



ORGANISATION INTERGOUVERNEMENTALE POUR LES TRANSPORTS
INTERNATIONAUX FERROVIAIRES
ZWISCHENSTAATLICHE ORGANISATION FÜR DEN INTERNATIONALEN
EISENBAHNVERKEHR
INTERGOVERNMENTAL ORGANISATION FOR INTERNATIONAL CARRIAGE BY RAIL

Technical and legal regulations for insuring railway development

Secretary General of OTIF

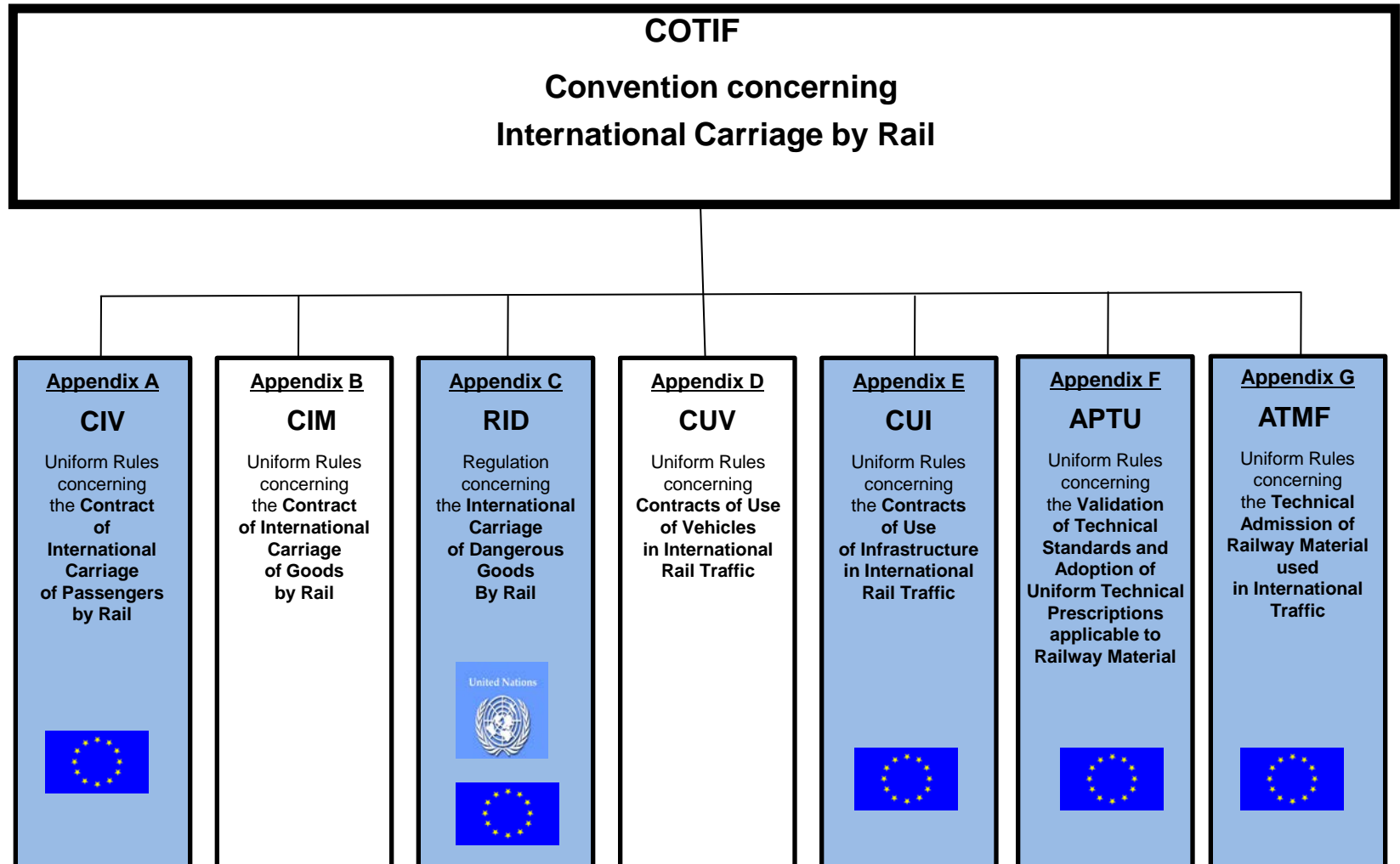
François Davenne

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Tehran November 2014



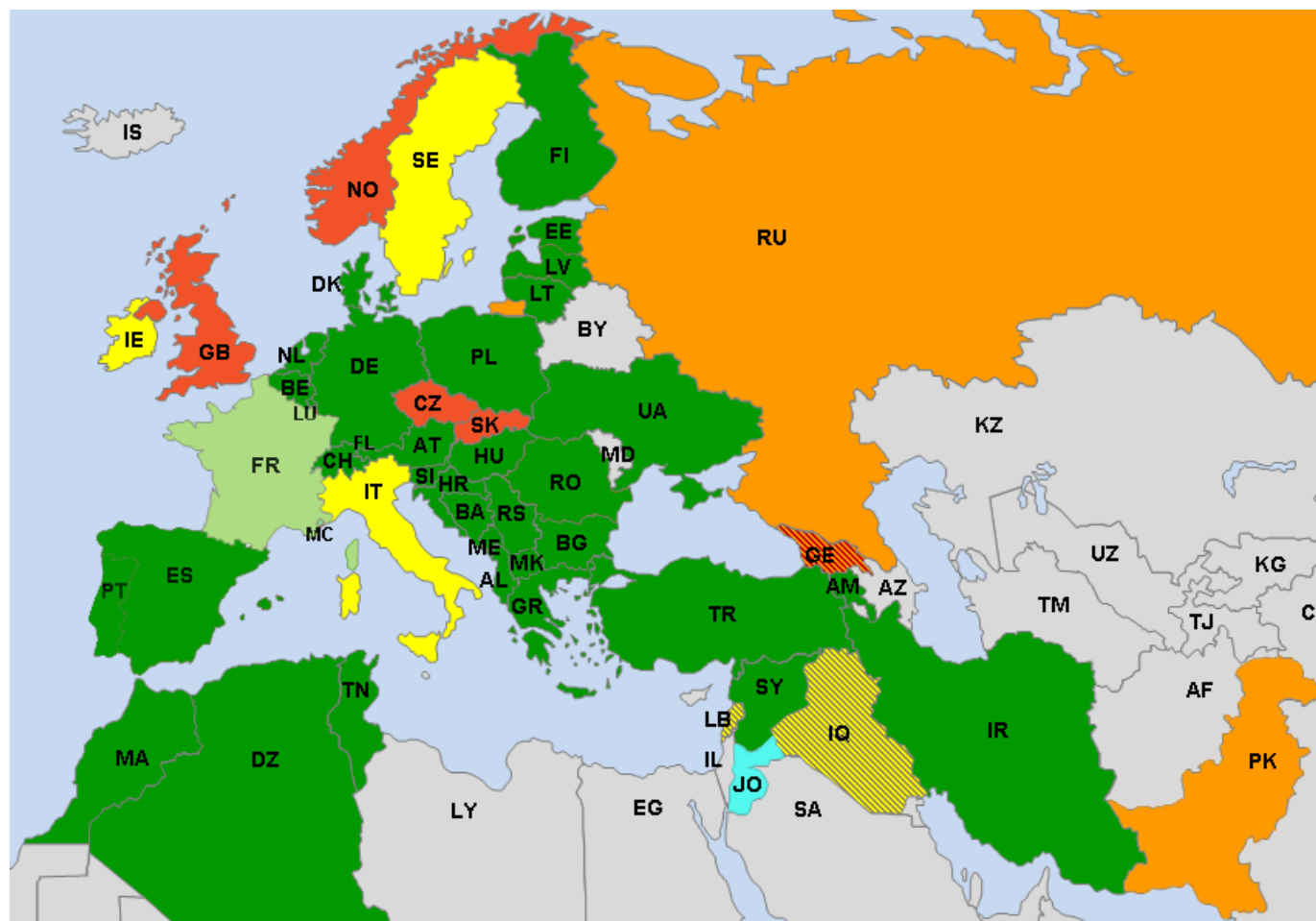
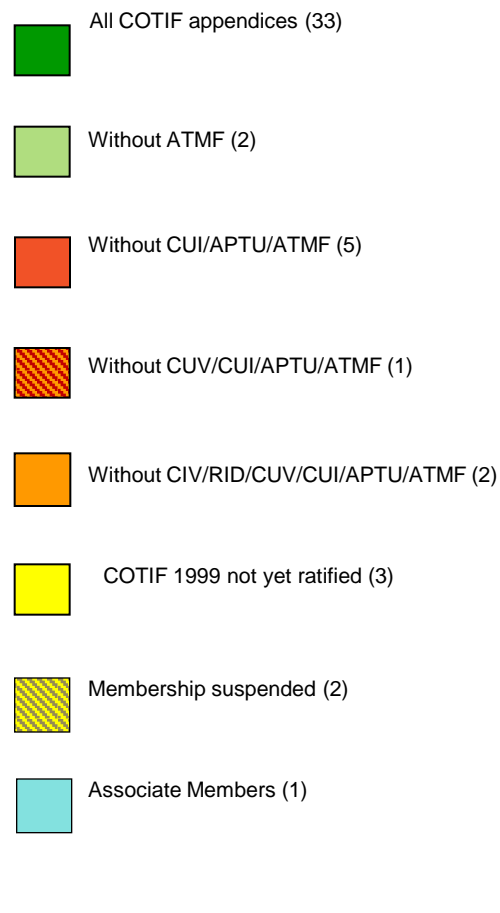
- Applies to international traffic by rail
- Is international law
- Founded in 1893 in Bern, 32 years after the ITU
- Member States can make declarations not to apply selected parts of COTIF





Geographical scope of COTIF and its appendices

Situation on 16th April 2014





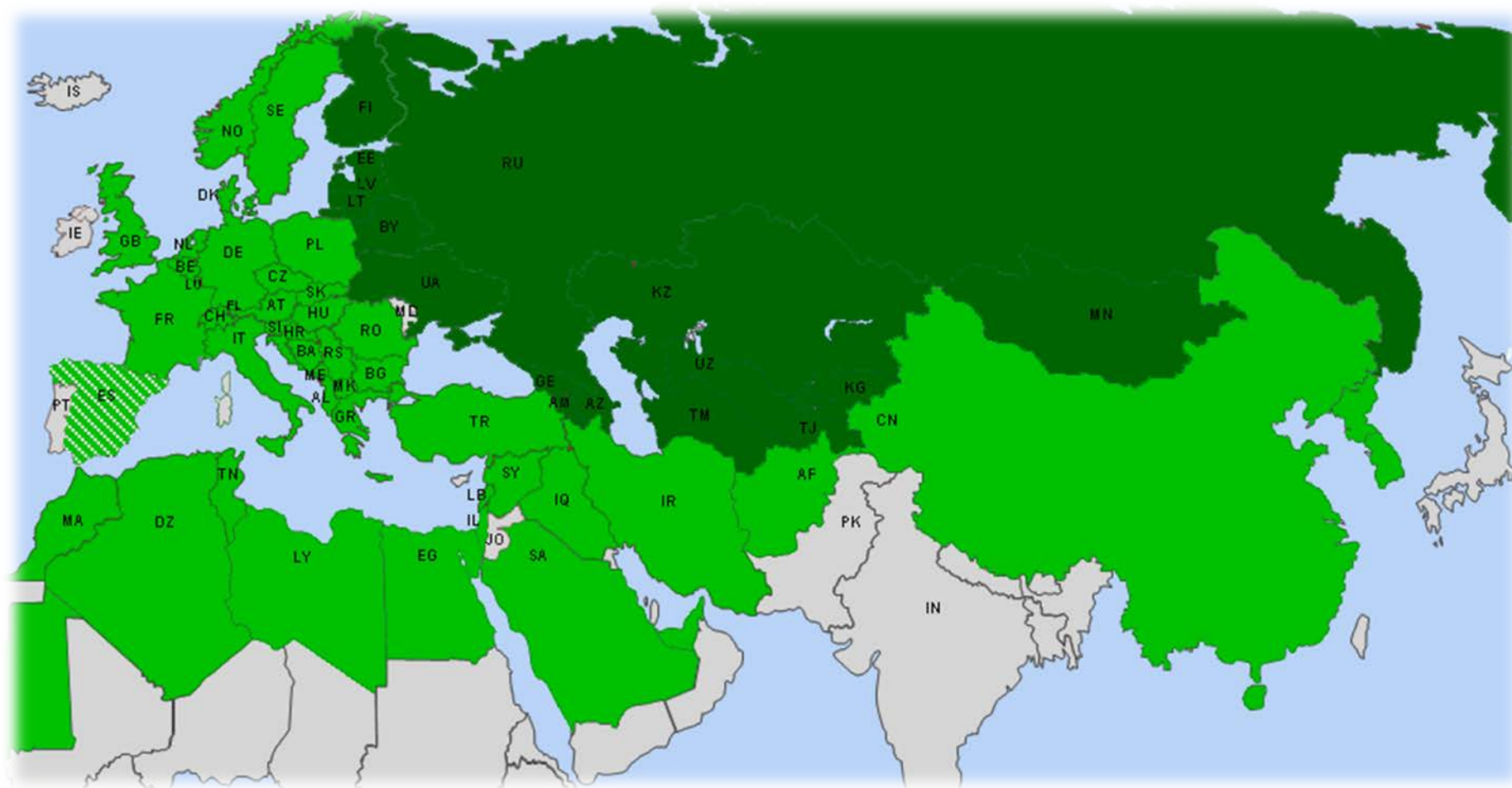
Comparing EU and OTIF regulations



Objectives	Improve efficiency and market share of rail.	Promote, improve and facilitate international traffic
Scope of application	Domestic and international traffic in the EU	International traffic between OTIF Member States
Market model	EU Member States are required to open their rail markets to competition	OTIF does not have requirements imposing a particular market model
Scope of application	Interoperability and safety Organisation of railways Competition regulation Passenger's right Dangerous goods regulation	interchangeable vehicles Uniform contract law : <ul style="list-style-type: none">- passengers/freight- use of vehicle- use of infrastructure Dangerous goods regulation



UIC 1435mm and 1520/1524mm gauge (as at 01.05.2014)



INTERNATIONAL UNION
OF RAILWAYS



1435mm gauge (UIC Standard gauge)



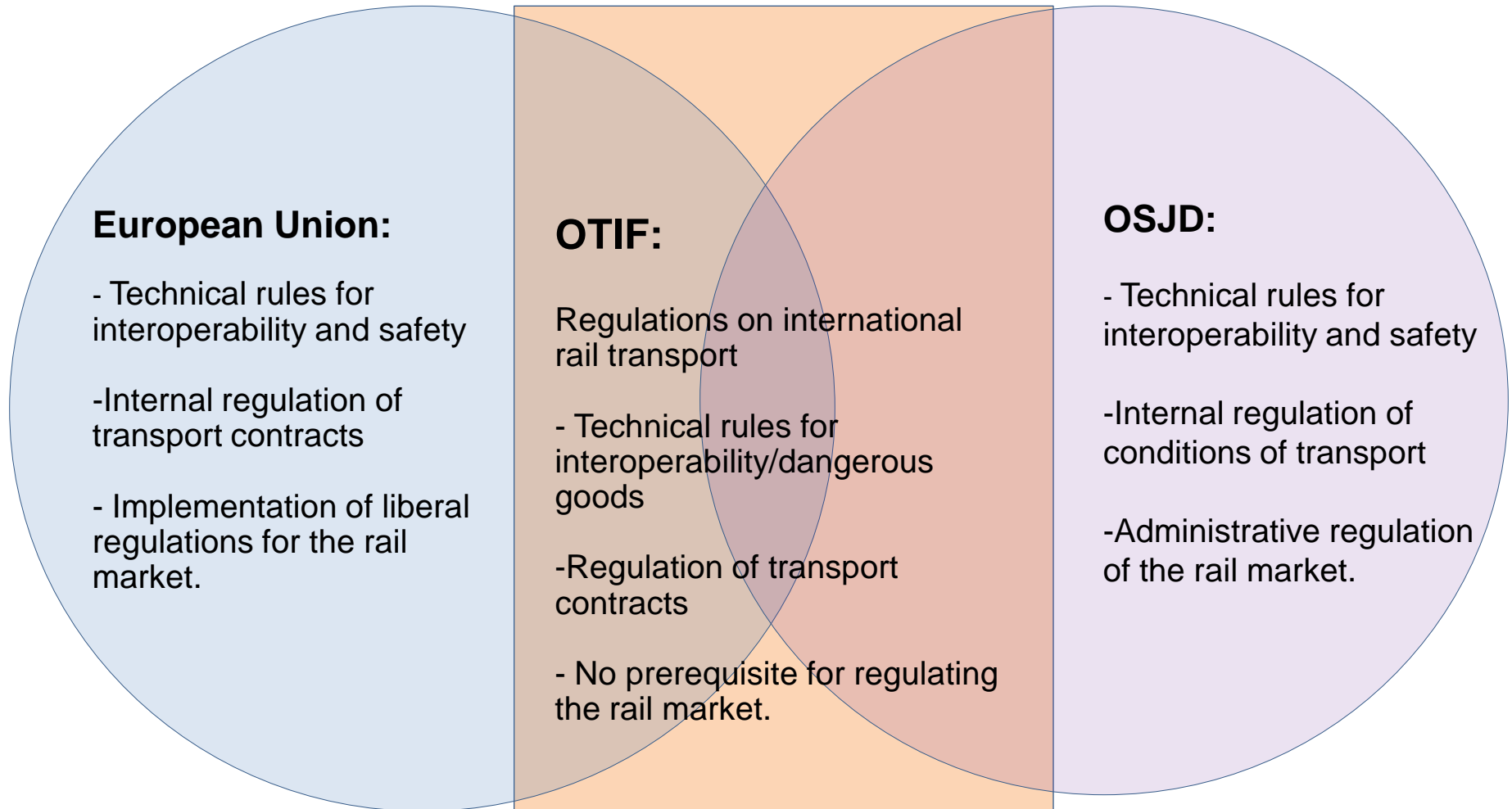
Multiple gauge widths including 1435mm gauge



1520/1524mm gauge



Others or multiple
gauge widths

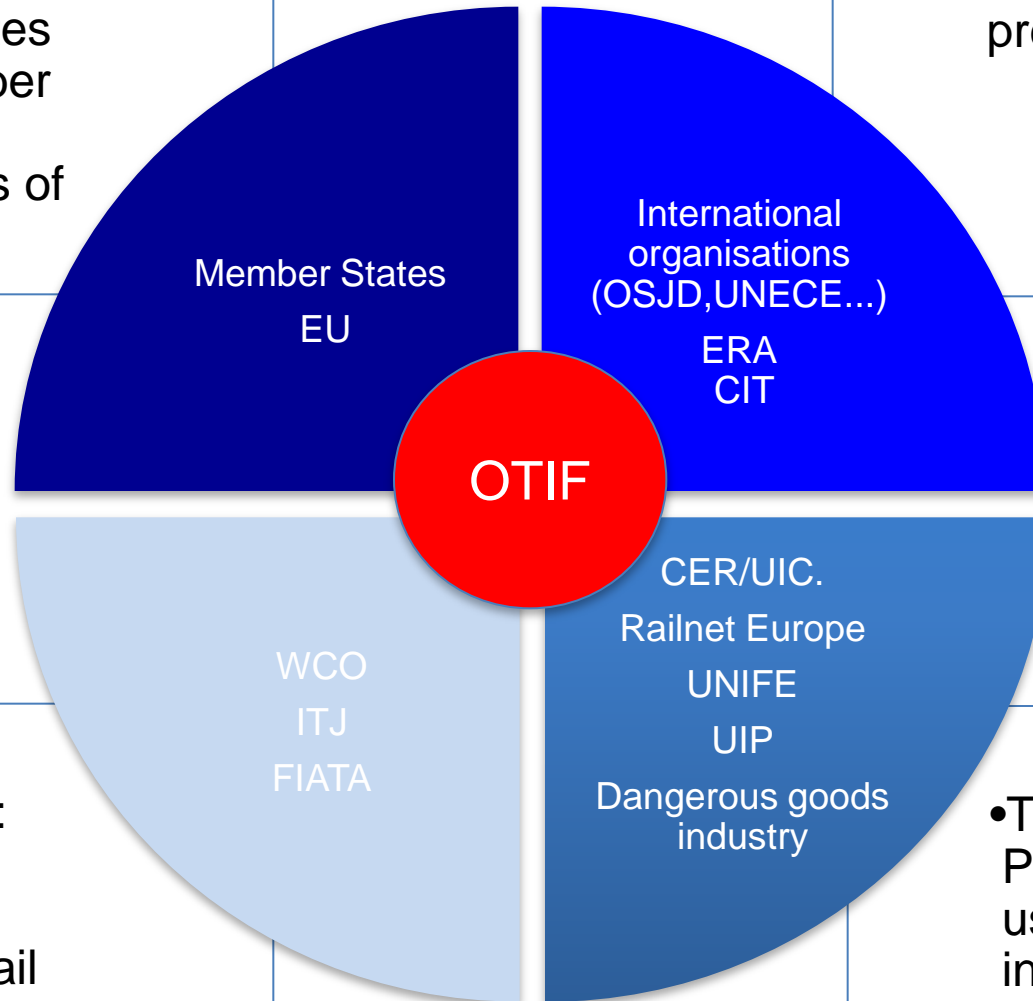




OTIF partnerships

- First circle:
Member States
and/or member
cooperation
organisations of
OTIF

- Second circle:
preferred partners



- Fourth circle:
Professional
associations
outside the rail
sector

- Third circle:
Professional and
user associations
in the rail sector



Improve relationship with our key partners :

1. Develop a working relationship with the European Commission and the European Railway Agency (ERA), on the one hand, and the Organization for Railways Cooperation (OSJD) on the other.
2. Intensify our exchanges with our Member States that are not members of the European Union (EU), in order to build up a knowledge base and to develop actions for training.
3. Establish the participation of experts from our Member States in the working groups of our preferred partners (ERA and OSJD) on the basis of the definition of common positions

Contribute to efficient and coordinated legal regime :

4. Make a central contribution to the definition of unified law in the field of freight transport and to the facilitation of international traffic.
5. Resolve issues of legal liability opened up by the recent developments in European legislation

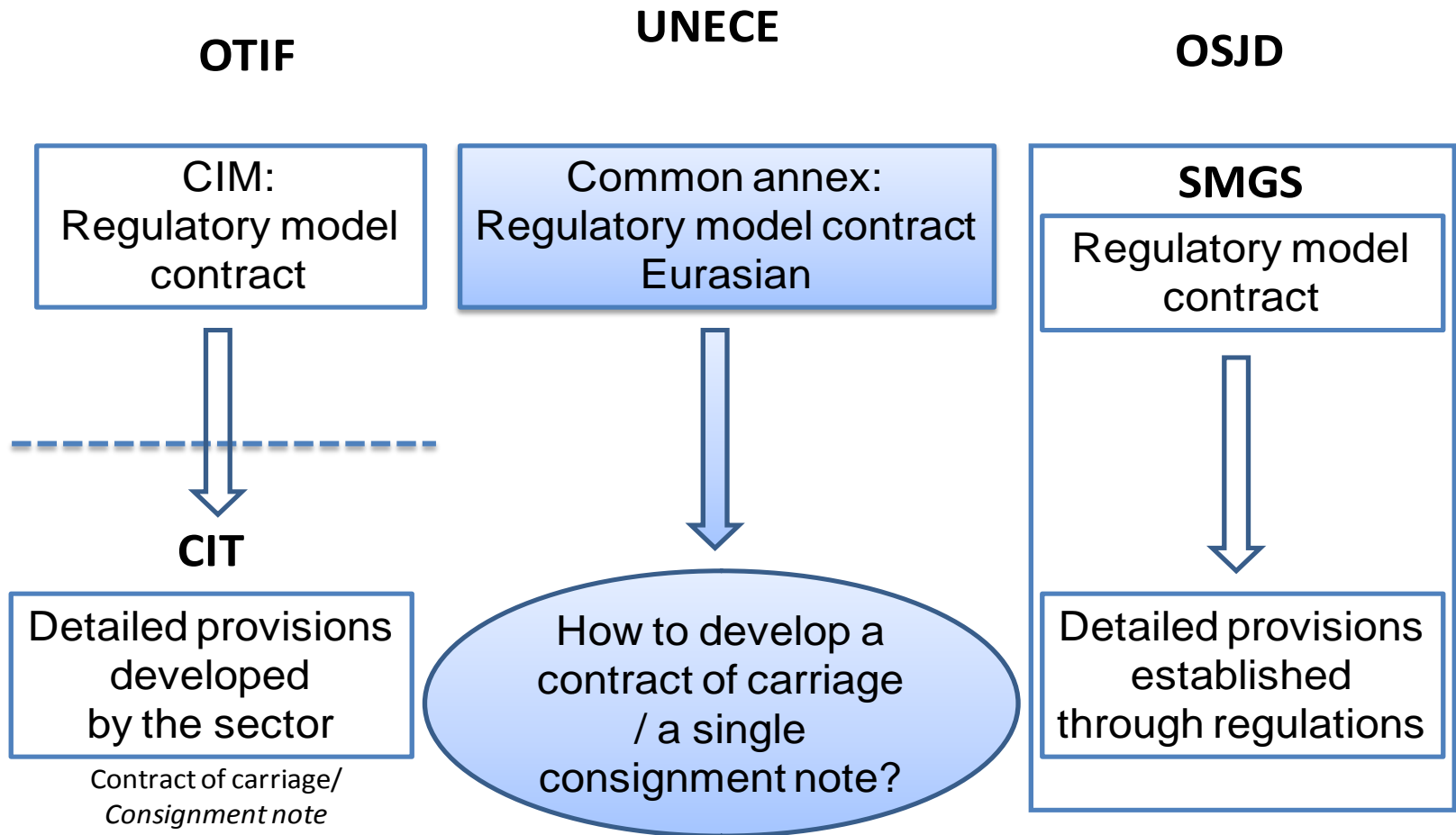


Contribute to an efficient uniform technical regulation

6. Improve the compatibility of the RID rules with the technical approach of the TSI as regards issues of interoperability
7. Develop technical regulations for the safe facilitation of interoperability
8. Develop RID regulation to support innovations by industry
9. Promote safety in particular by the analysis of accidents.

Broaden the area in which COTIF is applied

10. Extend the application of COTIF 1999 to all the European Union countries and obtain the lifting of all the reservations concerning application.
11. Extend the application of COTIF to the Gulf States, Asia and Africa.
12. Develop regular working relations with the UN Economic and Social Commission for Asia and the Pacific (UNESCAP).





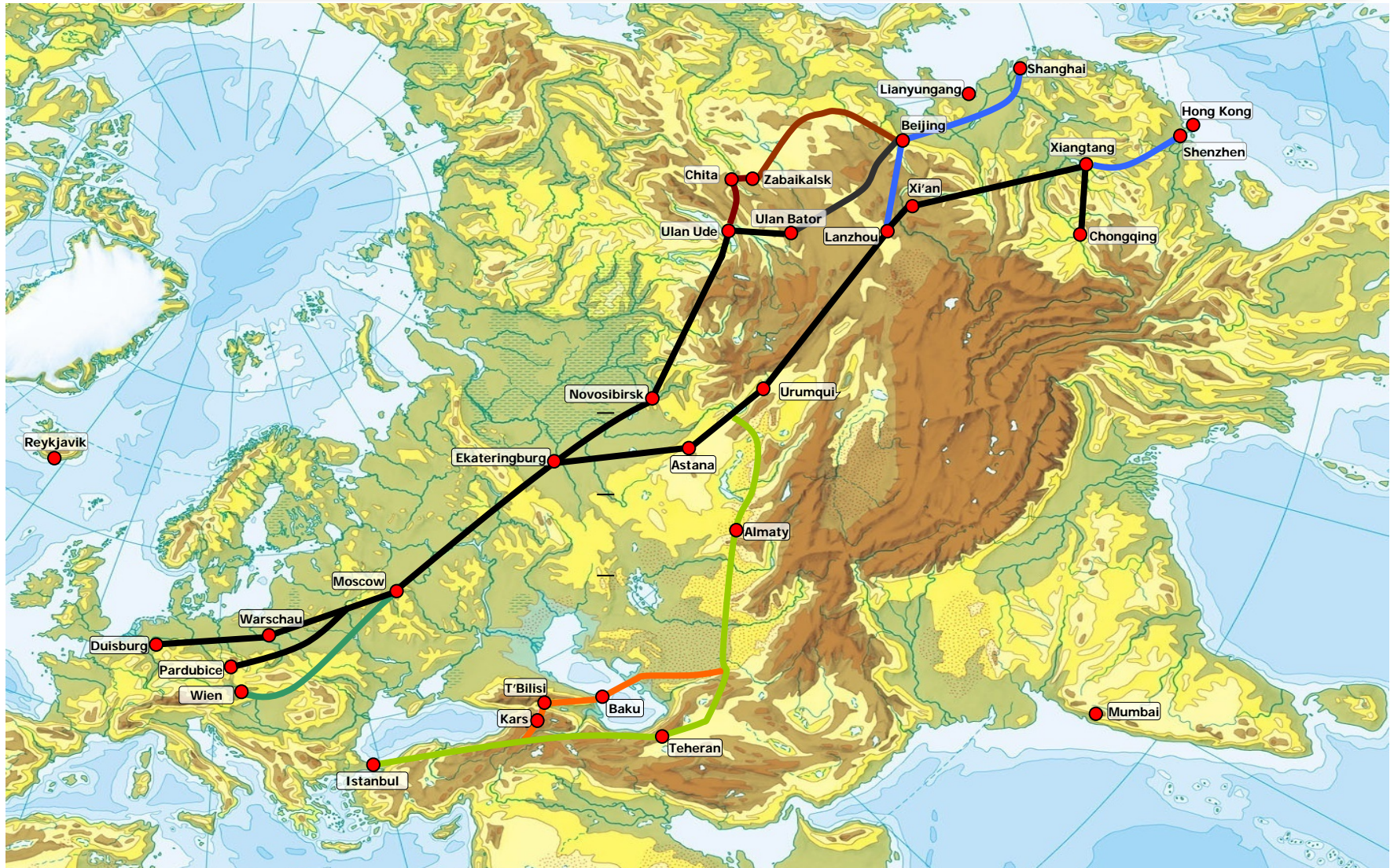
- Freight transport by rail is the most appropriate way to carry goods over a long distance, however, many obstacles hinder the proper functioning of international rail transport.
- These obstacles must be overcome for the railways to deliver goods in a transparent, economical, fast and secure manner.

=> To that end, OTIF considers obstacles should be listed through the study of 2 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 .**



Make a central contribution to the definition of unified law





- 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 transport by rail

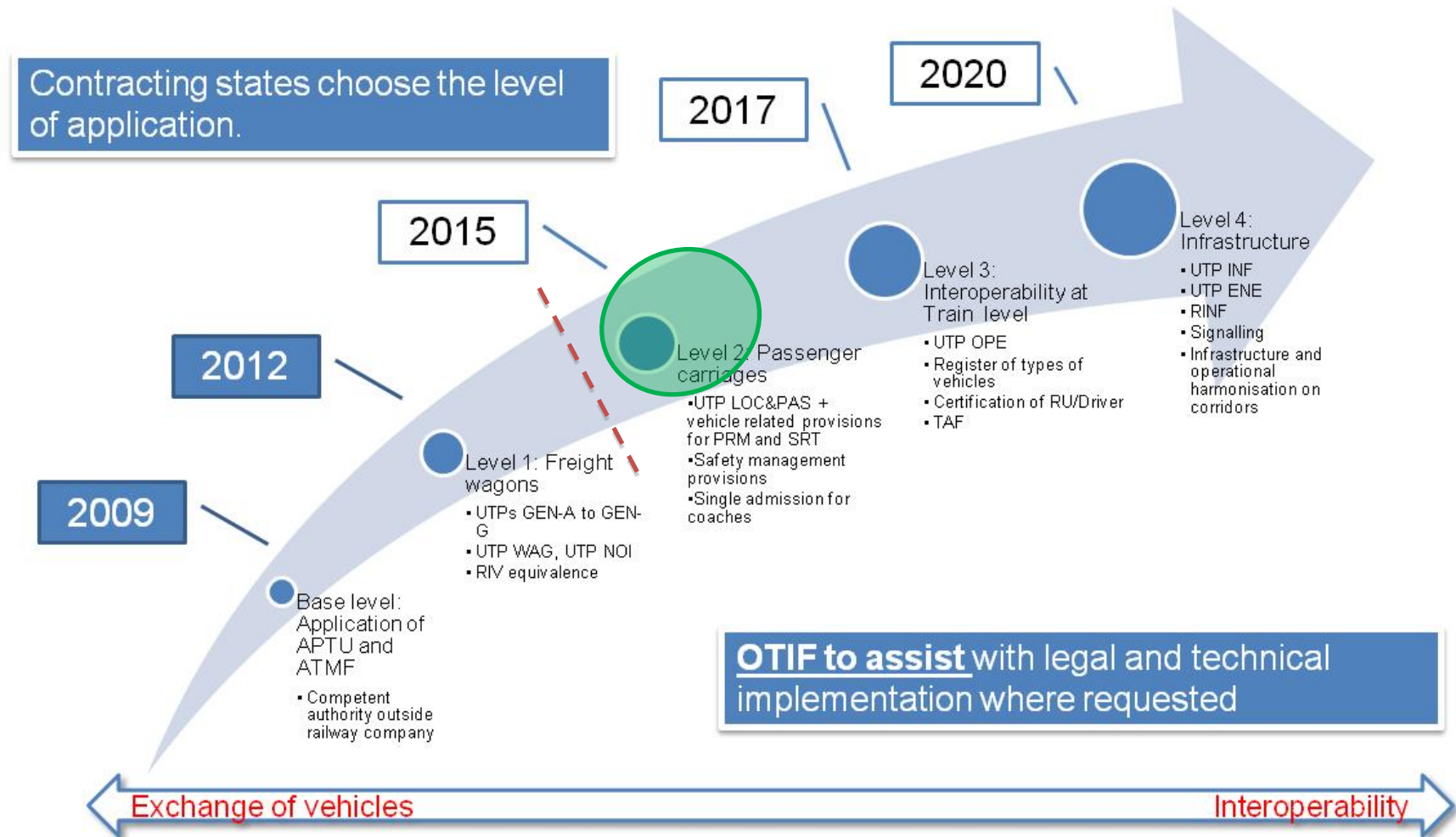


- ERA is developing safety and interoperability concepts under the control of the EU Member States and the Commission.
- Definition of common priorities:
 - a road map for the transposition of the technical specifications for interoperability;
 - setting up effective working relations;
 - prior involvement 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.



for discussion





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Thank you for your attention

Secretary General of OTIF

François Davenne