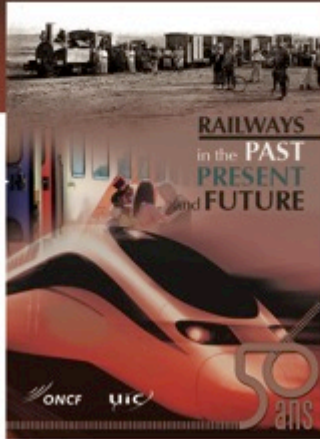


 **ONCF**

 **UIC**

Marrakech
March 6th 2014

 **50**
years

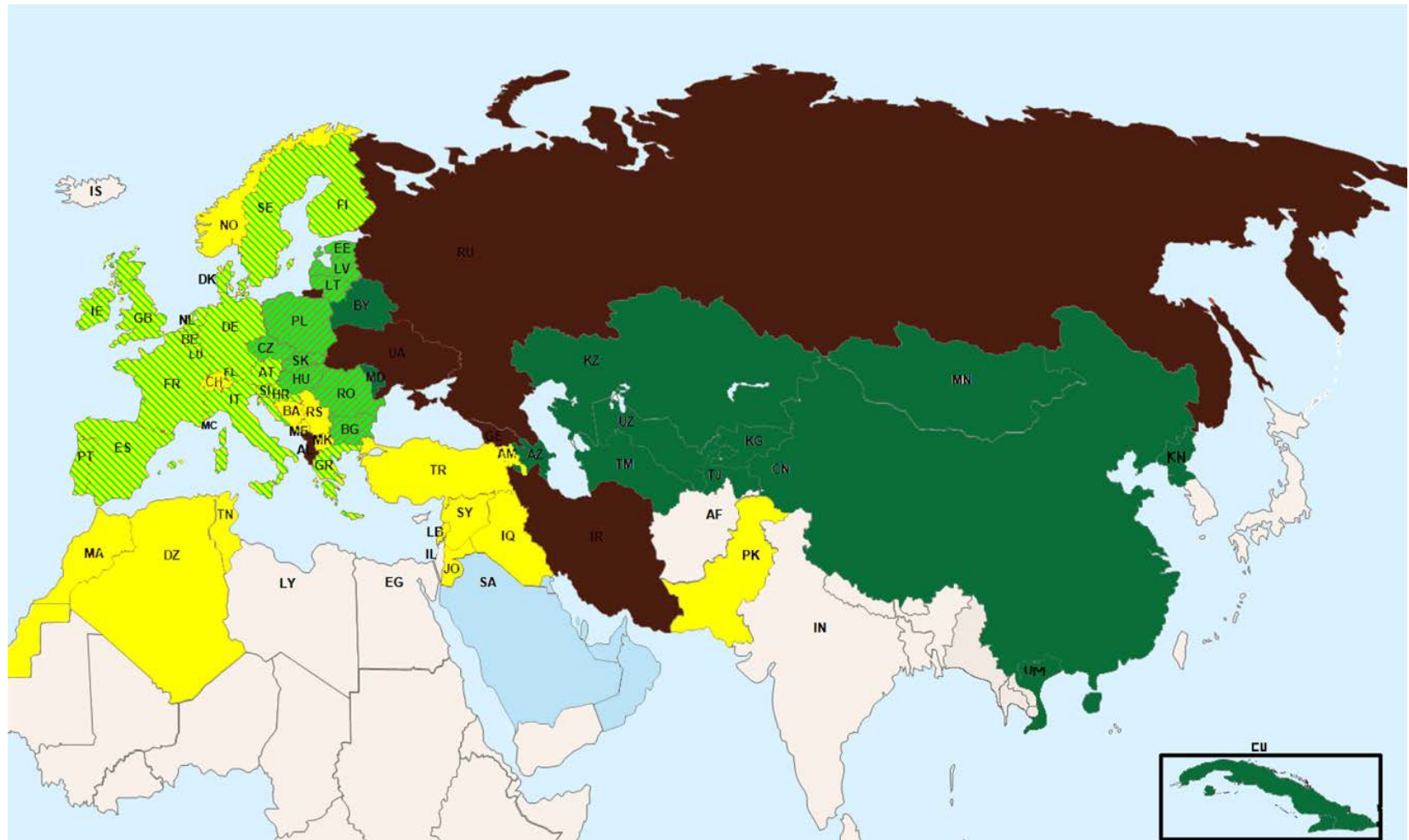








SUMMARY

OTIF:
Technical and legal compatibility
with the European market



The Organisation's Member States



-  OTIF
  OSJD
  OTIF & OSJD
  OTIF & EU
  OTIF & OSJD & EU
  GCC

The Tasks

- CIM/CIV/CUV/CUI : Developing standard contracts helping to define liability regimes for:
 - Passengers;
 - Freight;
 - Use of Vehicles;
 - Use of the Infrastructure.

These Uniform Rules are developed with CIT, UIP, UIC, OSJD and UNECE

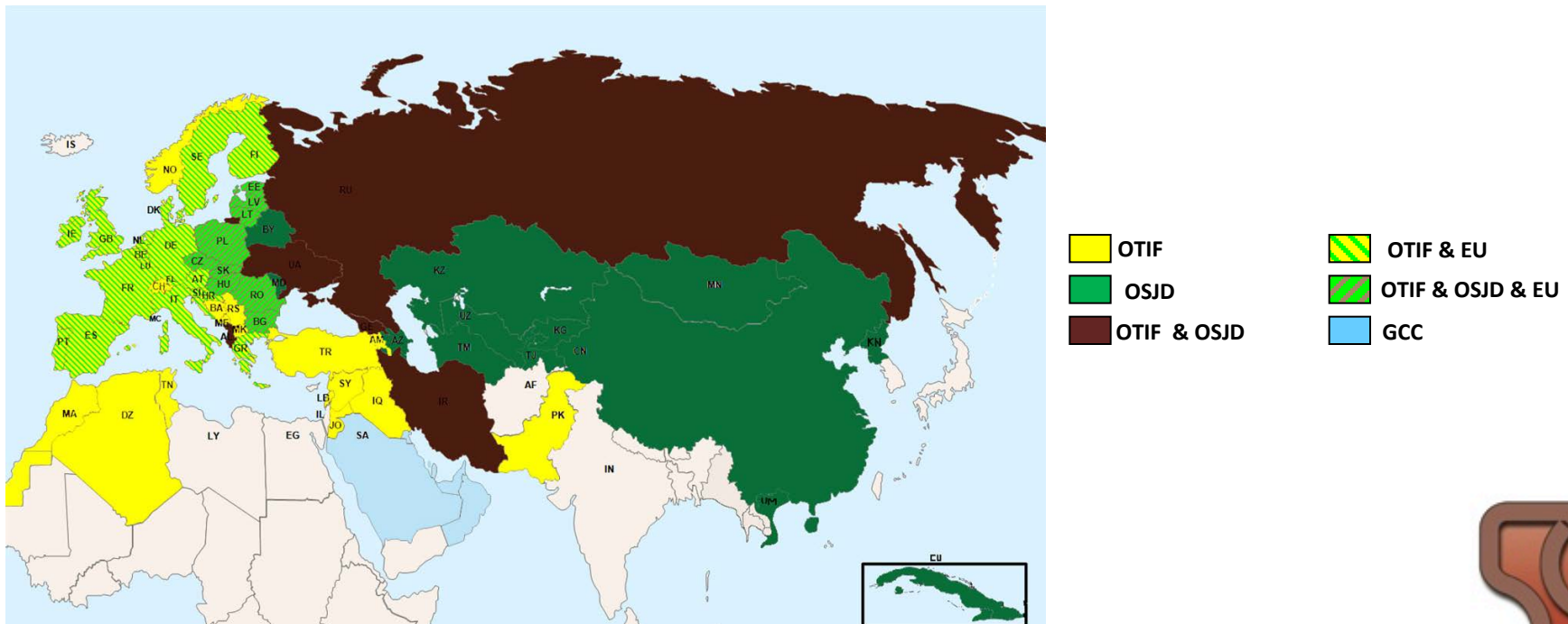
- ATMF/UTP: Ensuring technical compatibility for rolling stock developed with CER, EU, ERA and UIC
- RID department: coordinating regulations on the international carriage of dangerous goods with EU, OSJD and UNECE (ADR/ADN).

=> a coordination and interfacing role



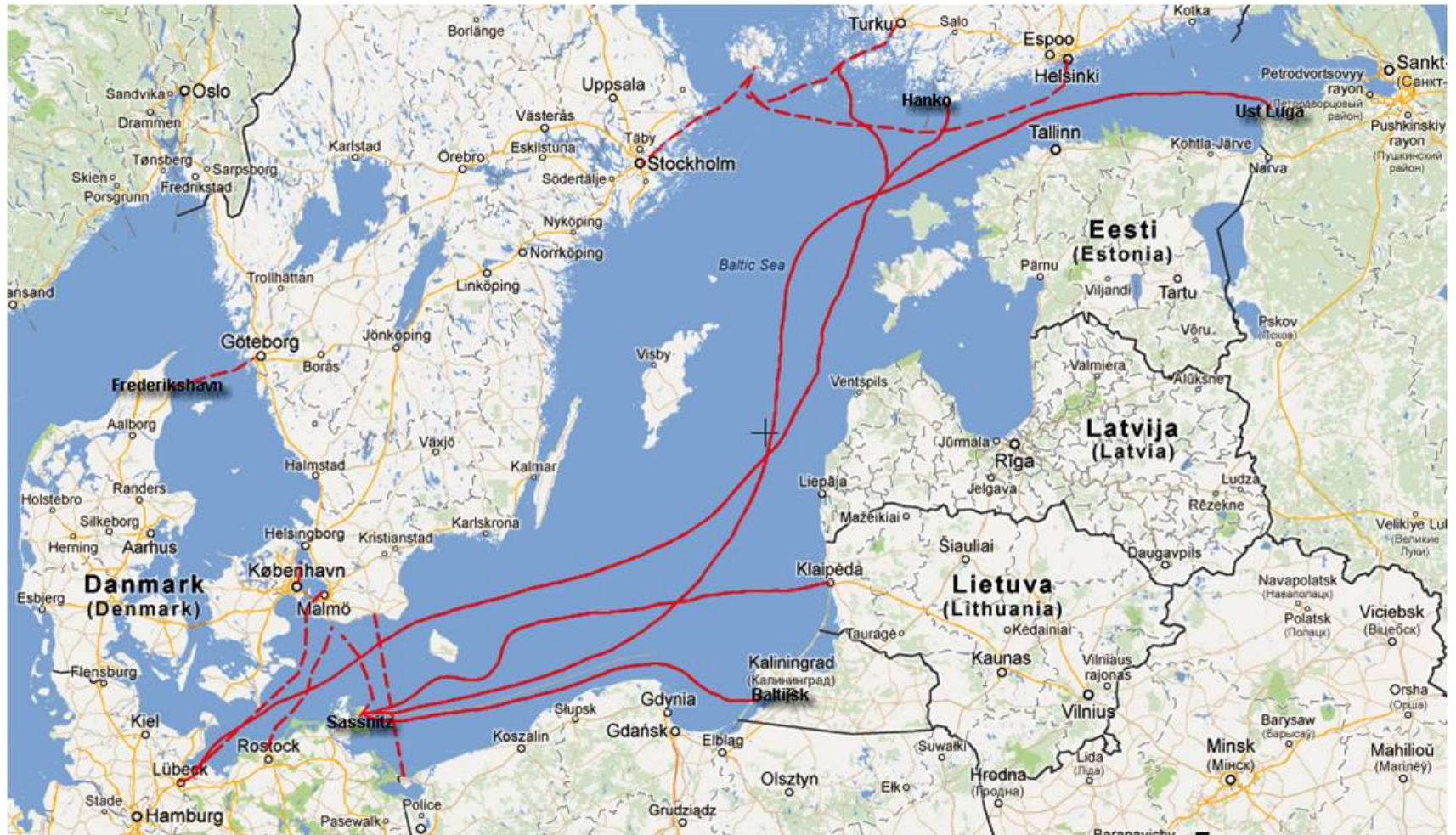
One geographical vision : a unified legal framework

- The Convention concerning International Carriage by Rail offers all States and regional economic integration organisations a "neutral" legal framework.
- Common approaches will facilitate cooperation, investments and operations.
- Development of "interface law« .
- Framework providing legal and geographical flexibility.



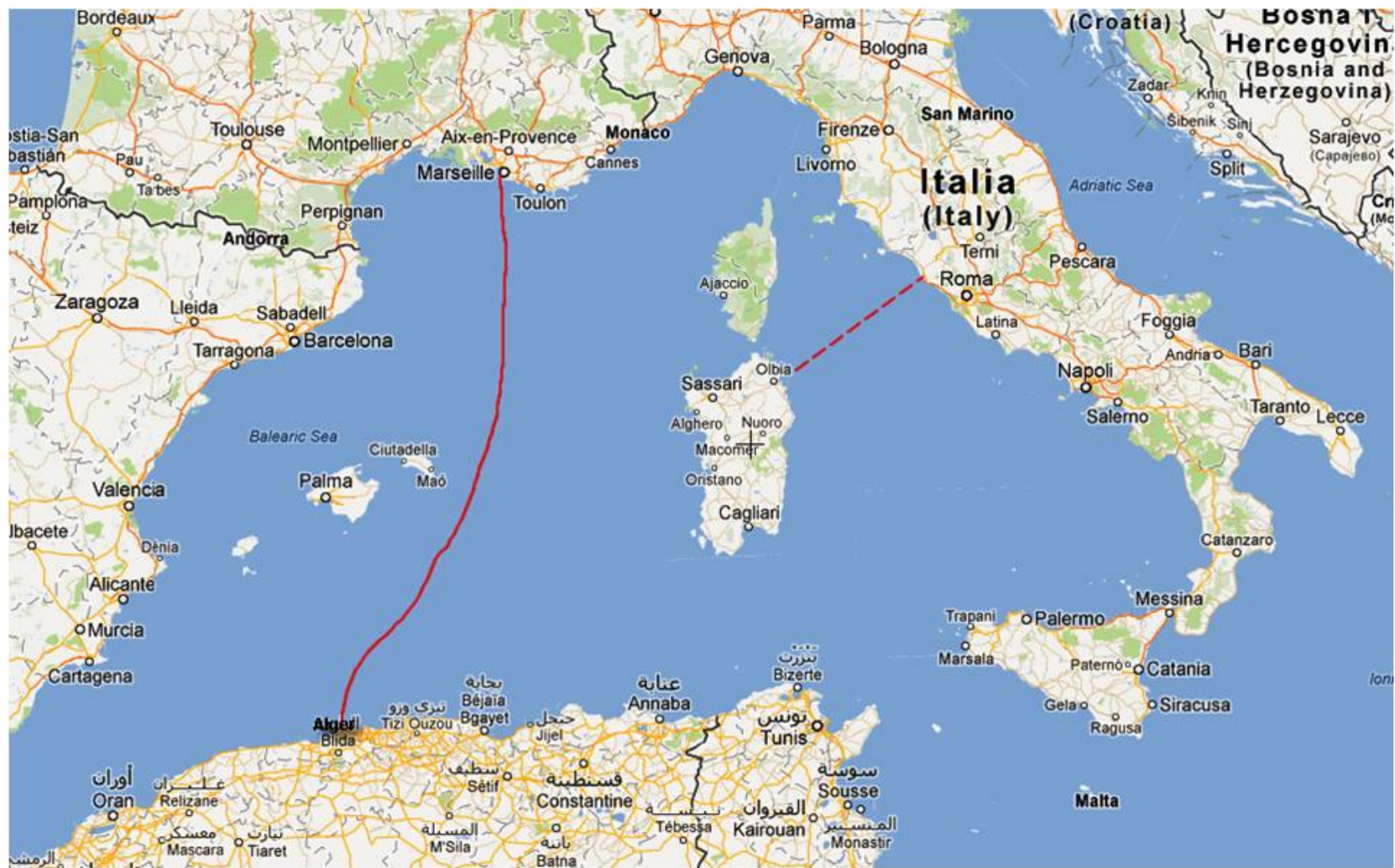
Maritime lines for developing the railways' Hinterland :

The example of CIM lines in Baltic sea



CIM lines in Mediterranean sea :

Europe as hinterland



Lifting Obstacles to international traffic

- Freight transport by rail is the most appropriate way to carry goods over a long distance, however, many obstacles hinder the proper functioning of international rail transport.
- These obstacles must be overcome for the railways to deliver goods in a transparent, economical, fast and secure manner.

=> To that end, OTIF considers obstacles should be listed through the study of 3 corridors:

- 1. A corridor for land transport only between Russia/China and Germany**
- 2. A corridor passing through Turkey, with an intermodal part on the Black Sea**
- 3. A Euro-Maghreb corridor between Tunisia and Morocco, crossing Algeria, with possible links to EU corridors and reaching Northern European markets via the Iberian Peninsula.**



The EU' s accession to COTIF

- The EU' s accession to COTIF in July 2011 is an opportunity to develop uniform railway law
 - EU and OTIF have a complementary approach :
 - COTIF CIM and CIV are based on a contractual philosophy;
 - EU law is by nature public law;
 - With regard to technical regulation, OTIF has a bridging role, in order to ensure interoperability on the largest possible scale.
- => OTIF provides a level playing field for freight by rail**

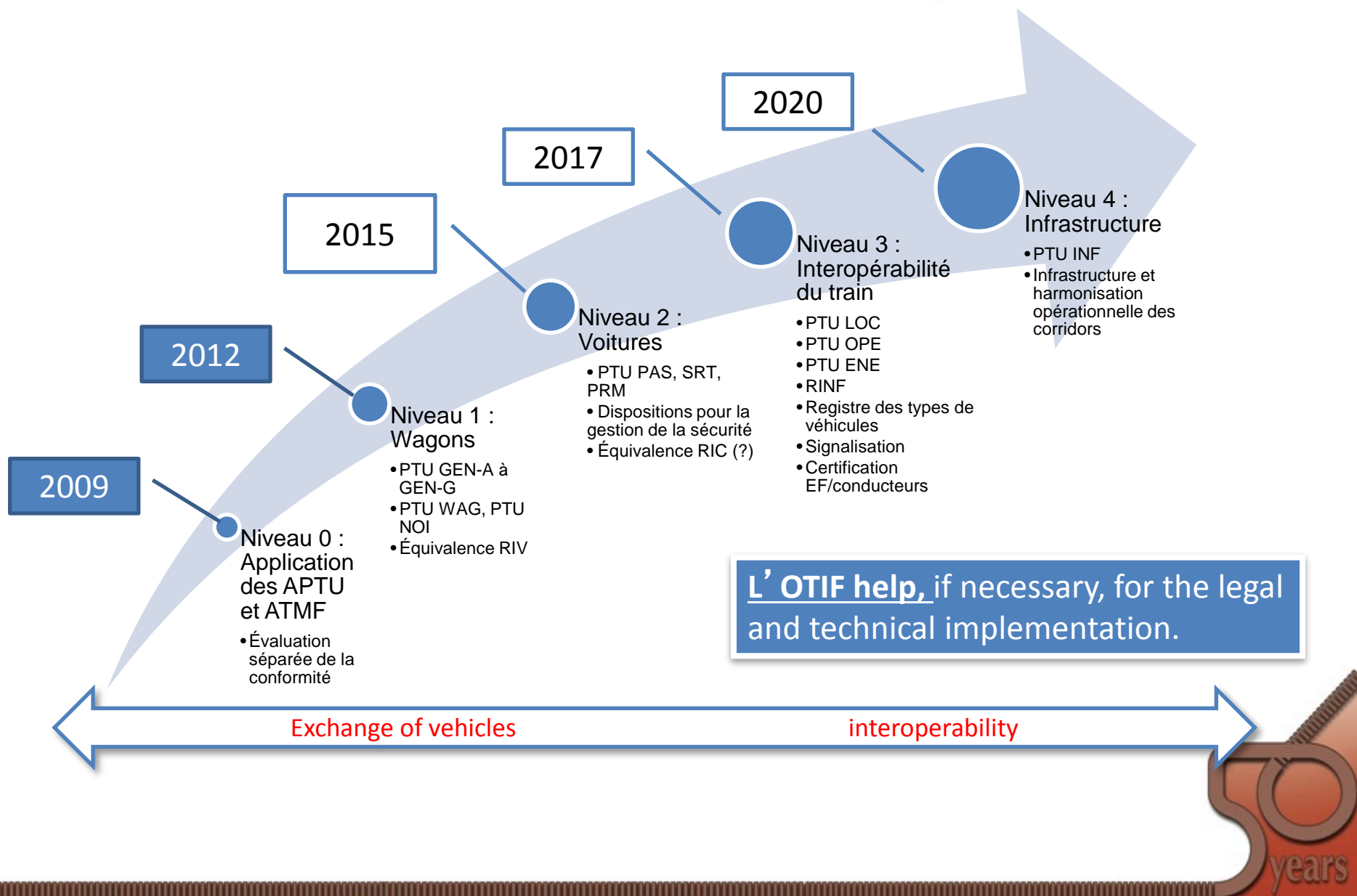


The administrative arrangements between ERA/Commission/OTIF of 24 October 2013

- ERA is developing safety and interoperability concepts under the control of the EU Member States and the Commission.
 - Definition of common priorities:
 - a road map for the transposition of the technical specifications for interoperability;
 - setting up effective working relations;
 - prior involvement of the States parties that are not EU members;
 - cooperation on registers.
- => Involvement of the non Member States of the EU for a uniform technical environment.**



A road map towards interoperability



Principles of the relationship between OTIF and the Commission/ERA

- Regular management level meetings
- Organisation of joint workshops: first workshop organised in Bonn on 6 February 2014 on the inter-vehicle interfaces for passenger coaches
- Put in place a procedure for the consultation and participation of non EU Member States in ERA's work
- Agreement on coordinating the vehicle registers and exchanges of information.

=> Ensure total compatibility and a broader vision





THANKS

50
years

ONCF

uic