace the version of 1 January 2022 from the moment it enters into force, which is anticipated to be on 1 January 2026. The adopted UTP INF is available [here](#).

### Modifications to Appendix I to the UTP TAF

Appendix I to the UTP TAF refers to technical documents concerning TAF (telematics applications for freight services) messages, the data and message model, and specifications for databases, reference files and the common interface. These technical documents are regularly updated to correct errors or improve information exchange, while considering sector experience. They are also published on the ERA website.

The CTE adopted modifications to Appendix I to the UTP TAF so that the UTP TAF will refer to the latest versions of the technical documents. The modified version of Appendix I to the UTP TAF is expected to enter into force on 1 January 2026. The adopted modifications to Appendix I to the UTP TAF are available [here](#).

### Approval of non-binding guidance and recommendations

#### Explanatory document concerning external vehicle markings

The CTE approved the explanatory document concerning external vehicle marking. It was developed in order to facilitate application of the requirements prescribed in UTP Marking, UTP WAG, UTP LOC&PAS and UTP PRM. The document focuses on mandatory, optional and sector markings. Examples of markings and their

explanations are also included in the Annex to the explanatory document. The explanatory document on external vehicle markings is available [here](#):

#### Revision of the application guide for the UTP WAG and application guide for the UTP Noise

The CTE separately approved two application guides: one for UTP WAG of 1 January 2025 and one for UTP NOI of 1 January 2025. The application guides are based on the ERA application guides for the equivalent Technical Specifications for Interoperability (TSIs) and provide additional clarification and explanations that are relevant within the scope of COTIF. As the source documents were available in English only, the UTP application guides are also currently available in English only.

The application guide for UTP WAG is available [here](#).

The application guide for UTP NOI is available [here](#).

#### Update of the handbook for the implementation and application of the APTU and ATMF Uniform Rules

The CTE approved an updated version of the OTIF handbook for the implementation and application of the APTU and ATMF Uniform Rules. The handbook is of an informative nature and does not include any binding provisions. Its purpose is to outline the rules and requirements under the APTU and ATMF UR and to describe the roles and responsibilities of the various actors in connection with the implementation of these rules and requirements.

The changes compared to the previous version include the clarification of subjects concerning the difference between specific cases and national technical requirements, transitional provisions in UTPs, the



role of the keeper, vehicle registers and the publication of registration entities on OTIF's website. The external vehicle marking requirements and references to standards were updated. New topics were added regarding the reporting of accidents, incidents and severe damage, and the correlation between COTIF and EU law for ECM certificates.

The latest version of the handbook is available [here](#).

## Items for discussion

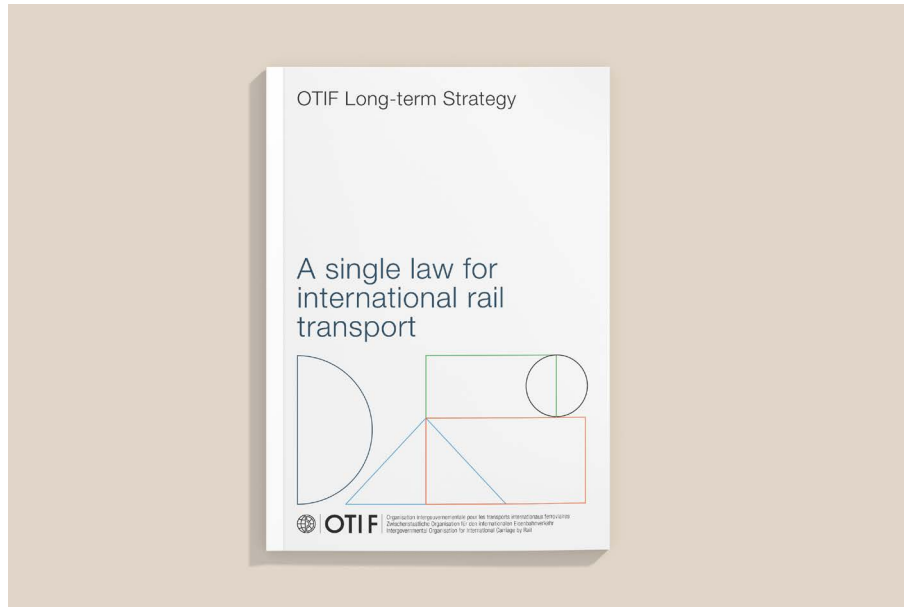
Progress report on development of the EST UR (Appendix H to COTIF): draft Annex D to the EST UR concerning a Common Safety Method (CSM) on Supervision

The CTE considered the progress report on the development of annexes to the EST UR and an updated version of Annex D concerning a CSM on Supervision. The Annex D requirements would be applied by Supervision Authorities when supervising the Safety Management Systems (SMS) of the railway undertakings.

The draft Annex D will be proposed for adoption by the CTE as soon as the EST UR have entered into force.

Progress report on the migration of wagon-related requirements from RID to the UTP WAG

The CTE took note of the progress concerning the migration of vehicle-related requirements from RID to the UTP WAG. The objective is to adopt the revised version of the UTP WAG at the 18<sup>th</sup> Session of the CTE (8-9 June 2026). The planning is aligned with the revision of the TSI WAG by the EU and the revision of RID provisions by the RID Committee of Experts.



## Long-term strategy

The CTE took note of OTIF's long-term strategy that was adopted by the 16<sup>th</sup> session of OTIF's General Assembly and the proposed actions for its implementation within the scope of technical interoperability and safety. This also includes activities of the CTE to be considered when defining its work programme for the coming period.

## Five “strategic objectives”:

1. Ensure the effective and uniform application of OTIF law;
2. Expand the application of OTIF law over the widest possible geographical area;
3. Ensure that OTIF law remains relevant over time;
4. Enhance OTIF's leading role in international rail transport and contribute to finding synergies with other relevant international organisations and associations;
5. Contribute to the harmonisation and unification of international railway law systems.

## Monitoring and assessing implementation: steps towards full and correct application of the ATMF UR by Contracting States

Since 2021, the CTE has implemented a stepwise approach to monitoring and assessing the implementation and application of the ATMF UR and APTU UR.

At its 17<sup>th</sup> session, the CTE approved the next step, in which the OTIF Secretariat, in coordination with WG Tech, would obtain an overview of the level of implementation and application of the rules by each Contracting State. Contracting States which do not seem to fully implement or apply the rules would be offered assistance.

Discussion on the possible integration of additional railway systems in the UTPs: preparing for the possible accession of GCC Member States to COTIF

The CTE considered how other technical systems could be covered in the UTPs. The aim would be to create a legal basis for freight wagons that could be used between the GCC area and current OTIF members. For this purpose,

the WG Tech should analyse the functional and technical differences between the different railway systems and how these could be bridged.

### Work programme of the CTE for 2025/2026

The CTE considered a proposal for a work programme for the upcoming 2025/2026 period prepared by the Secretariat and decided on its priorities. The activities it sets out are aligned with OTIF's 2024/2025 Work Programme and its long-term strategy. The CTE requested the OTIF Secretariat, in coordination with the WG Tech, to prepare a list of proposals concerning UTP WAG, UTP LOC&PAS, and the uniform format of certificates, as well as proposals to update the application guides for the UTP LOC&PAS and the UTP PRM.

The CTE also requested two reports; one on the development of specifications for vehicle registers and, if required, with proposals for their modification; another on the development of provisions related to telematics, taking into account the EU's TSI Telematics for freight and passenger services. It also suggested that synergies with the CIM, CIV and CUV UR should be considered in coordination with the competent OTIF organs.

Lastly, the CTE requested the submission of documents for discussion concerning digitalisation and the role of OTIF, and the development of approaches and concepts for the inclusion of other rules in the UTP that would be useful in and between technically different railway systems.

The priorities for the coming year are set out in the [list of decisions](#).

### Next session

CTE 18 will be held on 9 and 10 June 2026 in Bern in hybrid format.

The list of decisions of the CTE is available on OTIF's website: [Home](#) » [Activities](#) » [Technical Interoperability](#) » [Committee of Technical Experts](#) » [Decisions](#)

All working documents for the session are available on OTIF's website: [Home](#) » [Activities](#) » [Technical Interoperability](#) » [Committee of Technical Experts](#) » [Working Documents](#).

### Technical Interoperability Department

## CALENDAR OF OTIF'S MEETINGS IN 2025

DATE	EVENT	ORG	LOCATION
17 - 25 September	RID/ADR/ADN Joint Meeting	UNECE	Geneva - Switzerland
18 September	OTIF Roundtable		Videoconference
5 - 6 November	141 <sup>st</sup> Session of the Administrative Committee		Berne - Switzerland
17 - 21 November	19 <sup>th</sup> session of the RID Committee of Experts' standing working group		Luxembourg - Luxembourg
18 November	Working Group WG TECH. 57 <sup>th</sup> Session		Brussels - Belgium (HYBRID MEETING)
20 November	Commission of Experts of the Supervisory Authority, 1 <sup>st</sup> session		Berne - Switzerland (HYBRID MEETING)
2 - 4 December	8 <sup>th</sup> session of the ad hoc Committee on Legal Affairs and International Cooperation		Berne - Switzerland

## EVENTS WITH OTIF PARTICIPATION IN 2025

DATE	EVENT	ORG	LOCATION
15 - 16 September	11 <sup>th</sup> Annual Meeting of International Organisations	OECD	Paris - France
14 - 15 October	Group of Experts on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland
16 October	CIT Freight Claims Conference	CIT	Berne - Switzerland
16 - 17 October	OSJD Commission for Transport Law in the field of provisions for the carriage of dangerous goods	OSJD	Warsaw - Poland
19 - 20 October	Saudi International Rail 2025	★	Riyadh - Saudi Arabia
22 - 23 October	5 <sup>th</sup> Tbilisi Silk Road Forum. Invest in Connectivity – Grow in Stability	Government of Georgia	Tbilisi - Georgia
4 - 6 November	Working Party on the Transport of Dangerous Goods, WP.15 (118 <sup>th</sup> session)	UNECE	Geneva - Switzerland

★ Ministry of Transport and Logistics Services



# EVENTS WITH OTIF PARTICIPATION IN 2025

DATE	EVENT	ORG	LOCATION
12 - 13 November	Railway Interoperability and Safety Committee (RISC)	European Commission	Brussels - Belgium (HYBRID MEETING)
12 - 14 November	79 <sup>th</sup> session of the Working Party on Rail Transport (SC.2)	UNECE	Geneva - Switzerland
13 - 14 November	UIC Group of Experts on the Carriage of Dangerous Goods	UIC	Duisburg - Germany
24 November - 3 December	67 <sup>th</sup> session of the UN Sub-Committee of Experts on the Transport of Dangerous Goods	UNECE	Geneva - Switzerland
2 December	2025 ITF Annual Consultations with International Organisations	ITF	Paris - France



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Thank you for your continued interest.

The Bulletin editor

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