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## PRESS RELEASE

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### German Rail Industry Backs the Luxembourg Rail Protocol

**Allianz pro Schiene** (ApS), the leading rail association in Germany, together with seven other German and European rail organizations, has issued a detailed statement supporting the Luxembourg Rail Protocol to the Cape Town Convention. The statement notes that it is essential to attract more private capital into the rail sector to support the development of an environmentally friendly transportation network in Germany.

Although government usually carries responsibility for the expansion of rail infrastructure, “everything that runs on the rails – such as locomotives, passenger trains, and freight wagons – could be procured, modernized, and financed privately,” argues ApS, but this source of capital remains largely untapped. “One key reason for this is the absence of an international registration system for ownership and security rights in railway rolling stock,” the Association continues, and the solution is for Germany to adopt the Luxembourg Rail Protocol. “The overdue ratification of the Luxembourg Rail Protocol” it concludes, “should be prioritized and finalized by the responsible competent ministry, the Federal Ministry of Justice (BMJ). By doing so, Germany, as a leading market, would take on an international pioneering role and also encourage other countries to implement the treaty.”

“We very much welcome this clear support from the German rail industry,” said Dr Benjamin von Bodungen, chair of the Rail Working Group in Germany. “With the new government focused on improving the railways, this is exactly the time for Germany to move forward with the adoption of the Luxembourg Rail Protocol, leading to a more dynamic, efficient and reliable rail sector, delivering a better and more cost-effective service to the public, both in freight and passenger transportation, in an environmentally sustainable way” he added.

The Rail Working Group is a not-for-profit association constituted under Swiss law representing a broad cross section of the global railway community.

For a complete list of our members and more about us, please visit our website at [www.railworkinggroup.org](http://www.railworkinggroup.org)

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## NOTES FOR EDITORS

See the complete Allianz pro Schiene statement in English [here](#) and in German [here](#).

**Allianz pro Schiene** (“Pro Rail Alliance”) is Germany’s most extensive transport association. It unites 24 non-profit organizations and more than 150 railway sector companies, which collaboratively aim at the promotion and improvement of rail traffic in Germany. The main objective of increased rail traffic also promotes climate protection and so ApS is classified as a non-commercial entity.

**The Luxembourg Rail Protocol** to the [Cape Town Convention on International Interests in Mobile Equipment](#) is a new global treaty under the auspices of UNIDROIT, the International Institute for the Unification of Private Law. The Protocol will make it much easier and cheaper for the private sector to finance all types of railway rolling stock. It sets up a new system for recognition, priorities and enforcement of creditor and lessor rights, which will be registered in an [international registry](#) based in Luxembourg, accessible to everyone over the internet 24/7 and introduces, for the first time a new global unique permanent identification system (URVIS) for rolling stock. The United Nations has now adopted global [Model Rules](#) setting out minimum standards for the permanent marking of railway rolling stock with URVIS numbers. The Protocol entered into force in contracting states on **8<sup>th</sup> March 2024**.

The European Union (in respect of its competences). Gabon, Luxembourg, Paraguay, South Africa, Spain, and Sweden have ratified the Protocol. France, Germany, Switzerland, Mozambique, Italy, and the UK have already signed the Protocol and are working towards its adoption. Many other states, including the Democratic Republic of Congo, Kenya, Malta, Eswatini, Namibia, Zimbabwe, Ethiopia and Mauritius, are actively looking at ratification of the Protocol. The Protocol is endorsed by many international rail organisations (including the African Rail Industry Association, OTIF, CIT, UIC, UIP, ERFA, ALLRAIL, UITP, CER and Eurofima) and actively supported by the African Union, the UN Economic Commission for Africa and the UN Economic Commission for Europe.

**The Rail Working Group** is a Swiss-based not-for-profit association focused on the adoption and implementation of the Luxembourg Rail Protocol. It has about 90 direct members and hundreds of additional rail stakeholders represented indirectly by various industry organisations that belong to, and support, the objectives of the RWG.

For more on the Luxembourg Rail Protocol and the Rail Working Group visit [www.railworkinggroup.org](http://www.railworkinggroup.org). or write to us at [info@railworkinggroup.org](mailto:info@railworkinggroup.org).

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