COTIF
unified railway law to connect Europe, Asia and Africa

F. DAVENNE
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
The case for intercontinental rail freight

China ⇔ Europe

- Time
- Costs

- 2x Faster than shipping
- Competitive area for rail
- 70% Lower costs than aviation

Cheap but slow

Fast but expensive
## Gaps in international rules

<table>
<thead>
<tr>
<th>What is missing</th>
<th>Single contracts for Euro-Asian backbone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A common understanding of interoperability, possibly backed by law</td>
</tr>
<tr>
<td></td>
<td>Access conditions to the rail networks</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What should be questioned</th>
<th>Abolishing regional regulation or developing legal and technical interfaces?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Who should determine the operational rules?</td>
</tr>
<tr>
<td></td>
<td>Path to multimodality: legal interoperability or single regulation?</td>
</tr>
</tbody>
</table>
The four levels of international railway regulation

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Access conditions&lt;br&gt;The conditions under which States provide access for foreign railway undertakings to operate trains on their networks.</td>
</tr>
<tr>
<td>3</td>
<td>Interoperability: the cross-border operation of trains&lt;br&gt;Safety framework concerning the international operation of complete trains&lt;br&gt;Contractual relations between IM and RU (CUI) : GCU for train path</td>
</tr>
<tr>
<td>2</td>
<td>Exchange of vehicles&lt;br&gt;Contractual relations between vehicle keepers and railway undertakings (CUV)&lt;br&gt;Construction, approval, use and maintenance of vehicles (APTU / ATMF)</td>
</tr>
<tr>
<td>1</td>
<td>Contract of transport and transport of dangerous goods&lt;br&gt;Contractual relations between railways and their customers (CIM / CIV)&lt;br&gt;Provisions for the safe transport of dangerous goods by rail (RID)</td>
</tr>
</tbody>
</table>
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

- APTU
- ATMF
- UTPs
- TSIs
- System Specific standards
- (common) procurement specifications
- Detailed engineering

Logos:
- OTIF
- European Union Agency for Railways
- ISO
- CENELEC
- ETSI
- International Organization for Standardization
- UIC
- Association of American Railroads
- The Greenbrier Companies
- Siemens
- DB
- TCDD
- SNCF
- BOMBARDIER TRANSPORTATION
- STADLER
- CAF
- WBN
- TATRAVAGÓNKA POPRAD
- ETIHAD RAIL
- International Standards Organizations

8
OTIF’s strategic objectives

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

4. Foster working relationships with UNESCAP
5. Extend the application of COTIF in Europe, Asia and Africa

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

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

OTIF AS A FORUM FOR UNIFORM RAILWAY LAW
EXTEND AND DEVELOP THE APPLICATION OF COTIF
PROMOTE SAFE TECHNICAL AND LEGAL INTEROPERABILITY
PROMOTE THE SAFE TRANSPORT OF DANGEROUS GOODS
Thank you for your attention

Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

Bas Leermakers
+ 41 (0) 31 259 10 25
Bas.leermakers@otif.org

Gryphenhübeliweg 30
CH - 3006 Berne
www.OTIF.org