



Bulletin

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Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

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EDITORIAL

Dear Readers,

This edition of the Bulletin unfortunately opens on a sombre note. The Secretariat joins the wider legal community in paying tribute to Professor Sir Roy Goode, who died on 24 June 2026, and whose work on the Luxembourg Rail Protocol continues to provide the railway sector with new opportunities.

The relevance of the Convention concerning International Carriage by Rail (COTIF) and the work of the Intergovernmental Organisation for International Carriage by Rail (OTIF) is measured by the extent to which the Convention is applied.

Monaco and Morocco have deposited instruments of approval of the modifications adopted at the 12th and 13th sessions of the General Assembly. The railway sector requires these modifications to enter into force as soon as possible, and Member States are called upon to complete their approval procedures in order to enable this.

At its 9th session, the ad hoc Committee on Legal Affairs and International Cooperation considered the movement of empty wagons, liability for damage caused by a vehicle under Article 7 of the CUV UR, and the amendments that would allow electronic transport documents to be used in full under the CIM UR.

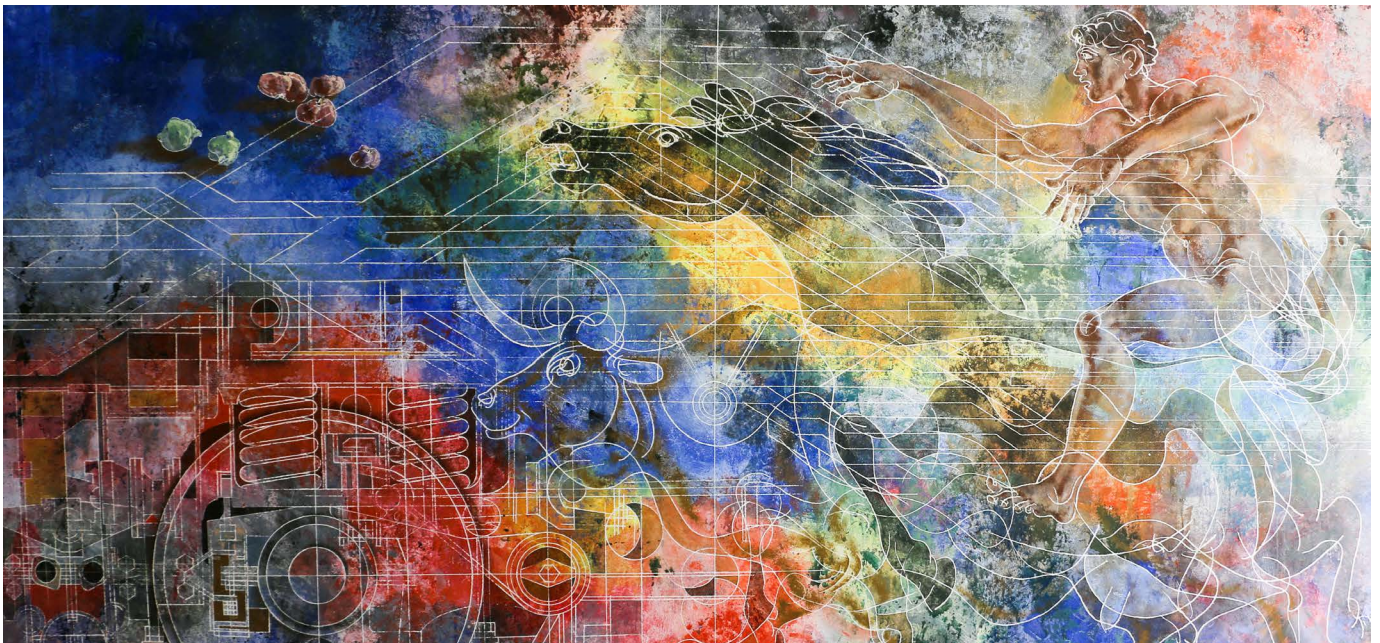
At its 18th session, the Committee of Technical Experts looked further outwards. Alongside consolidated versions of the UTP WAG and the UTP LOC&PAS, it examined the wider domestic use of OTIF technical rules, the integration of additional railway systems, in particular possible connections between the Arabian Peninsula and Europe via Türkiye, and the need to promote its rules internationally in order to avoid fragmentation.

With regard to the transport of dangerous goods, a two-year cycle was completed with the adoption of the 2027 amendments to RID. Seeking to draw greater benefit from international law, the RID Committee of Experts instructed the Secretariat to survey Member States on their application of RID to domestic carriage.

Participation in the Algeria Rail Expo, the ETCR seminar in Bruges and the training provided to the European Union Agency for Railways were highlights in the promotion of OTIF and COTIF.

Even the best legal framework is only beneficial if it is known and applied.

Aleksandr Kuzmenko
Secretary General



Hans Erni, mural, approximately 20m², 1965, entrance to the Secretariat

THE GREENING EMBASSIES NETWORK VISITS OTIF'S HEADQUARTERS

On 15 June 2026, the Secretariat of OTIF hosted members of Berne's Greening Embassies Network.

The purpose of this meeting was to present the project to renovate the Organisation's headquarters building, which was completed in August 2025. Given the building's listed status, the works had to

strike a balance between the principles of preserving a historic building and the requirements of the highest standards of sustainable development.

The architects and the contractor responsible for the project presented the technical solutions chosen for the renovation and explained how they were

implemented. A tour of the premises was then organised. This meeting provided an opportunity to discuss best practice in the sustainable renovation of historic buildings.

The Secretariat would like to thank all the participants for taking part and for the interest they showed.

9th SESSION OF THE AD HOC COMMITTEE ON LEGAL AFFAIRS AND INTERNATIONAL COOPERATION

OTIF's ad hoc Committee on Legal Affairs and International Cooperation held its 9th session on 23 and 24 June 2026 in Berne, as an in-person meeting.

The session brought together delegations from OTIF Member States and numerous international organisations and registered stakeholders, who were invited to take part in the discussions on 23 June 2026. These included, in particular, the Organisation for Cooperation between Railways (OSJD), the International Rail Transport Committee (CIT), the International Union of Railways (UIC), the International Union of Wagon Owners (UIP), the Alliance of New Entrant Rail Operators (ALLRAIL), the International Federation of Freight Forwarders' Associations (FIATA) and Swiss Federal Railways (SBB).

The ad hoc Committee first examined amendments to the explanatory report on the Uniform Rules concerning the Contract of

International Carriage of Goods by Rail (CIM UR) and the Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (CUV UR); these amendments related to the movement of empty wagons.

Delegations also continued their discussions on liability for damage caused by a vehicle, as set out in Article 7 of the CUV UR, drawing on the conclusions of the OTIF Roundtable on this issue.

The ad hoc Committee then continued its work on the

digitalisation of international rail freight transport documents. The aim is to enable the full operational use of electronic transport documents. To this end, delegations examined an updated version of the proposed amendments to the CIM UR, prepared by the Secretariat in light of the discussions that took place at the 8th session of the ad hoc Committee and the comments that were subsequently received.

The OTIF Secretariat welcomes the active participation of the many registered stakeholders.



DEPOSITARY NOTIFICATIONS

Since June 2026 ([Bulletin 2/2026](#))

NOT-26007	26.6.2026	Monaco Approval of the amendments to COTIF and Appendices D, F and G adopted by the 12 th General Assembly
NOT-26008	26.6.2026	Monaco Approval of the modifications to COTIF and Appendices E and G adopted by the 13 th General Assembly
NOT-26016	14.7.2026	Consolidated versions of UTP LOC&PAS and UTP WAG Consolidated version of the UTP LOC&PAS Consolidated version of the UTP WAG Changes to the UTP TAF Modifications to Appendix I of the UTP TAF of 1 January 2023, as last amended on 1 January 2026
NOT-26019	17.7.2026	Modifications to the Annex to Appendix C (RID) to COTIF
NOT-26024	28.7.2026	Morocco Approval of the modifications to COTIF and Appendices D, F and G adopted by the 12 th General Assembly
NOT-26025	28.7.2026	Morocco Approval of the modifications to COTIF and Appendices E and G adopted by the 13 th General Assembly

MODIFICATIONS TO COTIF 1999 ADOPTED BY THE GENERAL ASSEMBLY: UPDATE ON APPROVALS

At its 12th session in September 2015, the General Assembly adopted modifications to the Convention and to Appendices D (CUV), F (APTU) and G (ATMF).

Three years later, at its 13th session in September 2018, the General Assembly also adopted modifications to the Convention and to Appendices E (CUI) and G (ATMF). It was also decided to create a new Appendix H (EST).

The related depositary notifications were published on OTIF's website.

In accordance with Article 34 § 2 of COTIF, modifications to the Convention itself, including the establishment of Appendix H (EST), enter into force twelve months

after they have been approved by two-thirds of the Member States in accordance with their national law, i.e. at present once 32 Member States have approved them.

In accordance with Article 34 § 3 of COTIF, modifications to the Appendices enter into force twelve months after their approval by half of the Member States which have not made a declaration of non-application of the Appendix concerned pursuant to Article 42 § 1, first sentence, of COTIF. With regard to the modifications to Appendices D (CUV), F (APTU) and G (ATMF), 22 Member States need to approve them and 21 Member States need to approve the amendments to Appendix E (CUI). **With regard to the modifications adopted by the 12th General**

Assembly, the depositary (Secretary General) has so far received instruments of approval from 20 states.

Instruments deposited as at 1 September 2026:



MEMBER STATE	INSTRUMENT	DATE
Switzerland	Approval	21 October 2016
Sweden	Approval	13 March 2017
Finland	Acceptance	10 April 2017
Netherlands	Acceptance	1 May 2017
Hungary	Ratification	1 June 2017
Spain	Acceptance	23 August 2017
Germany	Approval	12 October 2017
Estonia	Acceptance	15 January 2018
Belgium	Approval	19 January 2018
Slovakia	Approval	30 April 2018
North Macedonia	Approval	1 May 2018
France	Approval	31 July 2018
Austria	Acceptance	21 August 2019
Luxembourg	Ratification	18 December 2019
Türkiye	Ratification	1 October 2020
Romania	Acceptance	28 December 2020
Norway	Approval	15 September 2023
Georgia	Accession	10 June 2025
Monaco	Approval	23 June 2026
Morocco	Approval	27 July 2026

With regard to **the modifications adopted by the 13th General Assembly**, the depositary

(Secretary General) has so far received instruments of approval from 16 states.

Instruments deposited as at 1 September 2026:

MEMBER STATE	INSTRUMENT	DATE
Finland	Acceptance	25 September 2019
Switzerland	Approval	6 February 2020
Germany	Approval	6 May 2020
France	Approval	19 August 2020
Hungary	Ratification	3 July 2020
Belgium	Approval	5 November 2021
Netherlands	Acceptance	12 January 2022
Luxembourg	Ratification	28 February 2022
Slovakia	Approval	24 March 2022
Estonia	Approval	29 April 2022
Norway	Approval	15 September 2023
Austria	Approval	6 August 2024
Sweden	Ratification	7 January 2025
Georgia	Accession	10 June 2025
Monaco	Approval	23 June 2026
Morocco	Approval	27 July 2026

OTIF'S PARTICIPATION IN THE 'ALGERIA RAIL EXPO'

The Head of the OTIF Secretariat's Dangerous Goods Department, Mr Jochen Conrad, attended the Algeria Rail Expo, which took place from 9 to 11 June 2026 at the Oran Convention Centre, under the patronage of the Algerian Ministry of the Interior, Local Authorities and Transport. The event brought together around forty exhibitors from seven countries, as well as numerous representatives from the rail sector.

On 10 June, Mr Conrad spoke at the session on rail infrastructure and the challenges it faces, entitled 'Rail Infrastructure and Challenges: Innovation, Regulation and Adaptability'. On this occasion, he gave a presentation on the Intergovernmental Organisation for International Carriage by Rail (OTIF), the Convention concerning International Carriage by Rail (COTIF) and, in particular, the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID).

In his speech, Mr Conrad explained the role of RID and how it relates to the dangerous goods regulations governing other modes of transport. He also emphasised the importance of revising these requirements every

two years to keep pace with the sector's industrial and technological challenges and developments.

The discussions also focused on major projects to develop the Algerian rail network. In particular, the Gara Djebilet–Béchar and Djebel Onk–Annaba lines were presented, which are intended specifically for the transport of iron ore, phosphates and chemicals, as well as the targets set for the coming years in terms of transport capacity. Infrastructure

development, electrification, digitalisation and the creation of regional rail corridors are among the priorities aimed at strengthening Algeria's role as a logistics hub between Africa and Europe.

The OTIF Secretariat is pleased to have taken part in Algeria Rail Expo, which provided a further opportunity to promote the international legal framework governing rail transport and to strengthen ties with stakeholders in the sector.



COTIF AND INTERNATIONAL RAILWAY LAW PRESENTED AT THE ETCR SEMINAR

On 30 June 2026, the Secretary General of OTIF, Mr Aleksandr Kuzmenko, addressed the annual seminar of the European Training Centre for Railways (ETCR), held at the College of Europe in Bruges.

As in the previous year, this presentation formed part of a session on international railway law, jointly moderated with Ms Maria Sack (Deutsche Bahn AG/CIT).

The Secretary General outlined the international dimension of the legal framework governing rail transport. His speech focused on the Intergovernmental Organisation for International Carriage by

Rail (OTIF), the Convention concerning International Carriage by Rail (COTIF), the Organisation's objectives, and the system of Uniform Rules governing international rail transport.

The session concluded with a discussion with participants, providing an opportunity to put into perspective the ways in which the European and international legal frameworks complement

one another and to highlight their importance for the development of international rail transport.

The OTIF Secretariat is pleased to continue contributing to the ETCR's training programme, which helps raise awareness of the issues surrounding international railway law amongst professionals in the sector and strengthen awareness of COTIF.



College of Europe
Collège d'Europe



TRAINING ON OTIF AND COTIF AT THE EUROPEAN UNION AGENCY FOR RAILWAYS

On 9 July 2026, the Head of the OTIF Secretariat's Technical Interoperability Department, Mr Bas Leermakers, moderated an online training session for staff from the European Union Agency for Railways and the European Commission.

The aim of this first session, which was attended by 55 participants, was to strengthen awareness of the Intergovernmental Organisation for International Carriage by Rail (OTIF), the Convention concerning International Carriage by Rail (COTIF) and the legal framework governing technical interoperability. The interactive discussions, enhanced by mini-polls, enabled the various topics to be explored in a dynamic way.

The training covered, in particular,

the history, objectives and scope of OTIF and COTIF, as well as the Uniform Rules concerning the Validation of Technical Standards and the Adoption of Uniform Technical Prescriptions applicable to Railway Material intended to be used in International Traffic (APTU UR) and the Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF UR).

Participants examined the Agency's role as the competent authority under the ATMF UR, the equivalences between OTIF's Uniform Technical Prescriptions (UTPs) and the European Union's Technical Specifications for Interoperability (TSIs), as well as the differences between the admission of railway vehicles under COTIF

and their authorisation within the European Union.

The agreement on the European Union's accession to COTIF, in particular the disconnection clause, was also discussed and explained.

This initiative forms part of the close cooperation between OTIF, the Agency and the European Commission. It helps improve understanding of the legal framework of COTIF.

The OTIF Secretariat welcomes the success of this first training session, which demonstrates the interest in the Organisation's activities and in developing a common understanding of the rules governing international rail transport.

OBITUARY

PROFESSOR SIR ROYSTON M. GOODE CBE, KC, LL B, LLD, DCL, FBA, FRSA (1933-2026)



The passing on 24 June 2026, at age 93, of Professor Sir Roy Goode, Emeritus Professor of Commercial Law at the University of Oxford and at Queen Mary University London, has left us all with a profound sense of loss but also immense gratitude for his extraordinary work, insights, and friendship.

Sir Roy was one of the most distinguished jurists of the past 50 years. Having started as an articulated clerk at a Portsmouth solicitors' firm, he earned his law degree from the University of London in 1954, qualified as a solicitor in 1955, and spent 17 years in practice before becoming an academic. He became a barrister in 1988 and Queen's Counsel in 1990. He was Professor of Commercial Law at Queen Mary University London from 1971 to 1989, where he founded the Centre for Commercial Law Studies in 1980, one of the world's leading institutions for the study of commercial law.

He is generally regarded as the "father" of UK consumer credit law. Between 1990 and 1998 he was Professor of English Law at the University of Oxford, and held visiting professorships in Australia, Europe, and the United States over the years. He was a member of the Governing Council of the International Institute for the Unification of Private Law (UNIDROIT) from 1989 to 2003, and remained an honorary (and active) member thereafter, also serving as President of UNIDROIT's Uniform Law Foundation from 2003 to 2013. He authored countless articles and books, and was knighted in 2000 by HM The Queen for services to academic law.

Sir Roy played a fundamental role in the development of the UNIDROIT Cape Town Convention and its various protocols, acting as rapporteur at each of the four diplomatic conferences and as the author of the Official Commentaries for each protocol. He was keenly involved in all aspects of their implementation until earlier this year. He played a critical role in the development of the Luxembourg Rail Protocol, working closely with OTIF and the Rail Working Group (RWG), participating in the government experts' preparatory meetings, acting as the official rapporteur at the diplomatic conference in Luxembourg in 2007, and expertly drafting many key provisions of the Luxembourg Rail Protocol whilst mastering the intricacies of railway rolling stock. He authored three editions of the Official Commentary on the Protocol – the last in 2024, as the Protocol was entering into force. This is the essential handbook for all practitioners in the area of

secured rolling stock finance. He gave always incisive comments and opinions on various aspects of the Protocol, including the international registry regulations and procedures, and the UN Model Rules on Permanent Identification of Railway Rolling Stock, and he actively participated in the creation of the Supervisory Authority in 2024.

Sir Roy was genuinely impressive. He used his ferocious intellect to analyse every part of the Protocol with unparalleled precision, and his vast experience of dealing with international private commercial law to plan many steps ahead and see the possible outcomes – as the accomplished chess player he was. He was committed to transposing the Protocol into a commercial setting, balancing the academic and practical. Like all good teachers, Sir Roy had the wonderful ability to make the complex seem simple, and everything clear and logical. He was always courteous and encouraging, with a gentle (and sometimes mischievous) sense of humour. Generous with his time, positive, and always patient with those still exploring the granularity of the Protocol, he was ever ready to debate the details. As such, he was a valued colleague for both OTIF and the RWG, as the Protocol moved from a theoretical construct to the highly relevant and practical support for the rail sector that it is rapidly becoming.

The Luxembourg Rail Protocol will be one of Sir Roy's many valuable legacies. It will have a unique role in supporting private investment into the rail sector, and his engagement in this process was also truly unique. Quite simply, without Sir Roy, it would not have happened.

Sir Roy was an inspiration – a legal giant of our generation, and a wonderful counsel and friend to the many working in this area of law. The global railway industry is greatly indebted to him.

OTIF and its members extend their deepest condolences to his wife Catherine and daughter Naomi. Professor Sir Roy Goode will always have a special place in the hearts of everyone who knew him as a

teacher and mentor, and who will miss him terribly. May he rest in peace and may his memory be a blessing for us all.

Howard Rosen

DEVELOPMENT OF RAILWAY LAW | RAILWAY TECHNOLOGY

RESULTS OF THE 18th SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS AND WORK PROGRAMME

The Committee of Technical Experts (CTE) held its 18th session on 9 June 2026 in Berne, Switzerland, in hybrid format. This article summarises the main results of the session, its decisions and its work programme.

Attendance

The following Member States attended the session: Algeria, Azerbaijan, Croatia, France, Germany, Hungary, Italy, Luxembourg, Morocco, Norway, Serbia, Switzerland, Syria, Türkiye, United Kingdom. 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 Vaibhav Puri of the United Kingdom as Chair of the session.

Revision of the Rules of Procedure of the CTE

The Secretariat presented a proposal to revise the CTE's Rules of Procedure in order to harmonise them with those of other OTIF organs, following recommendations from the ad hoc Committee on Legal Affairs and International Cooperation. Delegations examined

the proposed amendments, which, among other points, concerned the participation of observers and the introduction of the role of Vice-Chair. Following a discussion and several modifications, the CTE adopted the Rules of Procedure as a consolidated new version, which is published [online](#).

Adoption of binding provisions

Official information concerning the adopted UTPs is available in the corresponding [Depositary Notification](#).

Modification of the UTP WAG

The CTE adopted a consolidated new version of the Uniform Technical Prescription applicable to the subsystem “rolling stock – freight wagons” (UTP WAG). This revision covers the migration of wagon-related technical requirements from the RID dangerous goods regulations to the UTP. When this UTP enters into force on 1 January 2027 together

with the 2027 edition of RID, it will mark an important milestone in aligning RID, the UTPs and the EU's TSIs.

Modification of the UTP LOC&PAS

The CTE also adopted a consolidated new version of the UTP applicable to the subsystem “rolling stock – locomotives and passenger rolling stock” (UTP LOC&PAS). The main purpose of the modification was to include new requirements for personnel carriages, which can be coupled to a freight train to carry staff accompanying the load being transported.

Uniform format of certificates

The Secretariat presented a proposal to amend the uniform format of certificates used under the APTU and ATMF Uniform Rules, with the aim of further harmonising the content and layout with EU formats and improving clarity for applicants and authorities.

Delegations welcomed the intention but raised questions on whether certain changes were compatible with EU law. The CTE considered that further analysis by WG Tech would be necessary before a text could be adopted at a future session.

Modification of Appendix I to the UTP TAF

The CTE updated various references to ERA's technical documents in Appendix I to the UTP on Telematics Applications for Freight Services (UTP TAF), which deals with message and data models and the specifications for databases, reference files and the common interface.

Approval of non-binding guidance and recommendations

In parallel with the revision of the UTP LOC&PAS, the CTE approved an updated guide on how to apply it, based on the corresponding ERA application guide and adapted to the COTIF context. The OTIF-specific guidance is shown in blue rectangles, which makes it easily recognisable. The CTE also approved an updated application guide for the UTP PRM on accessibility of the rail system for persons with disabilities and persons with reduced mobility. This guide has a layout and style similar to the application guide for the UTP LOC&PAS.

In addition, the CTE approved a new explanatory document on the application of Annex A to the ATMF UR (ECM Regulation). The purpose of the explanatory document is to support Contracting States and sector actors in understanding and applying certain ECM-related requirements.

All application guides and explanatory documents are

published on [OTIF's website](#) next to the rules to which they correspond.

Furthermore, the CTE adopted modifications to the OTIF Handbook for the implementation and application of the APTU and ATMF Uniform Rules and approved its 3rd version. The changes include clarification on the correlation between EU law and COTIF and the effects on various actors, including entities in charge of maintenance, assessing entities and risk assessment bodies. The [latest version of the handbook](#) is published on OTIF's website.

Strategic and technical considerations

The CTE considered some strategic issues on digitalisation and the role of OTIF. It saw opportunities and challenges associated with digital tools and data exchange for international railway traffic and underlined the need to maintain compatibility with EU rules, while taking into account the specific requirements of non-EU Contracting States. It was also of the view that OTIF should promote its rules and practices internationally to ensure compatibility and avoid fragmentation. It should do so by finding synergies with organisations such as UN/CEFACT, UNECE, UNESCAP and OSJD.

The CTE considered developments in the EU, particularly the TSI Telematics and its consequences for the UTP TAF. Delegations noted that the EU's new TSI Telematics includes processes for rail passenger travel information and ticketing that may be relevant for international traffic, while recognising that the scope of the APTU and ATMF UR does not cover these processes fully. In order to support seamless international journeys and multimodal connectivity while

respecting these limitations, the CTE decided to develop a new UTP Telematics based on the TSI Telematics, which would in future replace the UTP TAF. The new UTP Telematics should cover all the processes covered in the TSI Telematics. Detailed proposals should be prepared by the Secretariat and reviewed by WG Tech.

The CTE discussed how to monitor and assess the implementation and application of the ATMF UR by Contracting States. Based on an analysis prepared by the Secretariat, in coordination with WG Tech, the CTE noted that some Contracting States appear not to implement or apply the rules fully. The Secretariat offered these states assistance.

The CTE analysed how to integrate additional railway systems into the UTP framework, in particular with regard to future connections between the Arabian Peninsula and Europe via Türkiye. The concept of multi-system wagons was discussed, and WG Tech was invited to analyse the functional and technical differences between systems and explore how UTPs could provide a legal basis for wagons operating between such systems and the existing OTIF area.

The CTE considered a paper on applying OTIF technical rules domestically, noting that some states already use UTPs or OTIF-aligned requirements for domestic-only purposes, while others apply them only to international traffic. It agreed that broader, consistent domestic use could reduce interfaces and complexity and invited WG Tech to work further on this topic.

Work programme and next session

The CTE considered and adopted its new work programme, which

is aligned with OTIF's overall work programme and long-term strategy. The work programme sets priorities, including the development of the new UTP Telematics and a renewed proposal for a uniform format of certificates.

All CTE decisions are publicly available online in the form of a [list of decisions](#). The CTE work programme is annexed to the list of decisions.

The next (19th) session of the CTE

will be held on 8 June 2027 in Bern, Switzerland, in hybrid format.

**Technical Interoperability
Department**

RESULTS OF THE 59th SESSION OF THE RID COMMITTEE OF EXPERTS

Berne, 28 May 2026

On 28 May 2026, the RID Committee of Experts held its 59th session in Berne. This session marked the formal conclusion of an intensive two-year working cycle during which the RID Committee of Experts' standing working group (hereinafter: standing working group) had prepared numerous technical and institutional issues for the RID Committee of Experts. The adoption of the amendments that are due to come into force on 1 January 2027 was particularly important for the practical application of RID. At the same time, the RID Committee of Experts adopted several institutional and strategic decisions concerning, amongst other things, its working methods, the involvement of stakeholders and the protection of RID as a work of OTIF.

Adoption of the 2027 amendments to RID

The main focus of the session was the adoption of the 2027 amendments to RID. This was based on a document prepared by

the OTIF Secretariat setting out all the amendments to RID proposed by the standing working group between 2023 and 2025 for entry into force on 1 January 2027. The document also contained all the texts adopted by the RID/ADR/ADN Joint Meeting in March 2026.

In addition, the RID Committee of Experts had before it a document setting out the decisions of the 20th session of the standing working group, which had met in Berne on 27 and 28 May 2026 immediately prior to the meeting of the RID Committee of Experts. Particular mention should be made of the amendments relating to the transfer of technical vehicle requirements from RID to the Uniform Technical Prescription applicable to the subsystem "rolling stock – freight wagons" (UTP WAG) in the framework of COTIF and to the Technical Specification for Interoperability relating to the subsystem "rolling stock – freight wagons" (TSI WAG) under European Union law. At the start of 2026, at the request of the standing working group, an informal working

group had examined the best way to arrange the transitional measures relating to this transfer. It also addressed the question of how the information contained in the former special provisions TE 22 and TE 25¹ can remain available throughout the entire service life of tank-wagons authorised in accordance with the provisions in force until the end of 2026. The solution it came up with provides, amongst other things, for an addendum to Chapter 6.8 of RID, setting out the wording of former special provisions TE 22 and TE 25, and a list of entries to which these special provisions are assigned. In this way, the new system of the regulations is implemented, whilst the information required for practical application is retained throughout the entire service life of the tank-wagons concerned.

The RID Committee of Experts unanimously adopted all the amendments contained in the two documents. In accordance with Article 35 § 3 of COTIF, Member States should be sent the final notification texts at some point in July 2026.

¹ The alphanumeric codes beginning with the letters "TE" refer to the special provisions for the equipment of RID tanks. In RID 2025, special provision "TE 22" contains requirements for energy absorption elements, and special provision "TE 25" describes measures to prevent the overriding of buffers and to limit the damage caused by the overriding of buffers.

Interpretation concerning the marking of acetylene cylinders

In addition to the 2027 amendments to RID, the RID Committee of Experts approved an interpretation of the transitional measure concerning the marking of acetylene cylinders that will apply from 1 January 2027. The reason for this was the question of whether acetylene cylinders (on which the markings required since 1 January 2023, indicating the porous material used and the total mass of the filled acetylene cylinder, can be affixed to the cylinder shoulder or to a neck ring) must be re-marked immediately, or whether the marking only needs to be affixed at the time of the next periodic inspection.

The RID/ADR/ADN Joint Meeting had discussed this issue on the basis of informal documents from the European Industrial Gases Association (EIGA) and confirmed that, provided the marking can be affixed to the cylinder shoulder or to a neck ring, it may be applied at the next periodic inspection. Until this inspection, the carriage of acetylene cylinders without these markings is still permitted.

The standing working group agreed with the proposed interpretation and recommended that it be published. The RID Committee of Experts endorsed this recommendation and asked the Secretariat to publish the interpretation on OTIF's website on 1 January 2027.

New rules of procedure of the RID Committee of Experts

The RID Committee of Experts also adopted a revised version of its rules of procedure, which has been in force since 1 June 2026 and replaces the version that had been in force since 1 June 2024.

The aim of revising the rules of procedure was to bring the terminology and the procedures they use more closely into line with the rules of procedure of OTIF's other organs. The starting point for this work was a decision of the ad hoc Committee on Legal Affairs and International Cooperation, which, at its 8th session, approved recommendations on harmonising the rules of procedure of all OTIF organs with regard to the rights of associate members and observers.

The amendments relate in particular to the definitions, clarification of the rights of the various categories of participants, and the formal incorporation of existing practices. In addition, the role of the standing working group was clarified. In future, the RID Committee of Experts may delegate certain decision-making powers to the standing working group on matters which do not entail any amendment to Appendix C to COTIF and its Annex (RID). These include, for example, measures to facilitate the implementation and application of RID, the monitoring and assessment of its application, and decisions on the inclusion of further stakeholders and international organisations in the list of permanently invited observers. Delegating such decision-making powers to the standing working group is intended to speed up procedures significantly, such as publishing interpretations of RID provisions and guidelines, revising the RID Handbook, and conducting surveys on the application of RID.

Another new feature is that the rules of procedure set out different deadlines for publishing decisions and the minutes of the session. As decisions taken by the RID Committee of Experts may form the basis for depositary notifications, they must be made available shortly after a session, whilst the minutes may still be published within the prescribed period of two months following the session.

Involvement of stakeholders

Another key institutional focus was the involvement of stakeholders in the work of the RID Committee of Experts. The RID Committee of Experts decided to apply the "Recommendation on involving stakeholders in OTIF's work", which the 16th General Assembly had approved. This provides a clearer and more transparent basis for the involvement of international professional associations and organisations, which has already proved its worth in the RID Committee of Experts.

The RID Committee of Experts granted registered stakeholder status to a number of international associations that had already been actively involved in the development of dangerous goods regulations in the past, without following the standard procedure laid down for this purpose. The registered stakeholders were added to the list of permanently invited observers. The associations included in the list represent, amongst others, the following industry sectors: chemicals, industrial gases, aerosols, batteries, recycling, packaging, standardisation, railways, combined transport, freight forwarding and tank-containers.

A written procedure was established for future applications. The Secretariat will first check whether an application meets the formal requirements and will then submit it, together with its assessment, to the members of the RID Committee of Experts. They will be given at least one month in which to lodge an objection. If fewer than one third of the members object, the application is deemed to have been accepted. If at least one third of the members object, the application will be considered at the next session of the RID Committee of Experts.

The RID Committee of Experts also clarified that the term “experts” encompasses both independent experts and persons representing legal entities from the international railway sector or from the field of dangerous goods transport. However, individual experts may only be granted the status of registered stakeholder if the relevant field of expertise is not already represented by an association with the status of a registered stakeholder. This restriction is intended to prevent dual representation and to contribute to efficient and effective work within the RID Committee of Experts.

Update to the RID Handbook and new cross-reference table

In connection with the 2027 edition of RID, the RID Committee of Experts confirmed that a revised version of the RID Handbook is to be published on OTIF's website on the date of entry into force (1 January 2027). The standing working group had already carried out a preliminary review of the amendments to the Handbook at its 19th session (Luxembourg, 18–21 November 2025). The revision takes particular account of the transfer of technical vehicle requirements from RID to the UTP/TSI WAG. In addition, links to OTIF's redesigned website have been updated.

Also with effect from 1 January 2027, the RID Committee of Experts decided to publish a cross-reference table between RID 2025 on the one hand and RID 2027 and the UTP/TSI WAG on the other. This table is intended to help users locate provisions which, as a result of the new system, are no longer in the same place in RID or have been transferred to the UTP/TSI WAG. For authorities, railway undertakings, wagon keepers, inspection bodies and training organisations, it is an

important tool for ensuring a smooth transition to the new system.

Promoting the application of RID in domestic transport

As set out in OTIF's 2026–2027 Work Programme (Part A: Railway Law – Strategic Objectives), extending the application of OTIF law involves not only the accession of new states, but also the extension of its application to domestic carriage. Against this background, the 19th session of the standing working group considered how the application of RID in domestic transport can be promoted.

Whilst Directive 2008/68/EC requires the Member States of the European Union to apply RID to domestic transport as well, the Secretariat only has limited information regarding other RID Contracting States as to whether, and to what extent, RID is also applied to purely domestic transport.

The advantages of applying RID to domestic transport as well are obvious: it enhances legal certainty by avoiding duplication of regulations in national and international law, facilitates staff training and reduces the effort and associated costs involved in regularly updating parallel regulations. At the same time, RID offers sufficient flexibility to take account of specific national circumstances, for example through temporary derogations or supplementary provisions, provided that this does not compromise safety.

The RID Committee of Experts confirmed the importance of a wider application of RID in domestic transport and instructed the Secretariat to conduct a survey of OTIF Member States on the current

implementation status of COTIF and the application of RID to domestic transport, and subsequently to submit a summary report to it. The results are intended to provide a factual basis for further discussions and to enable the Secretariat to provide Member States with more targeted support.

RID copyright protection

Lastly, the RID Committee of Experts decided formally to assert OTIF's copyright in RID and to include a corresponding copyright notice in RID. This was based on the decision on copyright and open access adopted by OTIF's 16th General Assembly. The decision taken by the RID Committee of Experts means that any commercial reproduction, distribution or other use of the Annex to RID requires the prior written permission of OTIF.

The discussion in the standing working group had shown that the introduction of such a notice had been carefully considered. RID will continue to be freely accessible on OTIF's website. OTIF Member States and the regional organisations that have acceded to COTIF may continue to use RID without restriction for legislative, regulatory and implementation purposes, including publication in official journals and the production of national translations. Reproduction for non-commercial or academic purposes is also permitted.

The copyright notice therefore serves primarily to protect against unauthorised commercial use. The RID Committee of Experts was thus following a practice also adopted by other international organisations when dealing with complex technical regulations.

Outlook

The 21st session of the RID

Committee of Experts' standing working group will provisionally take place in Berlin from 17 to 19 November 2026. The session should deal with the first topics and

proposals for amendment that will be reflected in the 2029 edition of RID. The RID Committee of Experts will then formally adopt the final version of the 2029 amendments to

RID at the end of the new two-year working cycle in May 2028.

Katarina Burkhard

CALENDAR OF OTIF'S MEETINGS IN 2026

DATE	EVENT	ORG	LOCATION
3 - 4 November	10 th session of the ad hoc Committee on Legal Affairs and International Cooperation		Berne - Switzerland
10 November	Working Group WG TECH. 60 th Session		Brussels - Belgium
17 - 20 November	21 st session of the RID Committee of Experts' standing working group		Berlin - Germany
2 - 3 December	143 rd Session of the Administrative Committee		Berne - Switzerland

EVENTS WITH OTIF PARTICIPATION IN 2026

DATE	EVENT	ORG	LOCATION
18 September	IAA Transportation	Messe Hanover	Hanover - Germany
22 - 25 September	InnoTrans	Messe Berlin	Berlin - Germany
6 - 7 October	FIATA Anniversary – World Congress	FIATA	Milano - Italy
7 October	Freight and Wagon Law Conference	UIC and CIT	Berne - Switzerland
22 October	28. Stuttgarter Gefahrguttag	IHK Region Stuttgart	Stuttgart - Germany
27 - 30 October	OSJD Commission for Transport Law in the field of provisions for the carriage of dangerous goods	OSJD	Warsaw - Poland
3 - 6 November	120 th session of the Working Party on the Transport of Dangerous Goods (WP.15)	UNECE	Geneva - Switzerland
12 - 13 November	UIC Expert Group on the Transport of Dangerous Goods	UIC	Verona - Italy
23 November - 1 December	69 th session of the UN Sub-Committee of Experts on the Transport of Dangerous Goods	UNECE	Geneva - Switzerland



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The Bulletin editor

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