



COTIF

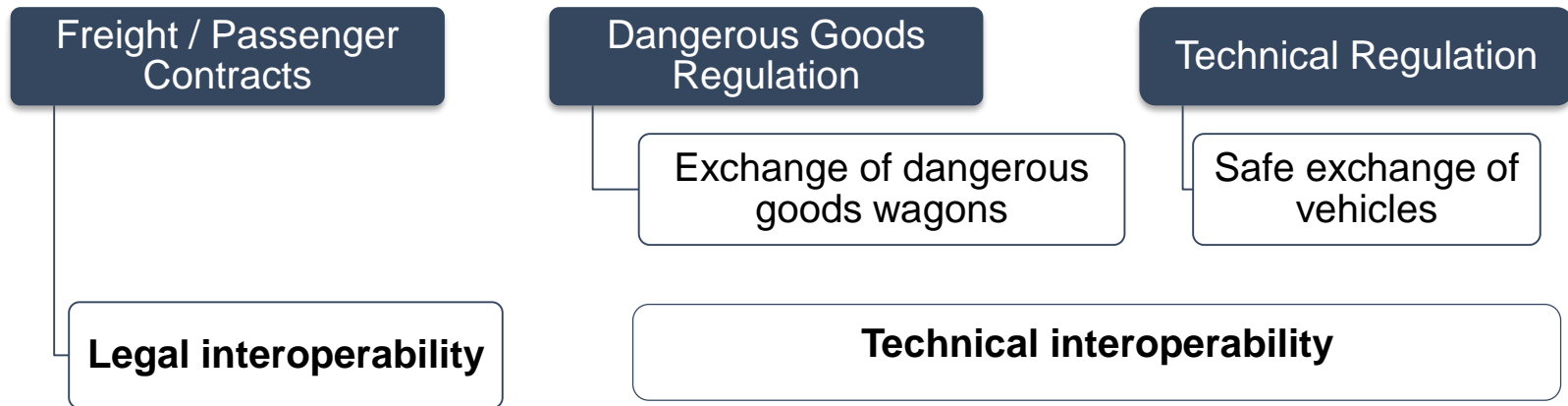
unified railway law to connect Europe, Asia and Africa

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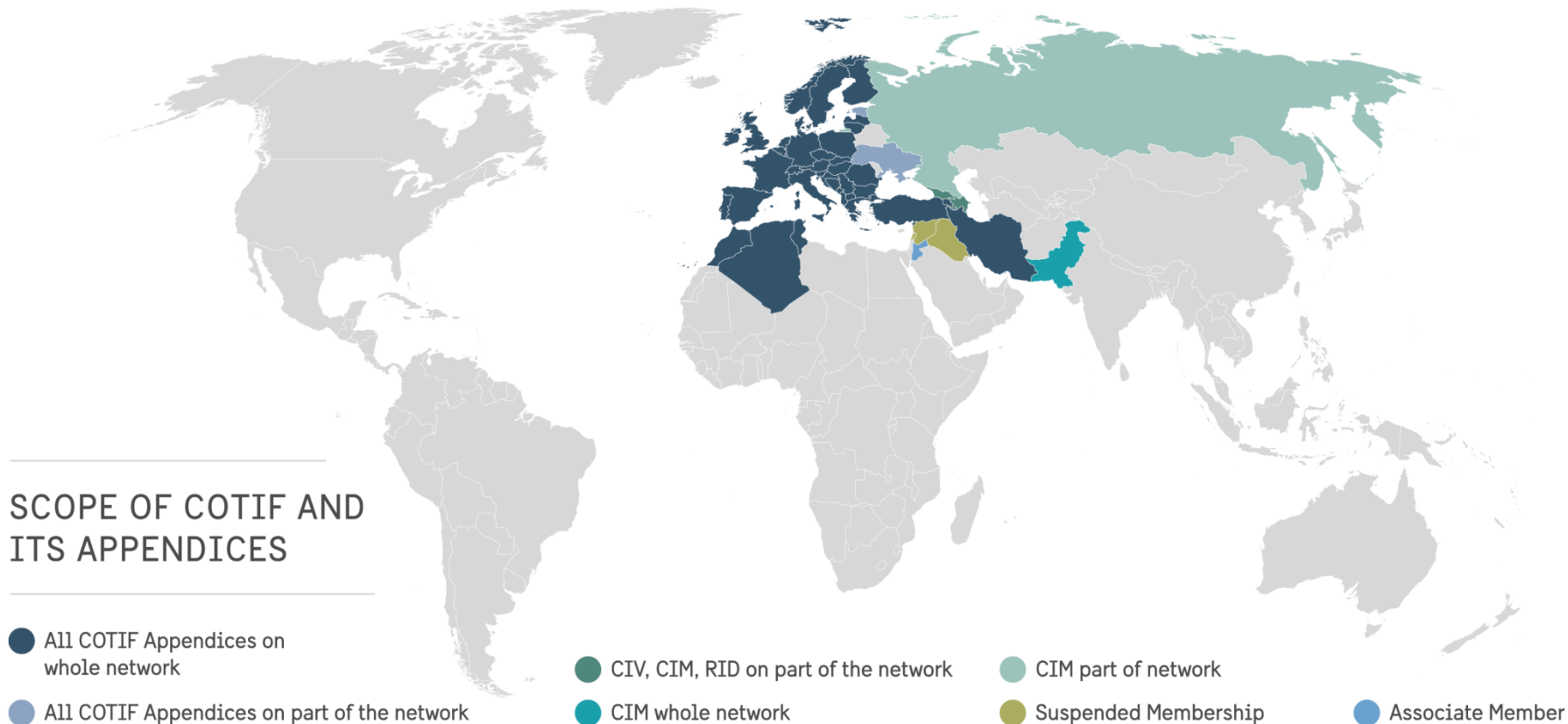
Paris – September 2017

COTIF – uniform railway law to connect Europe, Asia and Africa

- 1893 - first international Convention regarding international freight traffic by rail
- Currently - base Convention with seven Appendices covering various aspects of international traffic by rail
- Is international law
- Member States can make declarations not to apply selected parts of COTIF

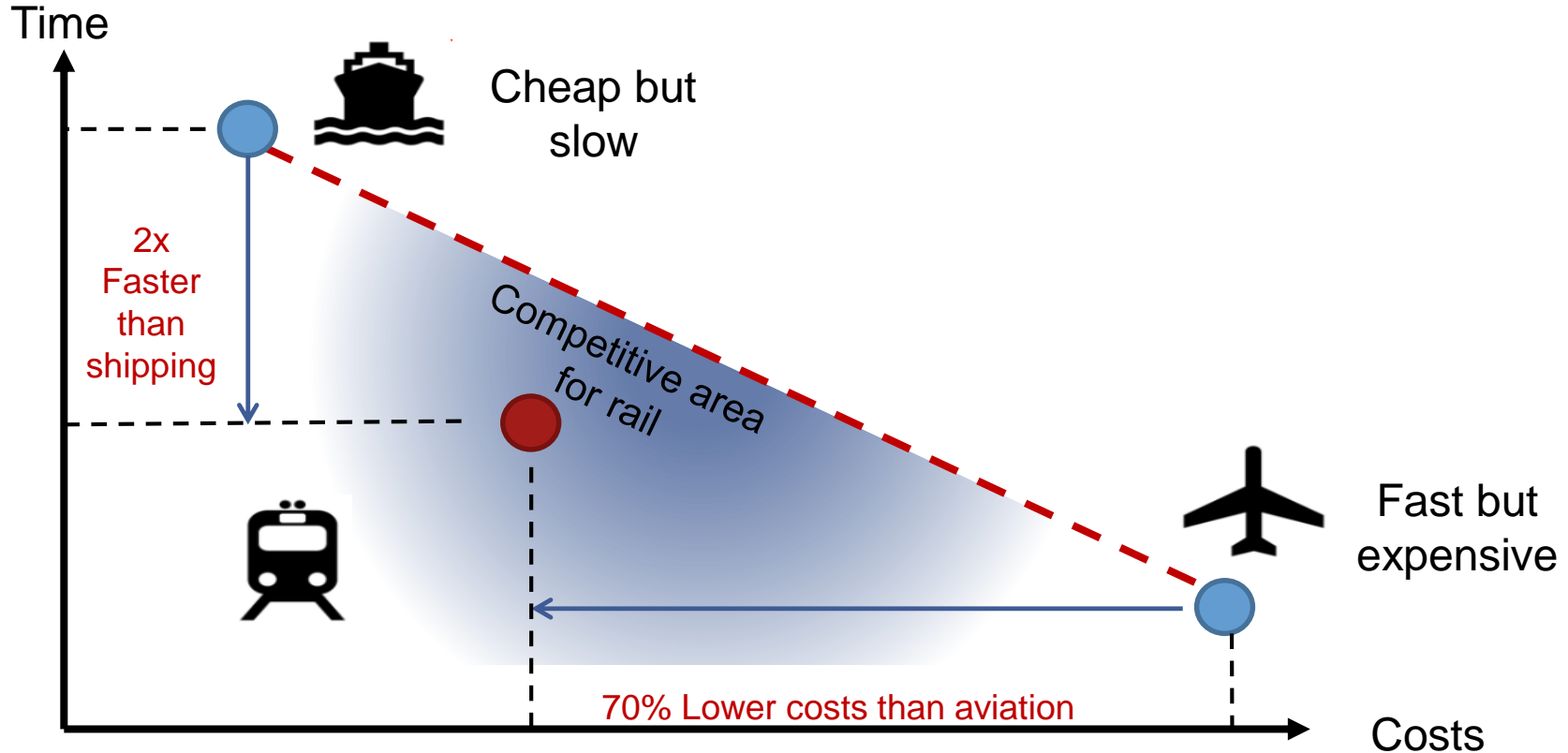


Intergovernmental Organisation for International Carriage by Rail (OTIF)



The case for intercontinental rail freight

China \leftrightarrow Europe



Gaps in international rules

What is missing

Single contracts for Euro-Asian backbone

A common understanding of interoperability, possibly backed by law

Access conditions to the rail networks

What should be questioned

Abolishing regional regulation or developing legal and technical interfaces?

Who should determine the operational rules?

Path to multimodality: legal interoperability or single regulation?

The four levels of international railway regulation

4

Access conditions

The conditions under which States provide access for foreign railway undertakings to operate trains on their networks.

3

Interoperability: the cross-border operation of trains

Safety framework concerning the international operation of complete trains
Contractual relations between IM and RU (CUI) : GCU for train path

2

exchange of vehicles

Contractual relations between vehicle keepers and railway undertakings (CUV)
construction, approval, use and maintenance of vehicles (APTU / ATMF)

1

Contract of transport and transport of dangerous goods

Contractual relations between railways and their customers (CIM / CIV)
Provisions for the safe transport of dangerous goods by rail (RID)

Challenges for the authorities – what can we do?

Challenges for the future of rail freight transport

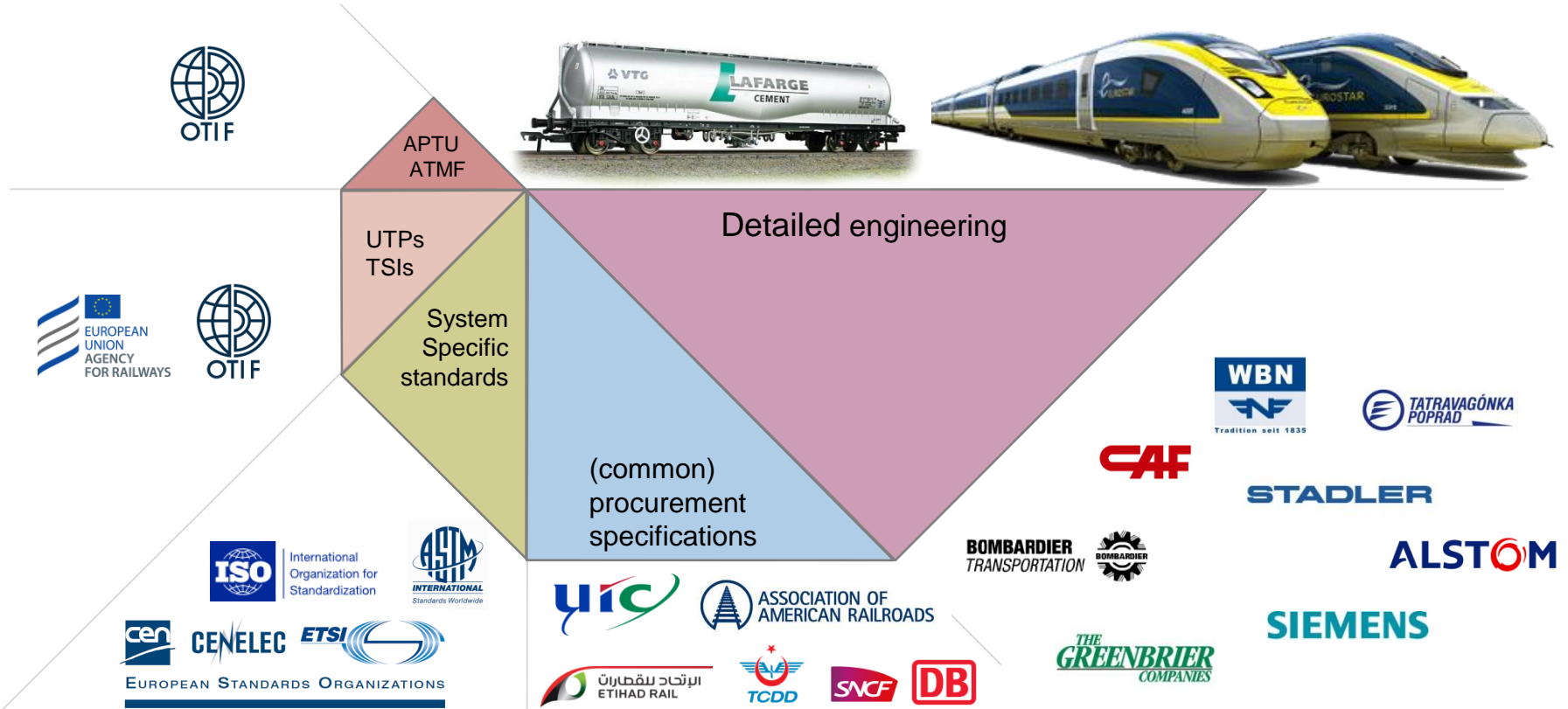
To be competitive with other modes and get maximum return on investment:

- States should stimulate the **operation of complete trains across borders** (instead of handing over vehicles to the neighbouring RU)
- Consistent international legal framework for train path allocation and transit procedures
- Therefore **States should open their international railway routes** to international railway undertakings

Key elements to be agreed multilaterally:

- Ensure that traffic is covered by a single legal regime for transport contracts
- Developing a rail transit framework in collaboration with DGTAXUD, WCO and UNECE
- Harmonised approval of vehicles, so that these vehicles can be used across borders
- Standardise interfaces between infrastructure and vehicles, in particular international corridors should be equipped with a uniform signalling system
- International safety certification of railway undertakings to safely operate international trains under a harmonised safety framework
- Network access conditions

Implementation of international rail services



OTIF's strategic objectives

OTIF AS A FORUM FOR UNIFORM RAILWAY LAW

1 Maintain and share a common knowledge base with OTIF's stakeholders

2 Encourage the involvement of experts from our Member States in ERA and OSJD activities on the basis of common positions

3 Make railway law consistent in partnership with other organisations in the sector

EXTEND AND DEVELOP THE APPLICATION OF COTIF

4 Foster working relationships with UNESCAP

5 Extend the application of COTIF in Europe, Asia and Africa

PROMOTE SAFE TECHNICAL AND LEGAL INTEROPERABILITY

6 Continue the development of technical and legal regulations for safe interoperability beyond the EU

7 Cooperate with the EU and OSJD with a view to harmonising the regulations more closely

PROMOTE THE SAFE TRANSPORT OF DANGEROUS GOODS

8 Keep the dangerous goods regulations up to date, taking into account technical progress

9 Improve the compatibility of the RID provisions with the technical approach of the UTPs as regards issues of interoperability

Thank you for your attention

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Organisation intergouvernementale pour les transports internationaux ferroviaires
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