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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Rail Transport

##### Seventieth session

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Item 10 of the provisional agenda

**New convention on the facilitation of crossing of frontiers  
for passengers and baggage carried by rail**

### **Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail<sup>1</sup>**

**Transmitted by the Russian Federation and the Organization for  
Cooperation between Railways (OSJD)**

#### **Introduction**

At its previous session, the Working Party took note of the work done by the informal group of experts on the preparation of a new convention on the facilitation of border crossing for passengers and baggage carried by rail. This document presents the final draft of the convention and includes all the comments received from the Russian Federation and the Organization for Cooperation between Railways (OSJD).

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<sup>1</sup> This document was submitted late due to delayed inputs.

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## Annexes

### Annex 1

The States and regional economic integration organizations that are parties to this Convention, hereinafter referred to as the “Parties”,

*Recognizing* the need to facilitate and expedite the crossing of borders in the international carriage by rail of passengers, luggage, and load-luggage, while maintaining the effectiveness of State control,

*Given the importance* of the safety, convenience, comfort and high quality of passenger service,

*Noting* the importance of reducing the running times of trains to increase the competitiveness of rail transport,

*Have agreed* as follows:

#### Chapter 1 Definitions

##### Article 1

For the purposes of this Convention, the following terms are used:

(a) “luggage” means items or objects belonging to a passenger and accepted by a carrier for carriage in a luggage wagon of a passenger train;

(b) “rail transport infrastructure” (hereinafter “infrastructure”) means the technical facilities, including the rails and other structures; railway stations; electrical power supply equipment; communication networks; signaling, centralized control and blocking systems; information systems; traffic control system; and other systems ensuring the operation of such buildings, constructions, installations, devices and equipment;

(c) “international carriage by rail” means the carriage of passengers, luggage and load-luggage by rail between two or more railway stations in different States, as well as transportation between the stations of a single State passing through the territory of another State or States;

(d) “passenger (or consignor)” means a physical person who makes a journey by train using a valid travel document (or ticket), or who has a travel document (or ticket) and is boarding or disembarking at a station, including on a passenger platform directly prior to or immediately after travel;

(e) “carrier” means a legal entity that enters with a passenger (or consignor) into a contract of carriage pursuant to which it undertakes to deliver the passenger, luggage checked by the passenger or load-luggage from a point of departure to a destination;

(f) “railway checkpoint” means an area within a railway station, either at or in the vicinity of a border, or another specifically designated area in the direct vicinity of the border, with appropriate infrastructure and where the operational and administrative procedures required for the passage by rail of passengers, luggage and load-luggage are carried out;

(g) “hand luggage” means passenger belongings carried by embarked passengers and whose carriage is included in the fare free of charge, not exceeding standard established weights and dimensions, and whose safekeeping is the responsibility of the passengers;

(h) “load-luggage” means items accepted by the carrier from a physical person or legal entity in accordance with a procedure established by the legislation of the Parties for carriage in a luggage wagon of a passenger train;

(i) “infrastructure manager” means a legal entity authorized in accordance with the legislation of the Parties to provide services to legal entities or physical persons for the use of the infrastructure;

(j) “staff” means employees of the carrier or of other organizations engaged in passenger service en route and who are not a part of the train crew;

(k) “State control” means activities carried out by authorized State bodies and officials of the Parties when passengers, luggage or load-luggage cross a State border as part of international passenger transport by rail, with the purpose of preventing, detecting and suppressing infractions, including border, customs and special controls and other types of control established in accordance with the legislation of the Parties;

(l) “special control” means veterinary, health and quarantine, phytosanitary and other types of State control requiring the use of special forms and methods of implementation.

## Article 2

This Convention regulates the following in relation to international carriage by rail:

(a) Organizing cooperation between the Parties and coordinating the work done by State control authorities to facilitate border crossing in international carriage by rail;

(b) Defining a range of measures to agree upon conditions for implementing State control and harmonize requirements for the documentation used therein and for State control procedures;

(c) Improving the efficiency of railway checkpoints and reducing the time needed for State border controls;

(d) Organizing coordination of the work of representatives of the Parties’ border, customs and other State authorities implementing State border controls and of the Parties’ carriers.

## Article 3

1. The provisions of this Convention shall not prevent the conclusion of bilateral agreements between the Parties with the aim of achieving the Convention’s objectives and developing practical mechanisms for its application.

2. The conditions of the bilateral agreements shall complement and/or clarify the provisions of this Convention and shall not be at variance with its provisions.

3. The provisions of this Convention shall not prevent the application of greater facilities which the Contracting Parties grant or may wish to grant either by unilateral provisions or by virtue of bilateral or multilateral agreements provided that such facilities do not impede the application of the Convention’s provisions.

#### **Article 4**

1. The Parties shall cooperate in order to ensure the greatest possible uniformity of requirements for documentation and procedures in all areas related to border crossings in international carriage by rail.
2. The Parties shall make every effort to use international standards, new technologies and best practices to improve the performance of railway checkpoints and to facilitate the procedures in all areas connected with border crossings in international rail traffic.
3. The Parties express their willingness to exchange information on practical achievements in improving the efficiency of railway checkpoints and in reducing the time required to carry out State border controls.

#### **Article 5**

1. The following types of State control may be performed during the crossing of the Parties' borders:
  - (a) border controls;
  - (b) customs controls;
  - (c) other types of State control established by the legislation of the Parties.
2. State control may be carried out at the following locations:
  - (a) at a railway checkpoint (or checkpoints);
  - (b) on the train during its run between the Parties' railway checkpoints;
  - (c) partially at the railway checkpoint and partially during the train's run.

#### **Article 6**

The State control authorities of the Parties shall carry out agreed upon actions for the control of passengers' documents and their hand luggage, luggage and load-luggage.

The State control checkpoints, the manner, type, procedures and timing standards for the handling of State controls and the passenger data to be transferred to State control authorities shall be established by the legislation of the Parties and separate bilateral or multilateral agreements.

The Parties, taking into account the possibilities for effective State control, may agree that international passenger trains may travel through railway checkpoints without stopping.

The Parties may agree, through separate agreements, that a passenger train may run without stopping and without border, customs and other types of State control established by the national legislation of the Parties if the passenger train is transiting from the territory of one Party through the territory of another.

Responsibility for monitoring compliance with a prohibition of embarking/disembarking of passengers or the loading/unloading of baggage shall rest with the carrier.

#### **Article 7**

1. When carrying out State controls, the Parties shall take measures to prevent disruptions in the train schedule.

2. The Parties' infrastructure managers shall promptly exchange information on the train schedule and changes thereto, the composition of international passenger trains and the cancellation and/or designation of new trains, for subsequent notification to the State control authorities.

3. The Parties shall ensure compliance with the timeframes established for carrying out State control in their legislation and in separate bilateral or multilateral agreements and shall seek to reduce such timeframe standards by simplifying and improving the methods, technologies and technical means used to carry out State control.

#### **Article 8**

The Parties shall, when dealing with each other, seek to reduce the use of paper documents and to simplify documentation procedures, using electronic data interchange systems to exchange information, within the scope foreseen by the legislation of the Parties and bilateral or multilateral agreements.

### **Chapter 2**

#### **Border crossing by members of train crews, State control officials and staff engaged in international carriage by rail**

#### **Article 9**

Authorized officials of State control bodies shall be exempted from passport and visa formalities when performing State control activities in international carriage by rail. Their presentation of official documents authorizing them to carry out State control shall be considered sufficient to authenticate their identity, position and authority.

#### **Article 10**

1. The Parties shall seek to facilitate visa procedures and procedures for the crossing of the Parties' borders for train crews, staff and employees of border (or transfer) stations engaged in international carriage by rail, in accordance with positive experience in this field with regard to all applicants.

The border crossing procedure for the persons listed in paragraph 1, including specifications of official documents confirming their status, shall be determined on the basis of bilateral agreements.

2. When a control is carried out, the officials of the border or customs authorities or of other authorities carrying out controls at border (or transfer) stations shall, in the performance of their official duties, cross the State border presenting the documents stipulated by the Contracting Parties for their citizens.

### **Chapter 3**

#### **Providing for State control**

#### **Article 11**

To ensure the orderly and prompt performance of State control, the Parties shall endeavour to observe the following minimum requirements for railway checkpoints used for international passenger rail transport:

(a) An appropriate presence for daily, round-the-clock State control at the buildings (premises), facilities, equipment and technical means used for crossing at railway checkpoints must be ensured;

(b) The technical equipment at the railway checkpoints and adjacent sectors must facilitate State control without disrupting the train schedule;

(c) An appropriate presence of equipment, devices, information and communications systems to allow for the exchange of advance information, including on passenger trains approaching railway checkpoints, must be ensured;

(d) At railway checkpoints, the presence of the required numbers of skilled personnel of the carriers and the border, customs and other State authorities must be ensured, taking into account the volume of traffic at railway checkpoints where special controls are carried out, and they must be provided with the necessary technical means;

(e) The through-put and traffic capacities and those of adjacent sectors must be sufficient for the volume of traffic;

(f) The railway checkpoints must be equipped with technical means and information technology and communications systems enabling them to receive and utilize technical assessments and rolling stock verification data kept by official authorities and railways within their spheres of competence prior to the arrival of the rolling stock at such stations, if the Parties do not implement alternative measures to perform such functions.

#### **Article 12**

In order to confirm the authority of the State control officials, they shall wear uniforms and/or insignia, as established by the legislation of the Parties, which shall provide one another with information about them in a timely manner.

### **Chapter 4 Carrying out State control**

#### **Article 13**

1. Information on passengers, luggage, and load-luggage crossing the border shall be transmitted by the carriers to the State control authorities, including electronically, well in advance (as technologically feasible). In the transmission of such information, restrictions contained in national legislation or in international agreements that are binding on one of the Parties shall be taken into consideration.

2. If the information contains State, commercial, banking and/or other secrets protected by the legislation of a Party, the persons engaged in the international transport shall undertake not to disclose such information to third parties without the written consent of the person who owns such information or who has the right to use and dispose of it.

3. The public authorities of the Parties shall exchange information in order to improve the effectiveness of such State control and to select the forms it will take in advance.

#### **Article 14**

1. The Parties shall agree on the place(s) where such State control shall be carried out by concluding separate bilateral or multilateral agreements.

2. When the Parties so agree, State control may be carried out jointly by their State control authorities.

3. The State control may be carried out either in the territory of one Party or on the train during its run between the railway checkpoints of the Parties, in accordance with the provisions of this Convention.

**Article 15**

1. Without regard to the places where the State control may be carried out, the list of which appears in paragraph 5 (2), if such control does not require the use of forms and methods of special control, it shall be carried out directly in the wagons of the train.
2. Passengers shall not leave their places as assigned by their travel documents (or tickets) until the end of the State control procedures.
3. Where necessary, forms and methods of special control, as established by the legislation of the Parties, may be used in specially designated and equipped premises at railway checkpoints and/or in train wagons.
4. In order to ensure passenger safety, the carrier shall take all possible measures to prevent unauthorized tampering with the structure of the wagon. In the event that such tampering is discovered, the carrier's service personnel shall inform the State officials.

**Article 16**

1. State control on the train during its run between the railway checkpoints of the Parties shall be conducted in accordance with separate bilateral or multilateral agreements between the Parties.
2. Separate bilateral agreements between the Parties may provide for the possibility of the control authorities of one Party to be located in the territory of the other Party.
3. In the absence of a separate agreement on the sequence with which State control is to be performed in the territory of one Party, the following procedure shall be applicable:
  - (a) Border control by the State control authorities of the country of exit;
  - (b) Customs and other checks by the State control authorities of the country of exit;
  - (c) Border control by the State control authorities of the country of entrance;
  - (d) Customs and other checks by the State control authorities of the country of entrance.
4. If there is a separate agreement for the consecutive performance of State control in the territory of one Party the following order shall be applied.
  - (a) Border control carried out consecutively, by the State control authorities of the country of exit, and subsequently, of the country of entrance;
  - (b) Customs and other checks carried out consecutively, by the State control authorities of the country of exit, and subsequently, of the country of entrance.
5. The State control authorities of the country of entrance shall carry out State control only in those parts of the train where State control has already been performed by the State control authorities of the country of exit.

**Article 17**

1. The Parties shall ensure compliance with the standard timeframes set by bilateral agreements for the performance of technical operations for the reception and transfer of trains at railway checkpoints, including for all types of State control, and shall seek to reduce such times by improving operations, introducing new technologies and constantly updating them. The Parties shall take measures to reduce the standard times in coming years.

2. The Parties shall carry out registration of trains or wagons delayed at railway checkpoints and transmit this information to the Parties involved, which shall subsequently analyze the situation and propose measures to reduce layovers.

#### **Article 18**

1. The competent bodies authorized in accordance with the legislation of the Parties shall determine, on the basis of separate agreements, the railway checkpoints either near the border or in the interior of one of the Parties where the State control is carried out in accordance with article 5 (2) (a) of this Convention.

2. In all cases where such railway checkpoints are determined, separate agreements shall specify the area in which the State control officials of the Parties shall have the right to inspect passenger, their hand luggage and luggage, and load-luggage crossing the Parties' border in any direction.

3. The area where the State control officials of the Parties have the right to inspect passengers shall typically include:

- (a) The buildings, facilities and platforms of the railway checkpoint;
- (b) Passenger trains.

#### **Article 19**

The Parties shall endeavour to arrange for State control to be carried out in accordance with article 5 (2) (b) of this Convention during the run of passenger trains, especially in the following cases:

(a) When the duration of the non-stop run of such trains before and after the railway checkpoint of each of the bordering Parties is sufficient to carry out the State control procedures;

(b) When the international traffic is carried out with passenger trains having variable gauge systems;

(c) When high-speed trains are used.

#### **Article 20**

The Parties shall endeavour to arrange for State control to be carried out partially at a railway checkpoint and partially during the run of a passenger train in accordance with article 5 (2) (c) of this Convention where the duration of the non-stop run of the train before or after the railway checkpoint is sufficient to carry out the State control in the territory of only one of the Parties.

### **Chapter 5**

#### **Final provisions**

#### **Article 21**

##### **Signature, ratification, acceptance, approval and accession**

1. This Convention, which shall be deposited with the Secretary-General of the United Nations, shall be open to the participation of all States and of regional economic integration organizations of sovereign States competent for the negotiation, conclusion and application of international agreements relating to the matters covered herein.



2. For the matters within their competence, the regional economic integration organizations referred to in paragraph 1 may on their own behalf exercise the rights and fulfil the obligations set out by this Convention for member States which are Contracting Parties to this Convention. In such cases, the member States of the organizations in question shall not be entitled to individually exercise such rights, including the right to vote.
3. States and the regional economic integration organizations referred to above may become Contracting Parties to this Convention:
  - (a) By depositing an instrument of ratification, acceptance or approval after signature; or
  - (b) By depositing an instrument of accession.
4. This Convention shall be open for signature at the United Nations Office at Geneva by all the States and the regional economic integration organizations referred to in paragraph 1 from ... until ..., inclusive.
5. From ... it shall also be open for their accession.
6. The instruments of ratification, acceptance, approval or accession shall be deposited with the Secretary-General of the United Nations.

## **Article 22**

### **Entry into force**

1. This Convention shall enter into force three months after the date on which five States have deposited their instruments of ratification, acceptance, approval or accession.
2. After the five States have deposited their instruments of ratification, acceptance, approval or accession, this Convention shall enter into force for all subsequent Contracting Parties three months after the date of the deposit of their instruments of ratification, acceptance, approval or accession.
3. Any instrument of ratification, acceptance, approval or accession deposited after the entry into force of an amendment to this Convention shall be deemed to apply to the Convention as amended.
4. Any such instrument deposited after an amendment has been accepted in accordance with the procedure in article 27, but before it has entered into force, shall be deemed to apply to the Convention as amended on the date when the amendment enters into force.

## **Article 23**

### **Denunciation**

1. Any Contracting Party may denounce this Convention by so notifying the Secretary-General of the United Nations.
2. Denunciation shall take effect six months after the date of receipt by the Secretary-General of the notification of denunciation.

## **Article 24**

### **Termination**

If, after the entry into force of this Convention, the number of States which are Contracting Parties is reduced to less than five for a period of 12 consecutive months, the Convention shall cease to have effect from the end of the 12-month period in question.

## **Article 25**

### **Settlement of disputes**

1. Any dispute between two or more Contracting Parties concerning the interpretation or application of this Convention shall, so far as possible, be settled by negotiation between them or by other means of settlement.
2. Any dispute between two or more Contracting Parties concerning the interpretation or application of this Convention which cannot be settled by the means indicated in paragraph 1 of this article shall, at the request of one of the Parties, be referred to an arbitration tribunal composed as follows: each party to the dispute shall appoint an arbitrator, and these arbitrators shall appoint another arbitrator, who shall be the chair. If, three months after receipt of a request, one of the Parties has failed to appoint an arbitrator or if the arbitrators have failed to elect the chair, any of the Parties may request the Secretary-General of the United Nations to appoint an arbitrator or the chair of the arbitration tribunal.
3. The decision of the arbitration tribunal established under the provisions of paragraph 2 shall be final and binding on the parties to the dispute.
4. The arbitration tribunal shall determine its own rules of procedure.
5. The arbitration tribunal shall take its decisions by majority vote and on the basis of the treaties existing between the parties to the dispute and general international law.
6. Any controversy which may arise between the parties to the dispute as regards the interpretation and execution of the award may be submitted by any of the parties for judgment to the arbitration tribunal which made the award.
7. Each party to the dispute shall bear the costs of its own appointed arbitrator and of its representatives in the arbitral proceedings; the costs of the chair and the remaining costs shall be borne in equal parts by the parties to the dispute.

## **Article 26**

### **Reservations**

1. Any Contracting Party may, at the time of signing, ratifying, accepting or approving this Convention or acceding to it, declare that it does not consider itself bound by article 25 (2) to (7) of this Convention. Other Contracting Parties shall not be bound by these paragraphs in respect of any Contracting Party which has entered such a reservation.
2. Any Contracting Party having entered a reservation as provided for in paragraph 1 of this article may at any time withdraw such reservation by notifying the Secretary-General of the United Nations.
3. Apart from the reservations set out in paragraph 1 of this article, no reservation to this Convention shall be permitted.

## **Article 27**

### **Procedure for amending this Convention**

1. This Convention, including its annexes, may be amended upon the proposal of a Contracting Party by the procedure specified in this article.
2. Any proposed amendment communicated in accordance with the preceding paragraph shall come into force with respect to all Contracting Parties three months after the expiry of a period of 12 months following the date of communication of the proposed amendment, during which period no objection to the proposed amendment has been communicated to the Secretary-General of the United Nations by a State or by a regional

economic integration organization which is a Contracting Party, and which then acts within the conditions specified in article 21 (2) of this Convention.

3. If an objection to the proposed amendment has been communicated in accordance with paragraph 3 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

#### **Article 28**

##### **Requests, communications and objections**

The Secretary-General of the United Nations shall inform all Contracting Parties and all States of any request, communication or objection under article 27, and of the date on which any amendment enters into force.

#### **Article 29**

##### **Review Conference**

After this Convention has been in force for five years, any Contracting Party may, by notification to the Secretary-General of the United Nations, request that a conference be convened for the purpose of reviewing the Convention, indicating the proposals which should be dealt with by the conference. In such a case:

(i) The Secretary-General of the United Nations shall notify all the Contracting Parties of the request and invite them to submit, within a period of three months, their comments on the original proposals and such other proposals as they may wish the conference to consider;

(ii) The Secretary-General of the United Nations shall also communicate to all the Contracting Parties the text of any other proposals made and shall convene a review conference if, within a period of six months from the date of that communication, not less than one third of the Contracting Parties notify him of their concurrence with the convening of such a conference;

(iii) However, if the Secretary-General of the United Nations considers that a review proposal may be regarded as a proposed amendment under article 27 (1), he may, by agreement with the Contracting Party which has made the proposal, implement the amendment procedure provided for by article 27, instead of the review procedure.

#### **Article 30**

##### **Notifications**

In addition to the notifications and communications provided for in articles 28 and 29, the Secretary-General of the United Nations shall notify all States of the following:

- (a) Signatures, ratifications, acceptances, approvals and accessions under article 21;
- (b) The dates of entry into force of this Convention in accordance with article 22;
- (c) Denunciations under article 23;
- (d) The termination of this Convention under article 24;
- (e) Reservations under article 26.

**Article 31**

**Certified true copies**

After ... the Secretary-General of the United Nations shall transmit two certified true copies of this Convention to each of the Contracting Parties and to all States which are not Contracting Parties.

Done at\_\_ in \_\_copies, on \_\_\_\_, in the \_\_ language, the English, Russian and \_\_ texts being equally authentic.

In Witness Whereof, the undersigned plenipotentiaries, being duly authorized thereto, have signed this Convention.

## Annex 2

### **Table of changes made to the text of the convention to facilitate the crossing of frontiers in the international railway transport of passengers, luggage, and load-luggage, in accordance with the conclusions the meeting of the informal working group held from 26 to 27 July 2016 the OSJD committee, Warsaw, under the auspices of the ECE Inland Transport Committee**

<i>Article</i>	<i>Amendments</i>	<i>Final wording</i>
First paragraph of the Preamble	Addition of “regional economic integration organizations” to the paragraph.	The States and regional economic integration organizations that are parties to this Convention, hereinafter referred to as the “Parties”,
Article 1 (e)	Comment from OTIF representative taken into consideration. “Organization” changed to “legal entity”.	(e) “Carrier” means a legal entity that enters with the passenger (or consignor) into a contract of carriage pursuant to which it undertakes to deliver the passenger, luggage checked by a passenger or load-luggage from a point of departure to a destination;
Article 1 (k)	Proposal of the ECE representative taken into consideration. Include in article 1 a new definition, of “State control”, used later in the text of the instrument. Agree on the definition of “State control” and the definition of “special control”.	(k) “State control” means activities carried out by authorized State bodies and officials of the Parties when passengers, luggage or load-luggage cross a State border as part of international passenger transport by rail, with the purpose of preventing, detecting and suppressing violations, including border, customs and special controls and other types of control established in accordance with the legislation of the Parties.
Article 3	Wording of article 3 changed in accordance with point 2 of the decision adopted under agenda item 1 of the informal working group meeting held under the auspices of the ECE Inland Transport Committee.	1. The provisions of this Convention shall not prevent the conclusion of bilateral agreements between the Parties with the aim of achieving the Convention’s objectives and developing practical mechanisms for its application.

	Proposal of the ECE representative regarding the wording of TIR article 49 taken into consideration.	<p>2. The conditions of the bilateral agreements shall complement and/or clarify the provisions of this Convention and shall not be at variance with its provisions.</p> <p>3. The provisions of this Convention shall not prevent the application of more advantageous conditions which the Contracting Parties may grant or wish to grant either through unilateral measures or in accordance with bilateral or multilateral agreements, provided that such conditions are not an impediment to the application of the Convention's provisions.</p>
Article 4 (2)	<p>Wording of the paragraph reworked in line with the terminology used in the International Convention on the Harmonization of Frontier Controls of Goods of 21 October 1982.</p> <p>Replacement of "shall strive" with "shall make every effort".</p>	<p>2. The parties shall make every effort to use international standards, new technologies and best practices to improve the performance of railway crossing checkpoints and to facilitate the procedures in all areas connected with border crossings in international rail traffic.</p>
Article 5 (1)	Removal of "the Parties" as a subject; "perform" replaced with "may be performed".	<p>1. The following types of State control may be performed during the crossing of the Parties' borders:</p>
Article 6, fourth paragraph	Addition of "types of" after "other" and before "State control established by the national legislation of the Parties".	<p>The Parties may agree, through separate agreements, that a passenger train may run without stopping and without border, customs and other types of State control established by the national legislation of the Parties if the passenger train is transiting from the territory of one Party through the territory of another Party.</p>
Article 9	No participants' proposals were received.	
Article 11 (b)	Replacement of "infrastructure" with "technical equipment".	<p>(b) The technical equipment at the railway checkpoints and adjacent sectors must facilitate State control without disrupting the train schedule;</p>

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Article 12	Addition of "... which shall provide one another with information about them in a timely manner" to the article.	In order to confirm their authority, State control officials shall wear uniforms and/or insignia, as established by the legislation of the Parties, which shall provide one another with information about them in a timely manner.
Article 14 (2)	Addition of "When the Parties so agree" to the article.	When the Parties so agree, State control may be carried out jointly by their State control authorities.
Article 14 (3), second paragraph	Paragraph deleted, as questions of administrative and criminal liability are regulated in accordance with the national legislation of the Parties.	
Article 15 (4)	Wording agreed at the informal meeting of the working group held under the auspices of the ECE Inland Transport Committee from 26 to 27 July 2016.	4. In order to ensure passenger safety, the carrier shall take all possible measures to prevent unauthorized tampering with the structure of the wagon. In the event that such tampering is discovered, the carrier's service personnel shall inform the State officials.
Chapter 5, articles 21-31	Wording of the articles recast in accordance with point 6 of the decision adopted under agenda item 1 of the informal working group meeting held under the auspices of the ECE Inland Transport Committee, on the basis of the proposals made by the representative of the ECE Inland Transport Committee secretariat.	

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