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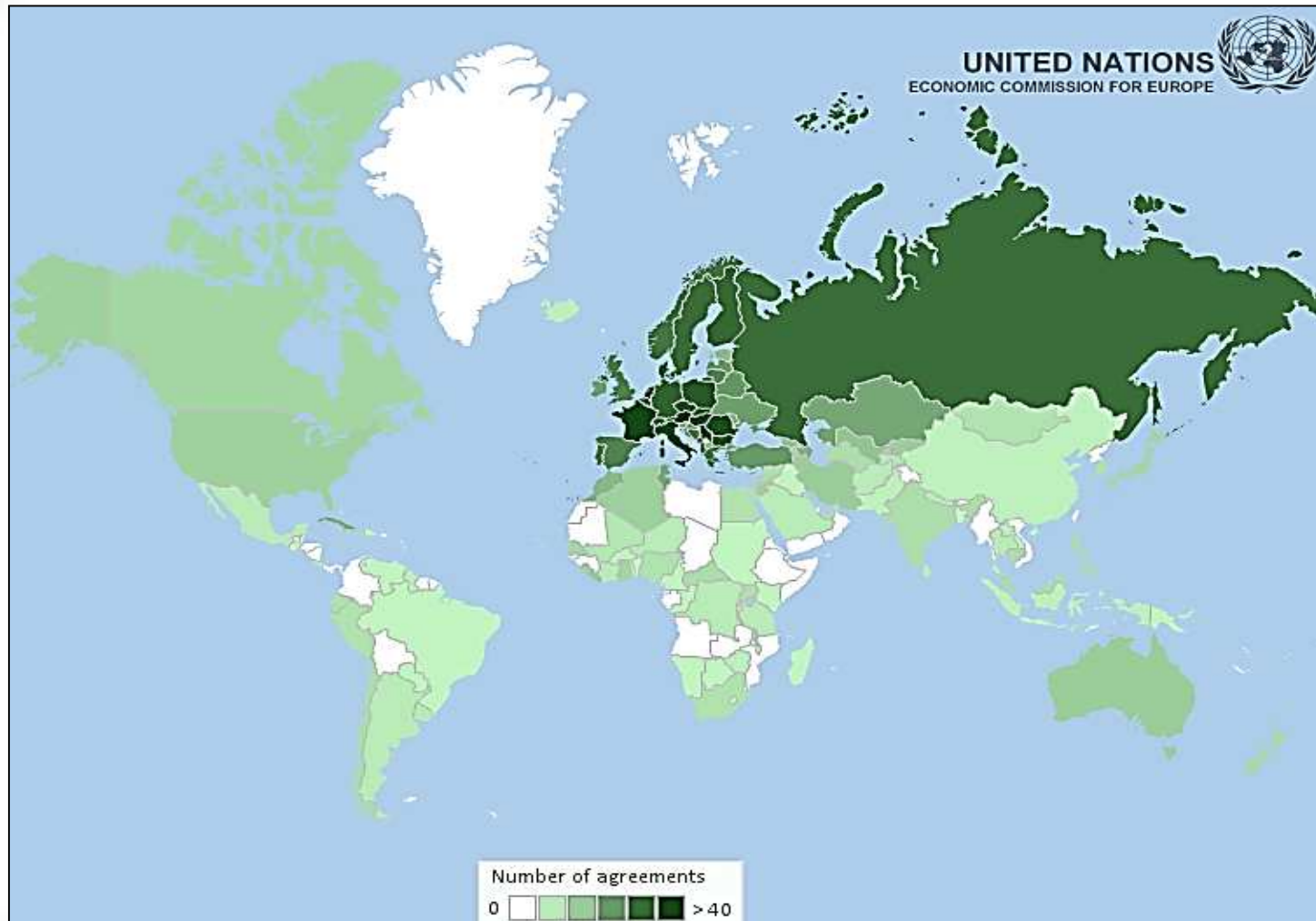
# 4th UIC Global Rail Freight Conference Vienna, 23-25 June 2014

Eva Molnar, UNECE





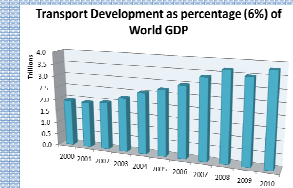
# ITC UNECE – Centre of Transport Agreements





# Transport key in globalisation

- XIX century transport and communication triggered globalisation
  - Techno break-through – lower transport costs – national economies opened up to trade and investment
  - Suez canal, Panama canal shortened distances
- trade growth, diversification
  - Grains to industrial centres – increased industrialisation and urbanisation
  - Developing country artisans declined
  - Separation of factories from consumers
- Post-WW re-globalisation
  - 1950-73 „golden age”
  - More innovations: size of ships, containers, air freight, fiber optics, satellites, digitalisation
  - No need for manufacturing stages to be near to each other: manufacturing is managed through global supply chains (more than 75 % of world trade is in manufactured goods) – rise of multinational corporations



Source: World Bank, UNECE





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# Changing world trade

Figure B.15.A: Share of total trade between geographic regions in world trade, 1990 (percentage)

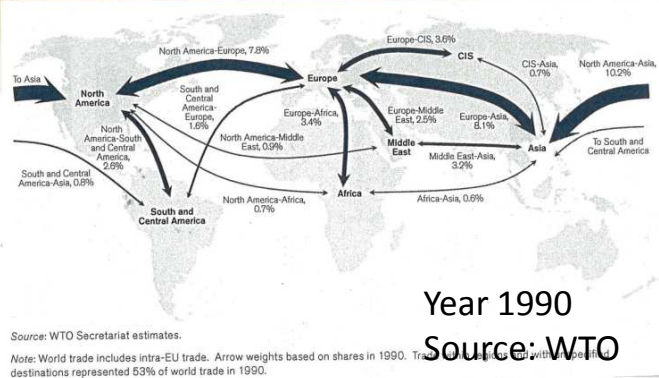
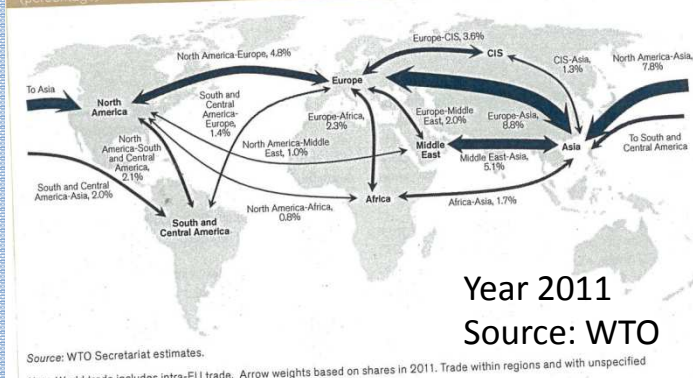
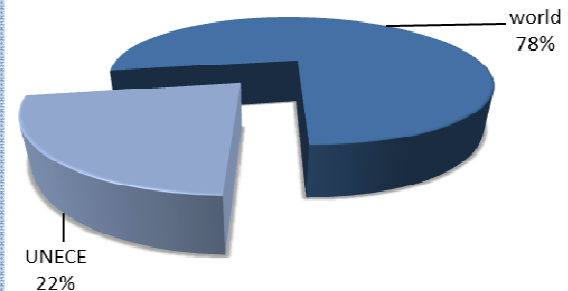


Figure B.15.B: Share of total trade between geographic regions in world trade, 2011 (percentage)



- Non-tariff measures as barriers
- Trade costs:
  - transport (direct cost + time value of goods in transit)
  - border related trade barriers
  - wholesale and retail distribution

## Length of land borders (km)

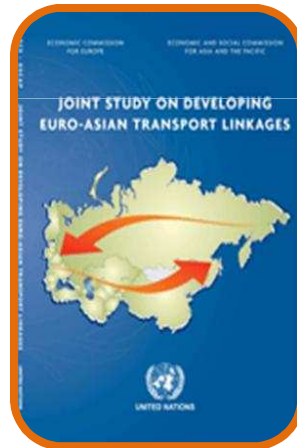
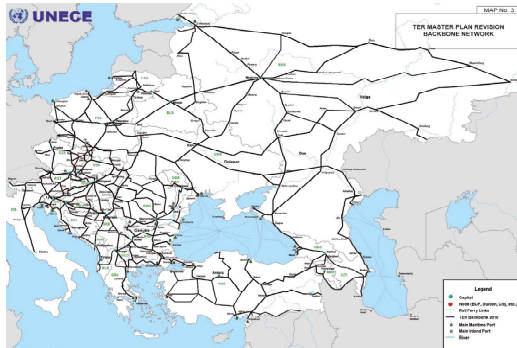
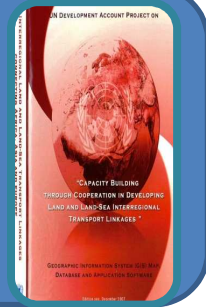






# Multi-country infrastructure planning

Infrastructure agreements (AGC, AGTC)  
Global project connecting continents  
Multi-country Master Plans (TER, EATL)  
Multi-lateral cooperation to operationalise the corridors



Euro-Asian links , Investment strategy, US\$ 273 billion,  
Prioritization of EATL routes

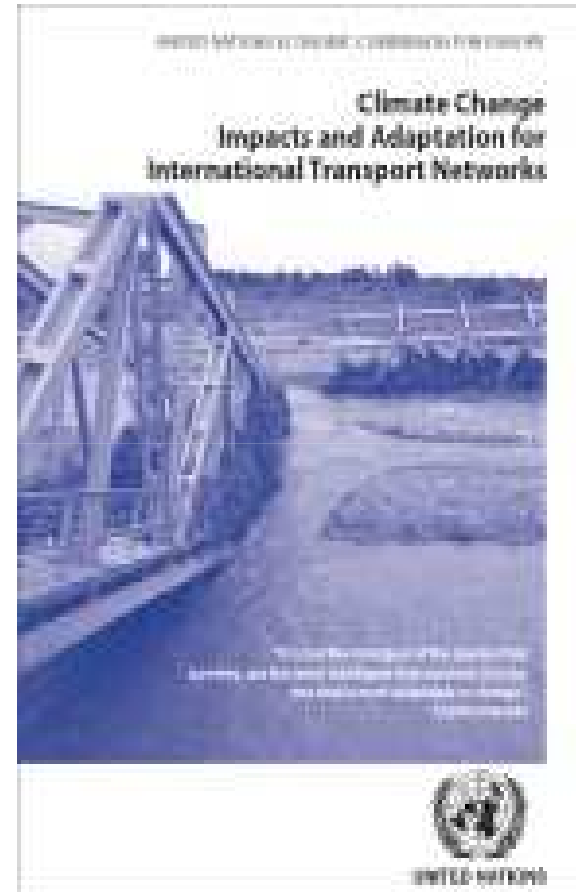




## Two special aspects

Ports and their  
hinterland  
connections

Climate change  
impacts and  
adaptation





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# Border Crossing Facilitation



Internet: www.bgflx.de

3 Ursprung des Lades Lieu d'origine et/ou point de destination		17 Bestimmungsort (Name, Land) Destination (nom, pays)	
4 Land des Ursprungs Pays d'origine		18 Güterklasse und Bemerkungen der Postfaktoren Classe et observations des transporteurs	
5 Begleitendes Dokument Document(s) accompagnant			
6 Kennzeichen und Nummer Marque et numéro	7 Anzahl der Packstücke Nombre des colis	8 Art der Verpackung Mode d'emballage	9 Beschreibung des Güters Description de la marchandise
21+22		10 Güternummer Numéro de la marchandise	11 Transportart in kg Mode de transport, kg
		12 Lizens in Nr. Licence en n°	
13 Kennzeichen des Ursprungslandes und sonstige amtliche Bezeichnungen Indicateurs de l'origine (formales documents et autres)			

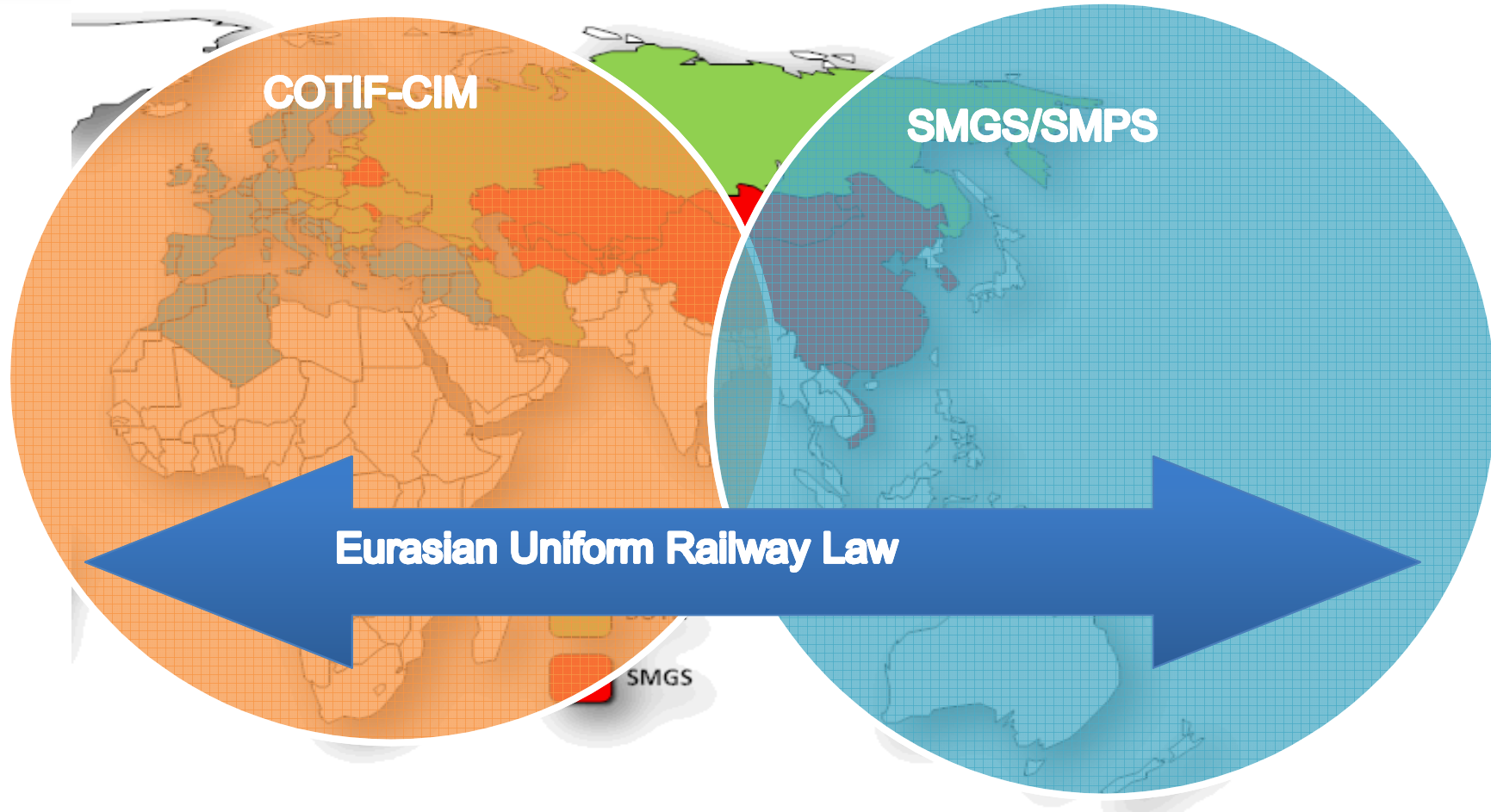






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# Unlike in other modes







# Differences in international railway law

## CIM

Consensual contract  
Contractual freedom

Consignment note taken out by  
railways

Joint + several liability

## SMGS

- Formal contract
- Obligation to establish tariffs
- Consignment note regulated in SMGS
- Singular liability





# Different Institutions

## CIM

Intergovernmental Organization for  
International Carriage  
of Rail

- Bern
- Since 1890
- 42 member States
- only States
- Decisions: Majority
- German/French/English

## SMGS

Organization for Co-operation  
between Railways

- Warsaw
- Since 1956
- 27 member States
- States and railways
- Decisions: Unanimity
- Russian and Chinese





# Political support for seamless rail contract

## Joint Declaration towards Unified Railway Law, Geneva, 26 February 2013

### Signed by 37 States



- Armenia
- Azerbaijan
- Belarus
- Belgium
- Bosnia and Herzegovina
- Bulgaria
- Croatia
- Cyprus
- Czech Republic
- Estonia
- Finland
- France
- Germany
- Greece
- Italy
- Kazakhstan
- Kyrgyzstan
- Latvia
- Lithuania
- Malta
- Mongolia
- Netherlands
- Pakistan
- Poland
- Portugal
- Moldova
- Romania
- Russian Federation
- Serbia
- Spain
- Sweden
- Switzerland
- Tajikistan
- The former Yugoslav Republic of Macedonia
- Turkey
- Ukraine
- Uzbekistan







# UNECE ITC Expert Group on URL

**Governments**  
(UNECE+ESCAP)

**Railway industry**  
(railways, shippers,  
freight forwarders, etc.)

**Two-pronged approach**  
**- parallel + complementary -**

**Group of Experts**  
**towards unified railway law**  
+  
UNECE  
Working Party on Rail Transport (SC.2)



**Interested railway enterprises**  
  
assisted by  
international railway organizations

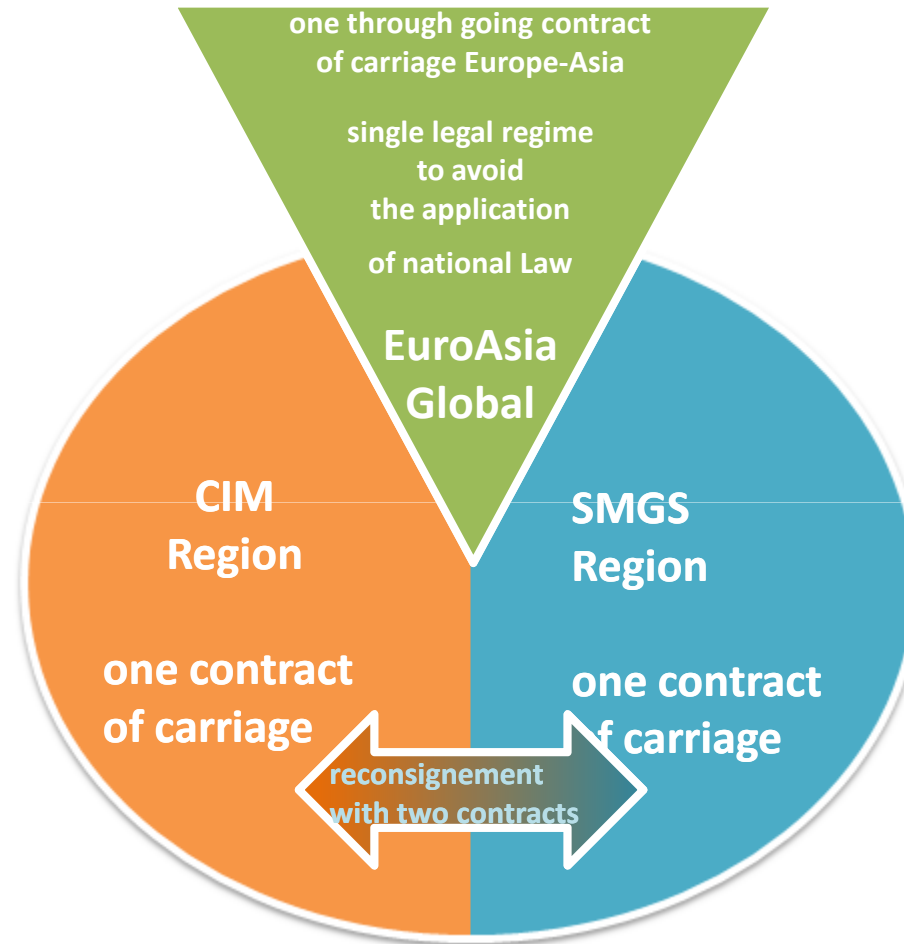
Legal framework for rail transport from the Atlantic to the Pacific, with equivalent rules as for road, air and maritime transport (Geneva Rules)

Optional model rules for Euro-Asian rail transport contracts based on CIM and SMGS (GTC EurAsia)





# Level playing field for railways





# Conclusions

1. More future demand on efficient, reliable, seamless and low cost freight transport (trade driven economic growth, SDGs), but it will be different than the past
2. More intermodal cooperation - integration
3. Formidable investment needs require strict prioritisation (EATL) at multi-country level and out-of-the box efficiency gains
4. Feasible facilitation measures (e.g. URL) are more than urgent
5. Technological innovations are essential
6. Rail policies will likely be reconsidered
7. UIC is a strategic partner for the Inland Transport Committee of UNECE







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# Thank you for the attention

