



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 freight development

Secretary General of OTIF

François Davenne

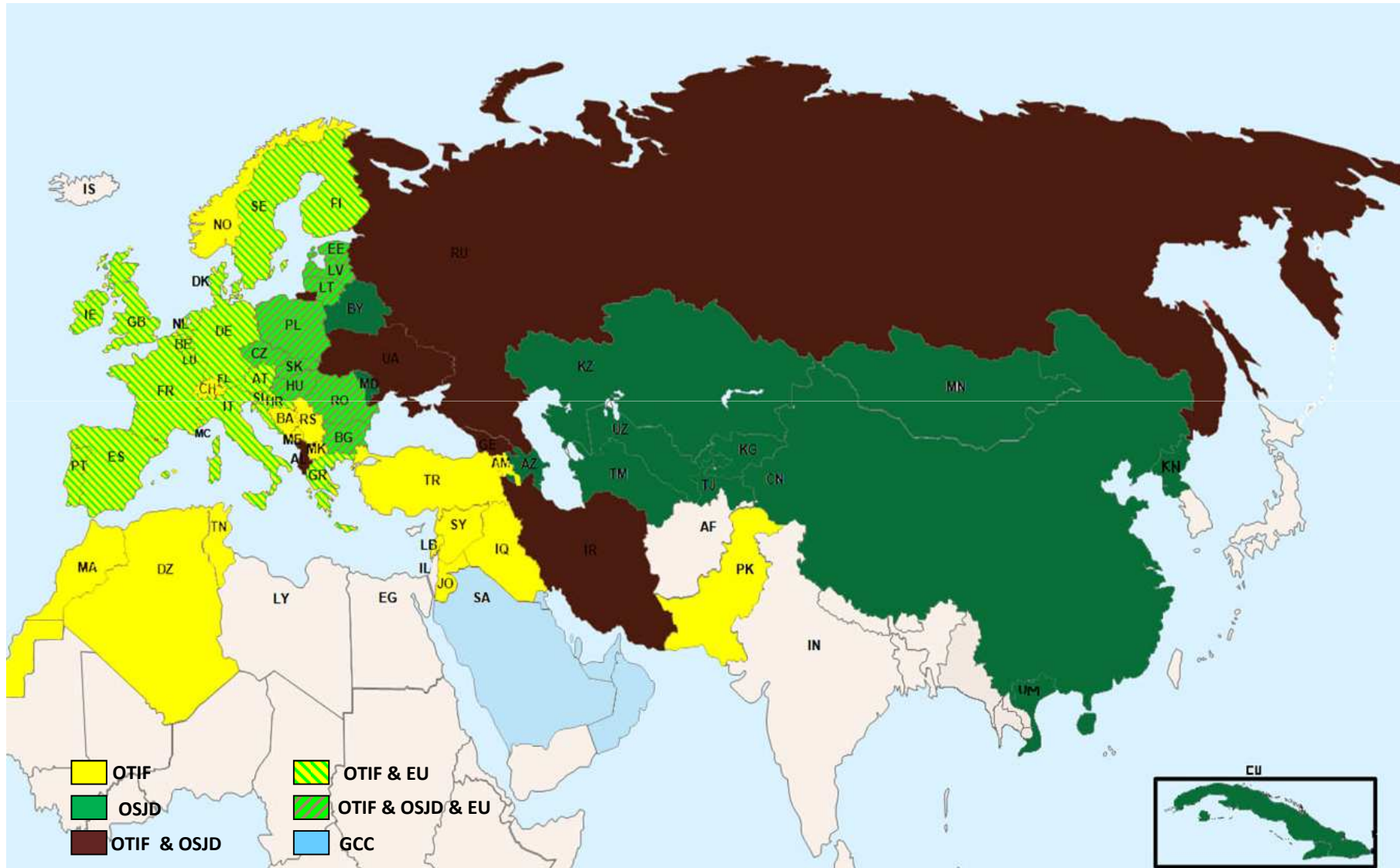
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UIC Conference on freight

24 June 2014

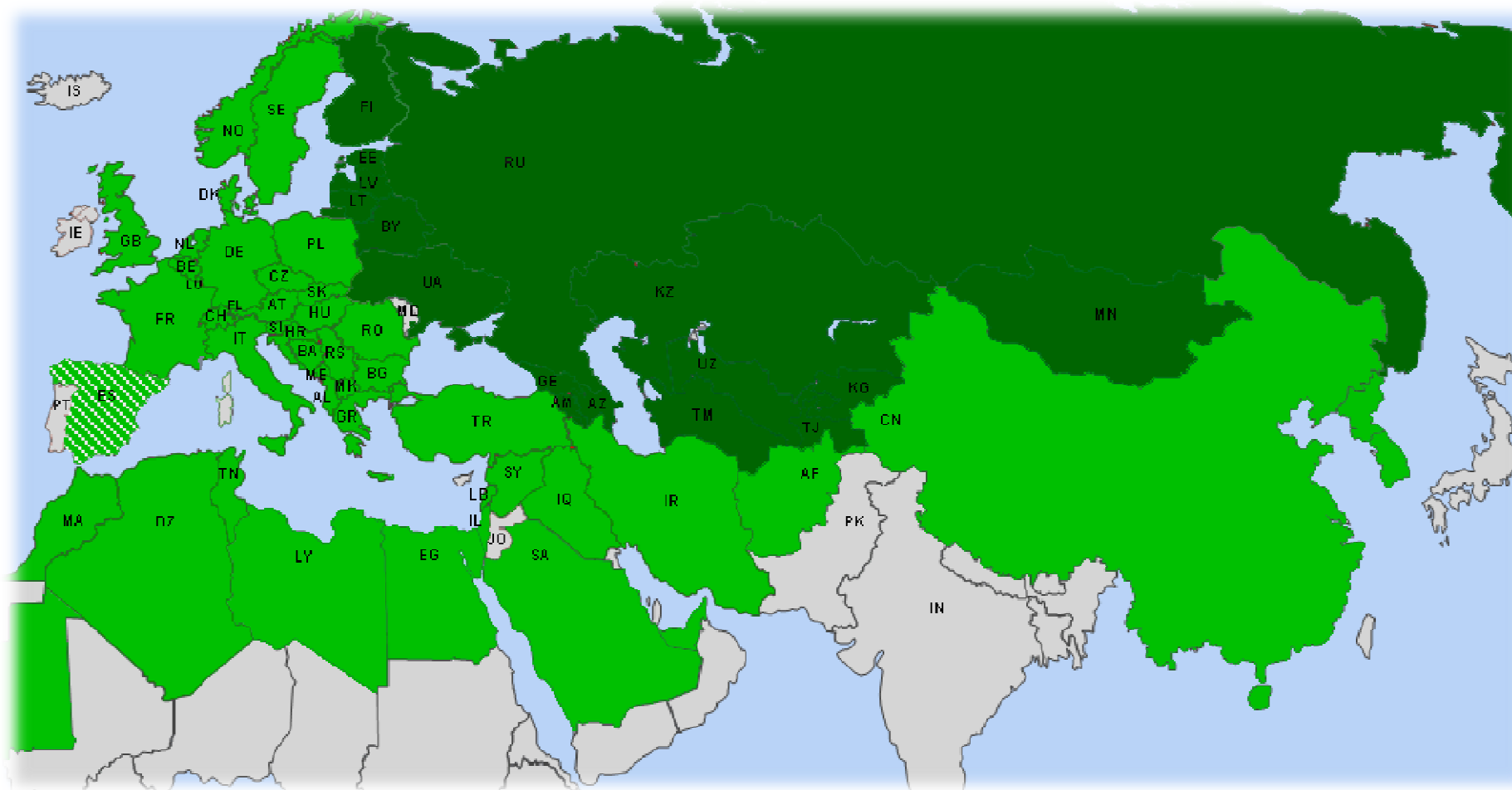


The Organisation's mission: Unified railway law to connect Europe, Asia and Africa





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



INTERNATIONAL UNION
OF RAILWAYS



1435mm gauge (UIC Standard gauge)



1520/1524mm gauge



Others or multiple
gauge widths



Multiple gauge widths including 1435mm gauge



The Tasks

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

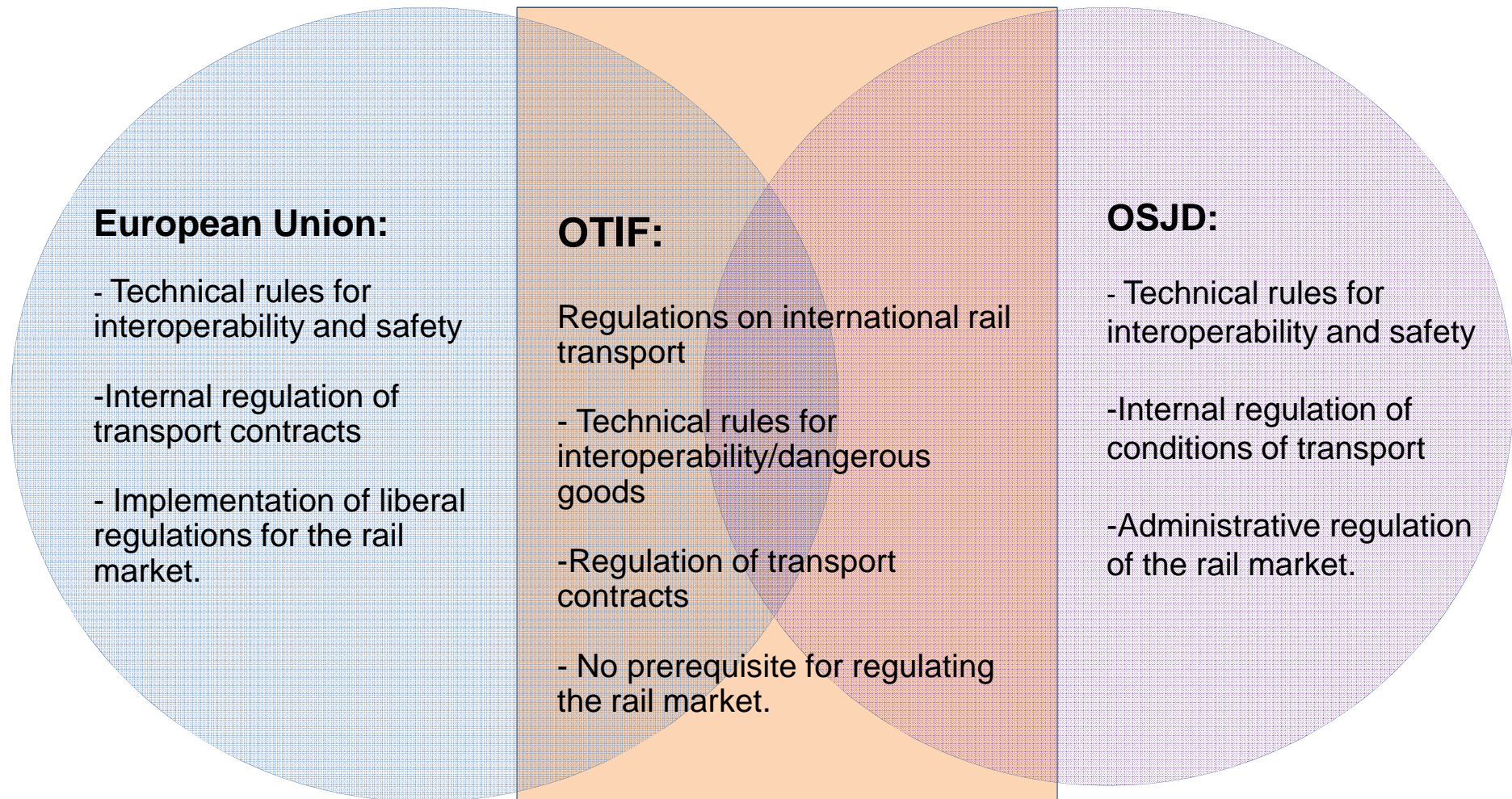
These Uniform Rules are developed with CIT, UIP, UIC, OSJD and UNECE

- ATMF/UTP: Ensuring technical compatibility for rolling stock 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

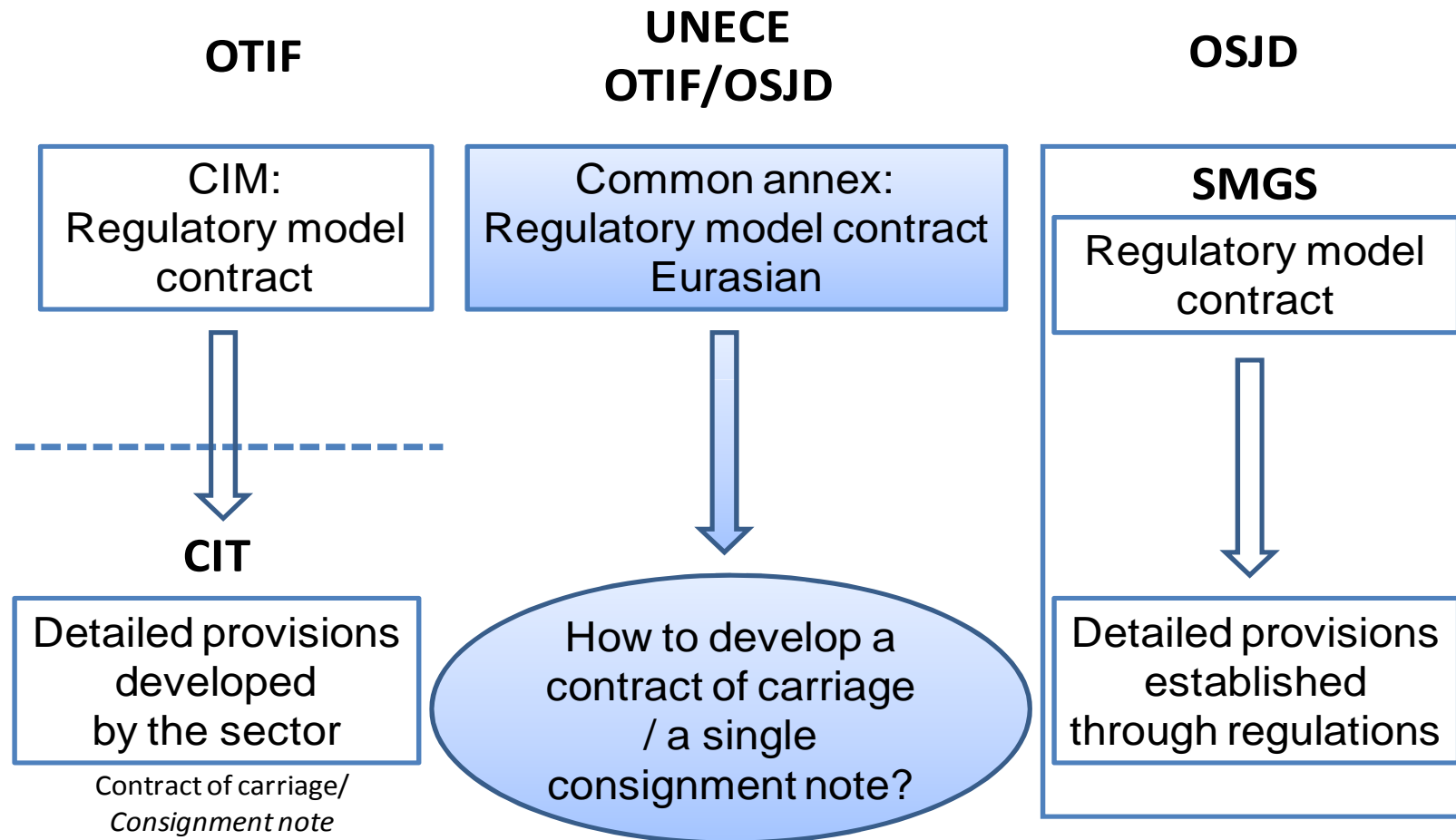


The specific characteristics of OTIF



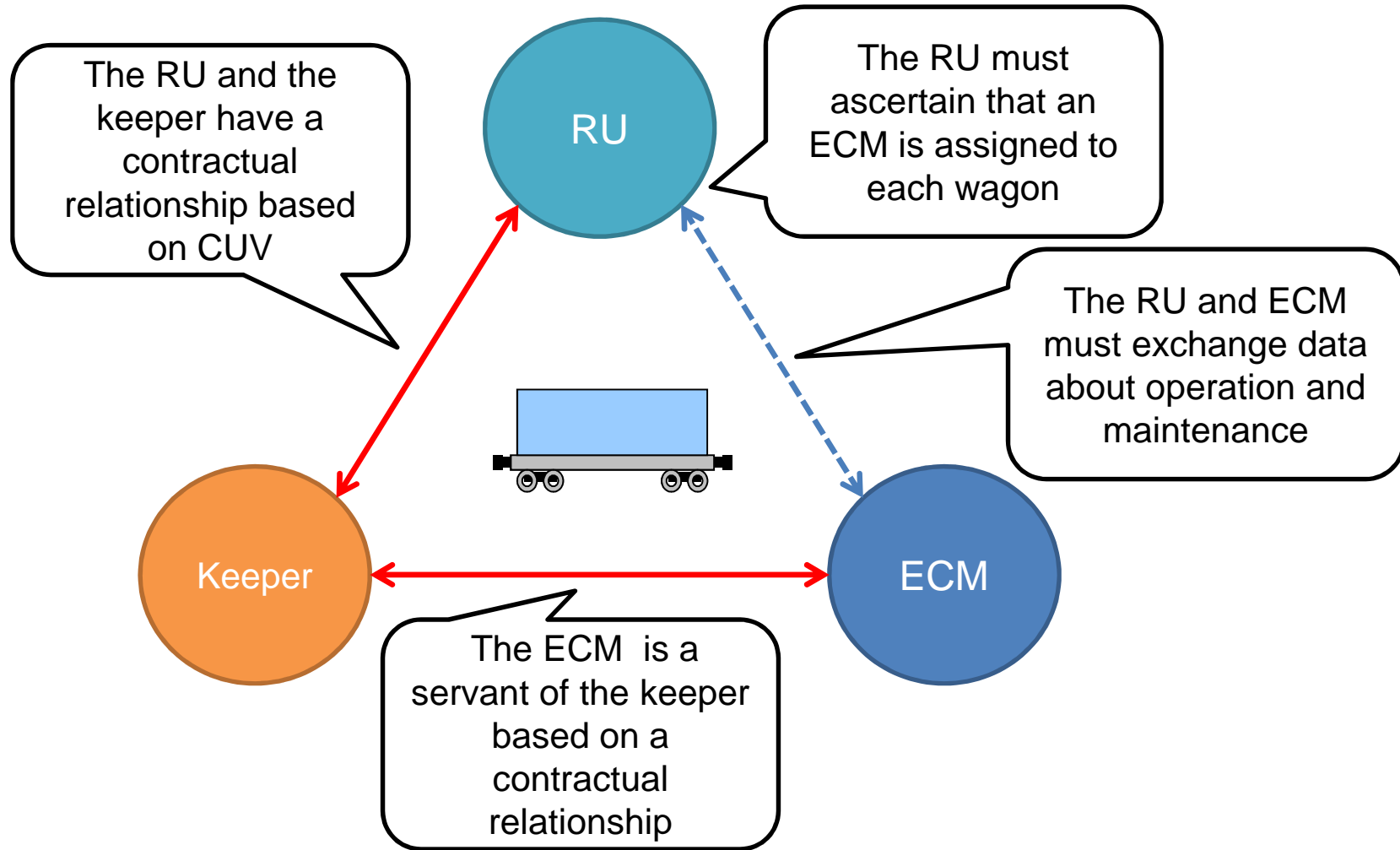


An example : developing uniform freight contracts for Eurasia





Keeper – ECM a relationship to be formalised





Solutions for freight traffic

- The ECM regulation requires exchanges of information between RU and ECM, even though they may have no contractual relationship
- The RU remains in charge of safety
- GCU must be developed to take these matters into account
 - ⇒ OTIF is the right place to develop within CUV a common understanding in order to ensure that critical information for safety and operation is available.
 - ⇒ This implies the assessment in international law that the ECM is an ancillary body of the keeper.



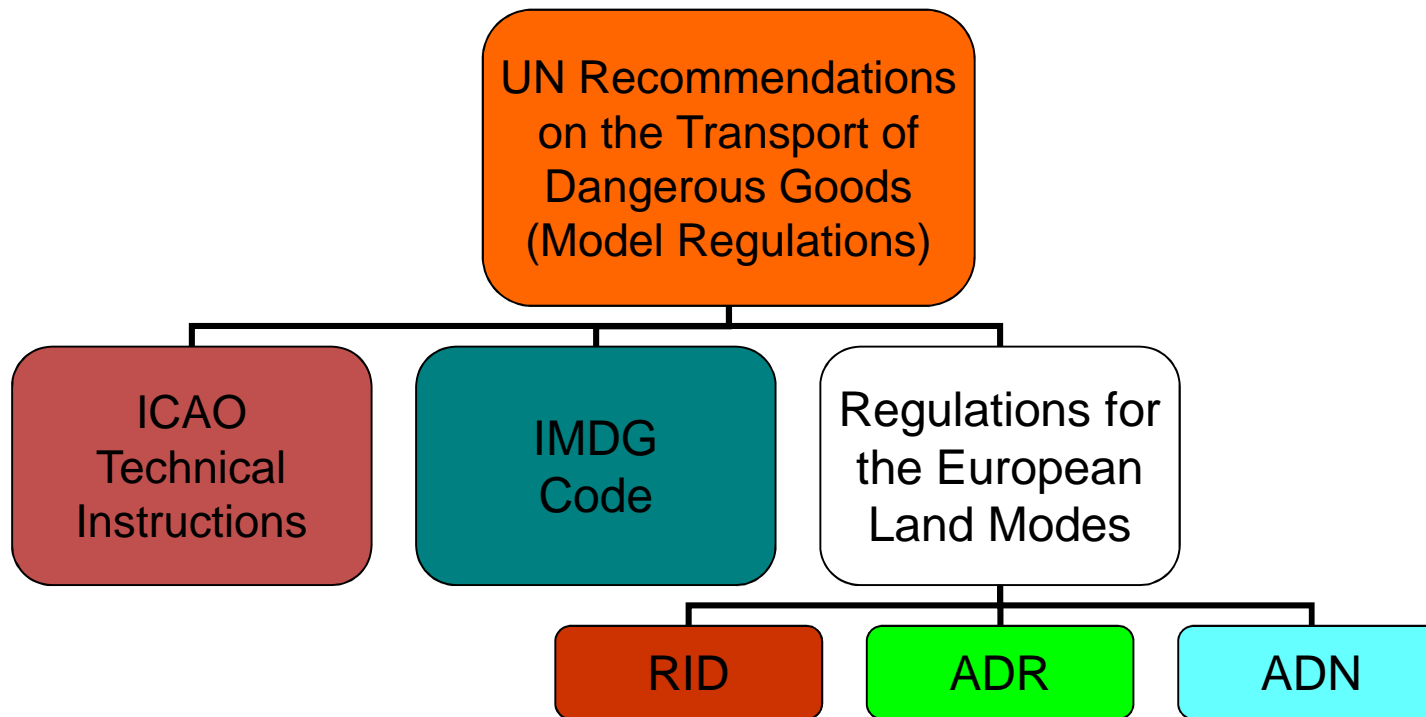
The protocol of Luxembourg : financing railway equipment

- A world-wide legal framework to recognise and regulate security interests
- By reducing risk for rail equipment financier, the protocol will :
 - Attract more private lenders and lessors
 - facilitate and attract capital investment
 - Facilitate short term operating lease of rolling stock

=> OTIF will host the supervisory authority



Regulations for the Transport of Dangerous Goods





Facilitation of international freight 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 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

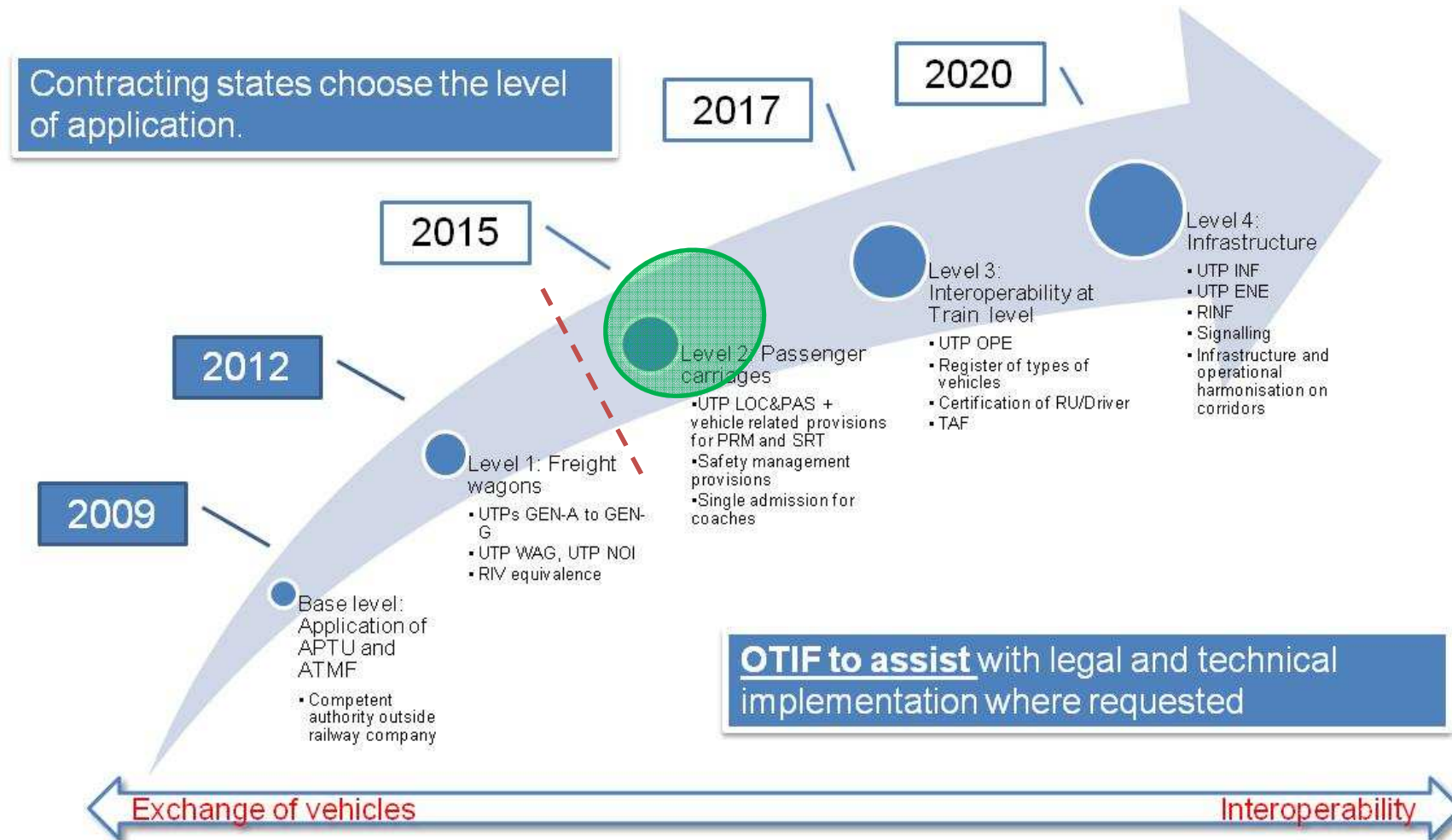
- ERA is developing safety and interoperability concepts under the control of the EU Member States and the Commission.
- Definition of common priorities:
 - a road map for the transposition of the technical specifications for interoperability;
 - setting up effective working relations;
 - prior involvement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



Work programme of OTIF for 2014 and beyond 1/3

for discussion





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**Thank you
for your attention**

**Secretary General of OTIF
François Davenne**



Main actors for verification, admission and operation

Verification

Applicant

- Entity that asks for the Certificate to operation for a vehicle
- Not defined which entity; could be RU, manufacturer, or other entity.

Assessing entity

- Entity that performs the conformity assessment of a vehicle

Manufacturer

- The end responsible for the design and production of a vehicle

Admission

Competent authority

- Government body that issues Certificates of Operation
- Supervises activities of all actors

Operation

Keeper

- Holds the Certificate of Operation
- Designates an ECM

Railway undertaking

- Is responsible for the correct use of the vehicle
- Provides the ECM with information on the operation of the vehicle

ECM

- Ensures that the vehicle is in a safe state of running