



Multimodal Transport Meeting Working Group Rail Transport

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Delhi, India
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COOPERATION FIATA / OSJD

- OSJD and FIATA have signed a memorandum of cooperation two years ago at the FIATA World Congress in Dublin, Ireland
- OSJD and FIATA have agreed to enlarge their cooperation, in particular in the following areas:
 - * Establishment of a joint working group OSJD/FIATA
 - * Joint organisation of workshops and conferences

MEETING OSJD / FIATA



- FIATA and OSJD held its 2nd joint seminar on Combined Transport on the 11 and 12 July in Istanbul, Turkey
- Under the theme “New possibilities of Europe – Asia – Europe multimodal transportation”, delegates discussed the critical aspects for development of Asia-Europe transport corridors, namely political support, unification of trade laws and trade facilitation, challenges and best practices.
 - *Bottlenecks on rail transport are also broadly aware of by both the industry and governments.
 - *Governments should take active actions on rail infrastructure construction, coordination of administrative policies on national, regional and international levels.



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MEETING OSJD / FIATA



- The meeting was hosted by the UTIKAD the Turkish Association member of FIATA and attracted 55 participants from 18 countries.
- OSJD, an inter-government organization, makes great efforts on the development of Europe-Asia international railway and combined transportations.
- OSJD plays a critical part in shaping transport policy and strategy, improving documents and managing international railways tariffs among countries.



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UIC NEWS



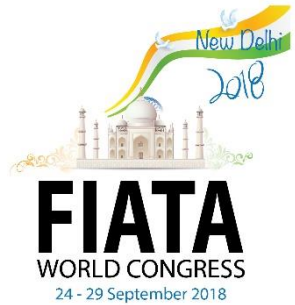
FIATA / UIC MARKET PLACE SEMINAR

- FIATA and UIC have decided to organise the next Rail Market Place Seminar in 2019. Place and date to be announced.
- Mr François Davenne was appointed UIC Director General by both the General Assembly and the Executive Board for a period of four years. Mr Davenne, who presently leads OTIF, will begin as Deputy Director General from January 2019 and continue as Director General from June 2019, when current UIC leader, Mr Jean-Pierre Loubinoux is to retire.



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UIRR NEWS



- UIRR member companies realised dynamic traffic growth of +5,5% in terms of consignments and +8,7% when measured in tonne-kilometres, despite the Rastatt incident, over the course of 2017.
- Besides the loss of traffic and revenues, as well as the substantial extra costs suffered by the stakeholders, the incident highlighted a number of weaknesses of rail infrastructure managers:
- The lack of readiness to solve a crisis with cross-border implications, which requires cooperation with infrastructure managers of neighbouring countries;
- The problems caused by obsolete communication techniques used between traffic controllers and train drivers, as well as language problems in communication between infrastructure managers as well as with railway undertakings – widely referred to as ‘the language issue’; and
- The overall lacking contingency plans that should extend to obtaining traction capacities, qualified train drivers and comfort in covering the financial burden of crisis management.

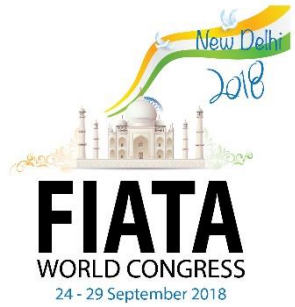


EATL (Europe – Asia Transport Link)

- The volume of trade between Europe and Asia has been growing sharply in recent years. This is mainly driven by the development and emergence of new economies in Asia, and economic expansion in China.
 - * A high percentage of Asian exports go to Europe.
 - * China is Asian champion and key partner in the trade with Europe.
 - * EATL routes do not only connect Asian countries to Europe, they also serve as important connections of intraregional trade.



UNIFIED RAILWAY LAW



- Euro-Asian rail freight corridors transit many countries, all members of UNECE or UNESCAP. Each has a different national railway system, structure, and a different legal regime governing the international rail transport; for example the convention concerning International Carriage by Rail (COTIF), and its uniform rules regarding the Contract of International Carriage of Goods by rail (CIM). In addition, the agreement on International Railway Freight Transport (SMGS).
- Some SMGS countries have joined or partially joined CIM, but not all.



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HARMONISATION OF TRANSPORT LAW



- UNECE currently has a Group of Experts towards Unified Railway Law (URL), FIATA attended its 17th meeting in July.
- The Group has made a draft URL, combining the provisions in CIM and SMGS.
- Some railway companies like DB and RZD are trying to conduct some pilots under the URL, to test its feasibility and check how the Consignment Note should be modified accordingly.
- But substantial differences still exist among Member States in the Group on the way forward for this draft law to become a regionally/globally binding legal framework.



ADVANTAGES OF A HARMONISED RAIL TRANSPORT LAW



- Uniform liability regime would permit one single transport agreement
- Reduced transit times due to less bureaucracy
- Easier dealing with insurance companies
- Facilitation of digitalisation (e.g. electronic consignment note)
- Can open new transport opportunities for rail (e.g. mail shipments)
- Enhance seamlessness of rail transport on multinational rail freight corridors



ENHANCING SEAMLESSNESS ON INTERNATIONAL MULTIMODAL CONNECTIONS



- Further measures implemented in the effort to enhance seamlessness on international multimodal connections:
- Use of digitalised documents requiring harmonised IT infrastructure
- Replacement of physical customs inspections by repeatable digitalised procedures
- Exchange of data with customs authorities
- Electronic CIM/SMGS railway bill to be recognised by all countries, also in multimodal transport
- Vision: FIATA Multimodal Transport Bill of Lading in a harmonised legal regime for all modes of transport



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WORLD CONGRESS
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THANK YOU FOR YOUR KIND ATTENTION !



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