



OTIF and its Role regarding Euro-Asian Connectivity

Bangkok, UNESCAP, December 2019

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An aerial view of a large railway station with multiple tracks and high-speed trains. The station has a large, curved roof structure. The background shows a city skyline with various buildings.

OTIF and COTIF

The Organisation and the Convention

A decorative horizontal bar with five colored segments: dark blue, black, red, orange, and dark red.A decorative horizontal bar with five colored segments: dark blue, black, red, orange, and dark red.

COTIF

Scope and Appendices



Organisation Intergouvernementale
pour les transports internationaux
ferroviaires

Zwischenstaatliche Organisation für
den internationalen Eisenbahnverkehr

Intergovernmental Organisation for
International Carriage by Rail

COTIF 1999

Convention concerning
International Carriage
by Rail

Unofficial consolidated
version

version 1.3.2019



COTIF: CONVENTION CONCERNING INTERNATIONAL CARRIAGE BY RAIL

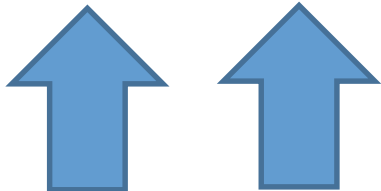
APP. A	APP. B	APP. C	APP. D	APP. E	APP. F	APP. G	APP. H
CIV	CIM	RID	CUV	CUI	APTU	ATMF	EST
Uniform Rules	Uniform Rules	Regulation	Uniform Rules	Uniform Rules	Uniform Rules	Uniform Rules	Uniform Rules
The contract of carriage of passengers	The contract of carriage of freight	The carriage of dangerous goods	Contracts of use of vehicles	The contract of use of infra- structure	Validation of Technical standards adoptions of UTPs	Technical admission of railway material	Safe operation of trains

International carriage by rail of goods and passengers

CIV and CIM

COTIF: CONVENTION CONCERNING INTERNATIONAL CARRIAGE BY RAIL

APP. A CIV Uniform Rules The contract of carriage of passengers	APP. B CIM Uniform Rules The contract of carriage of freight	APP. C RID Regulation The carriage of dangerous goods	APP. D CUV Uniform Rules Contracts of use of vehicles	APP. E CUI Uniform Rules The contract of use of infrastructure	APP. F APTU Uniform Rules Validation of Technical standards adoptions of UTPs	APP. G ATMF Uniform Rules Technical admission of railway material	APP. H EST Uniform Rules Safe operation of trains
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The contract of carriage

A general framework for liability

CIV – passengers (Voyageurs)

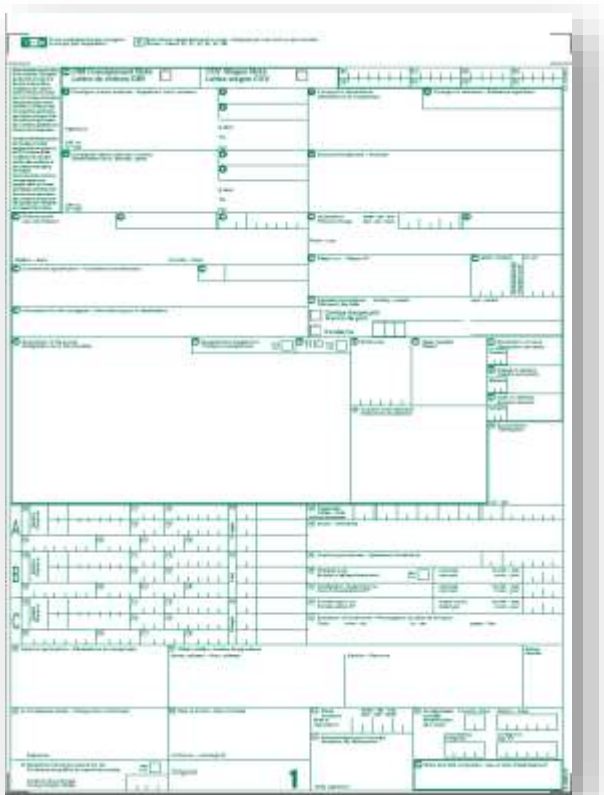
- Parties: passenger and the carrier
- Internal relations between carriers in case of successive or substitute carriers
- Subject: carriage of passengers (incl. luggage + vehicles)
- Transport document: ticket
- Place of departure → destination

CIM – goods (Marchandise)

- Parties: customer (consignor and consignee) and the carrier
- Internal relations between carriers in case of successive or substitute carriers
- Subject: carriage of goods for reward
- Transport document : consignment note
- Place of taking over → place of delivery

Appendix B – CIM

Contracts for carriage of goods



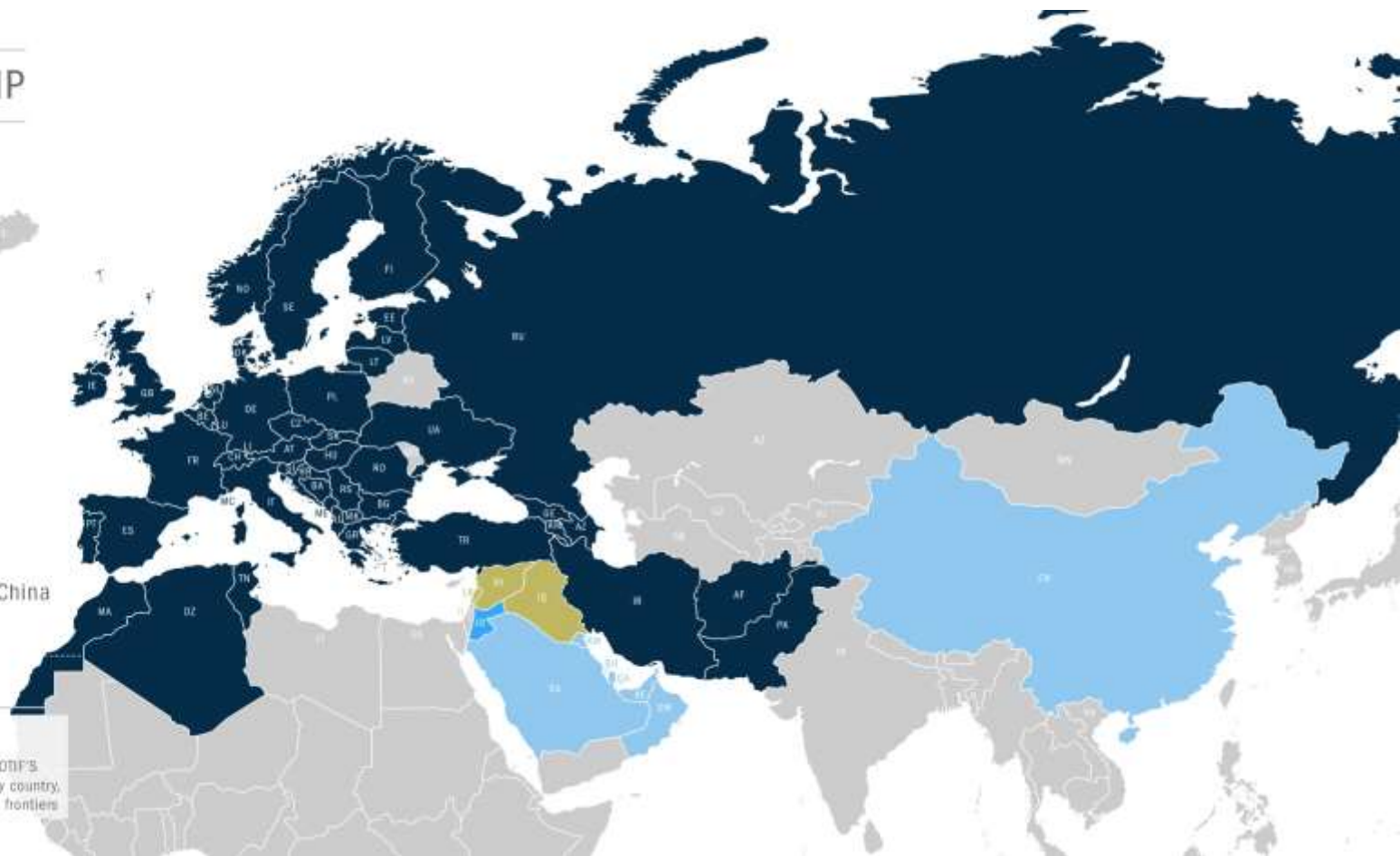
- Legal relations: consignor → carrier → consignee.
- Rules for contracts of international carriage of goods by rail (may be supplemented by sea or inland waterways).
- Definition of content for consignment note.
- Responsibilities for packing and loading.
- Maximum transit periods (suppletory).
- Circumstances preventing carriage or delivery.
- Liability and compensation.

OTIF MEMBERSHIP

SITUATION ON
1 MAY 2019

- OTIF Member States
- MoU with GCC/MoU with China
- Associate Members
- Membership suspended

The boundaries and names shown and the designations used on this map do not imply the expression of any opinion on the part of OTIF's Secretariat concerning any legal status of any country, territory, or concerning the delimitation of its frontiers

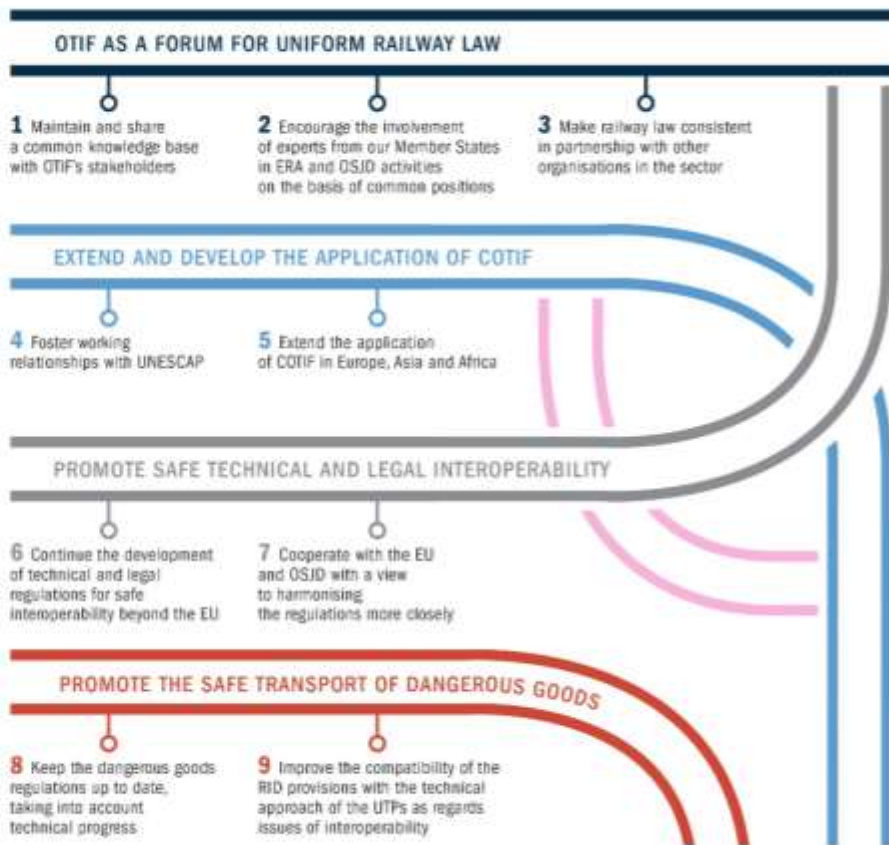


An aerial view of a large railway station with multiple tracks and high-speed trains. The station has a large, curved roof structure. The image is overlaid with a blue tint. A horizontal bar with segments of blue, black, red, orange, and purple is located at the bottom left.

OTIF and COTIF

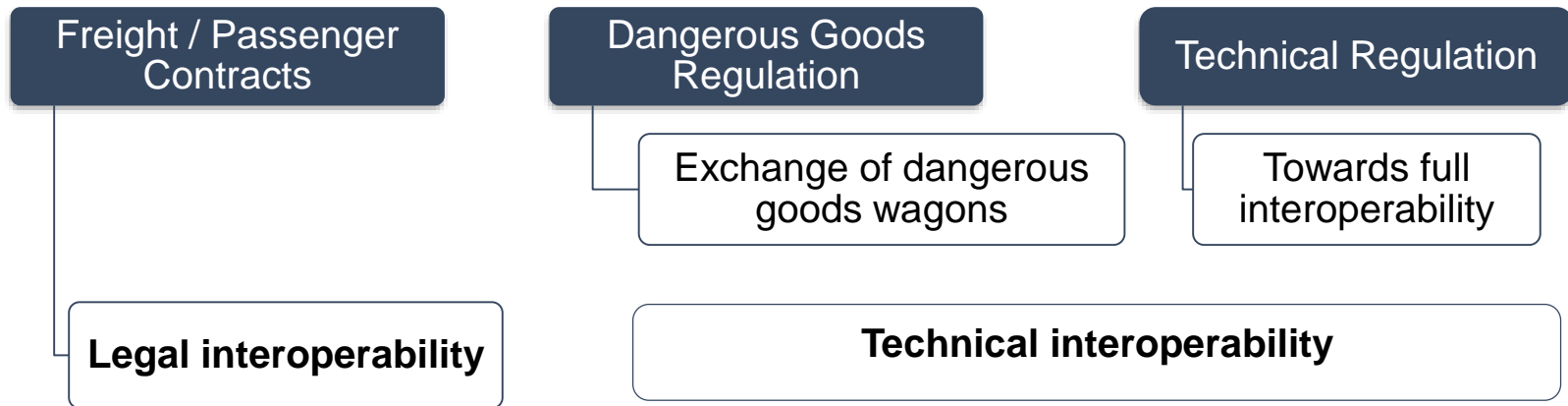
Strategic Objectives/Priorities

Priorities

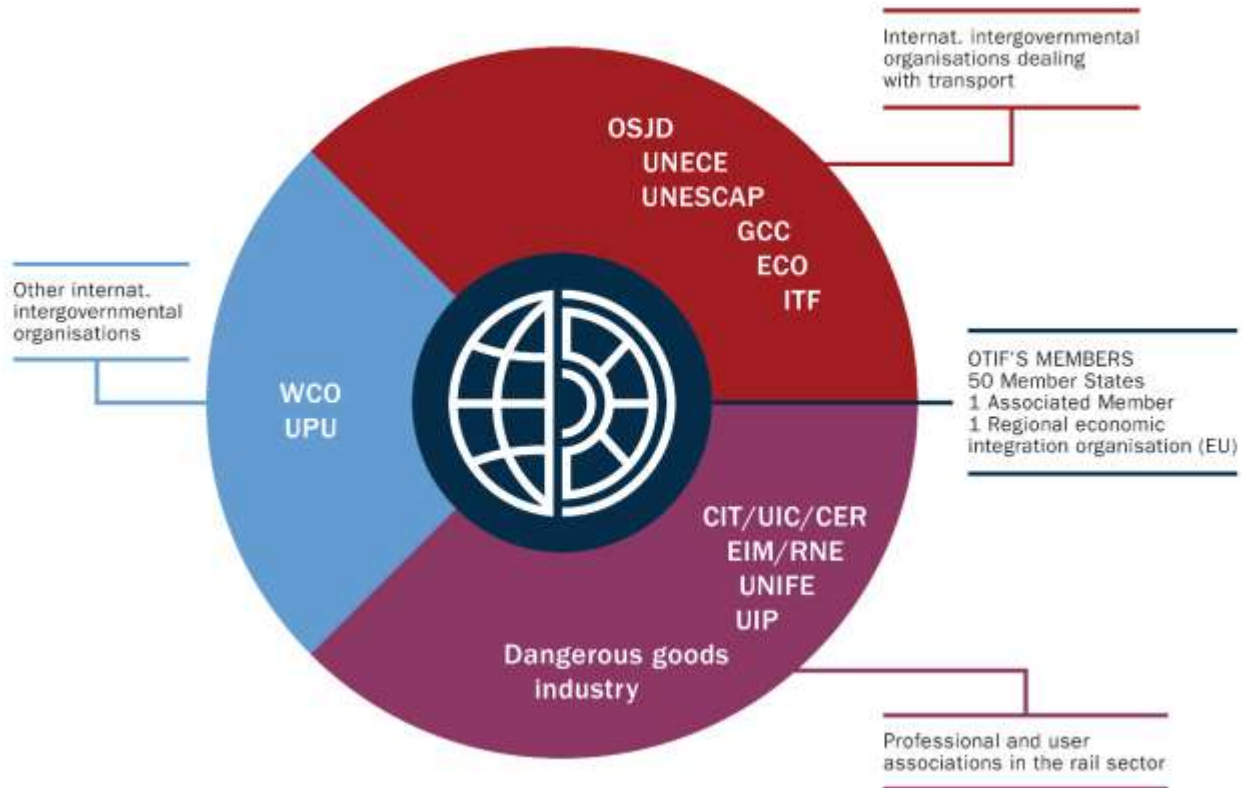


COTIF – developing uniform law for interoperable networks

- International binding law
- A bridging concept
- An approach based on partnership
- Railways as networks: connected, uniform and interoperable



OTIF and its relations: The importance of cooperation



OTIF and the EU



Comparing the objectives of EU and OTIF for rail legislation



Objectives	Improve efficiency and market share of rail	Promote, improve and facilitate international traffic by rail
Scope of application	The railway system in the EU (Domestic and international)	International traffic between OTIF Member States
Market model	EU Member States are required to open their rail markets: Interoperability in combination with competition and opening of supply market .	No particular market model. I.e. compatible with ' exchange of vehicles ' and ' Interoperability ' with or without competition.
Scope of provisions	Interoperability and safety regulation. Network access (competition). Passengers' rights. Dangerous goods regulation	Vehicle admission for international use of vehicles. Uniform contract law : <ul style="list-style-type: none">- passengers/freight- use of vehicles- use of infrastructure Dangerous goods

OTIF and OSJD

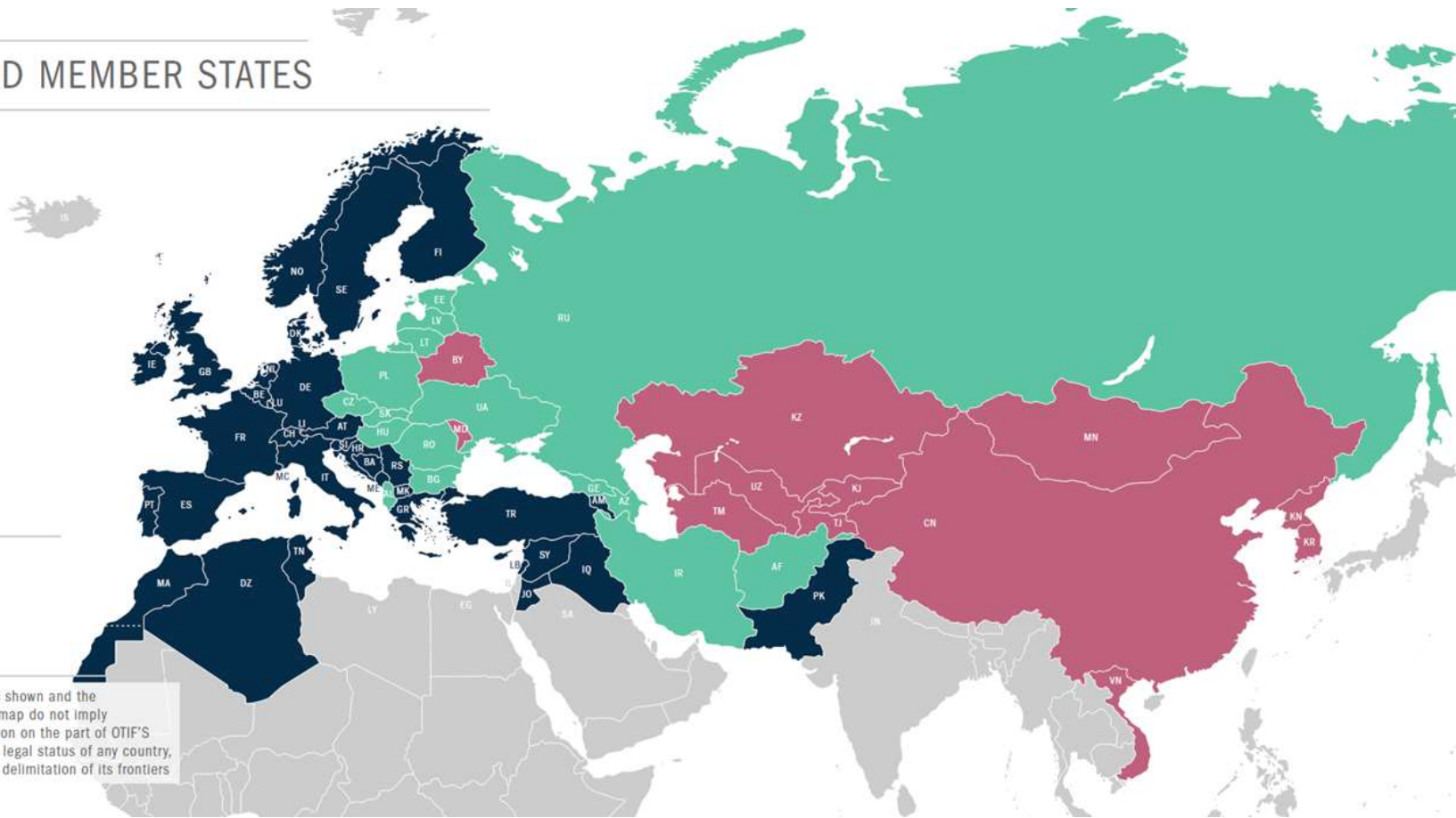


OTIF - OSJD MEMBER STATES

SITUATION ON
1 MAY 2019

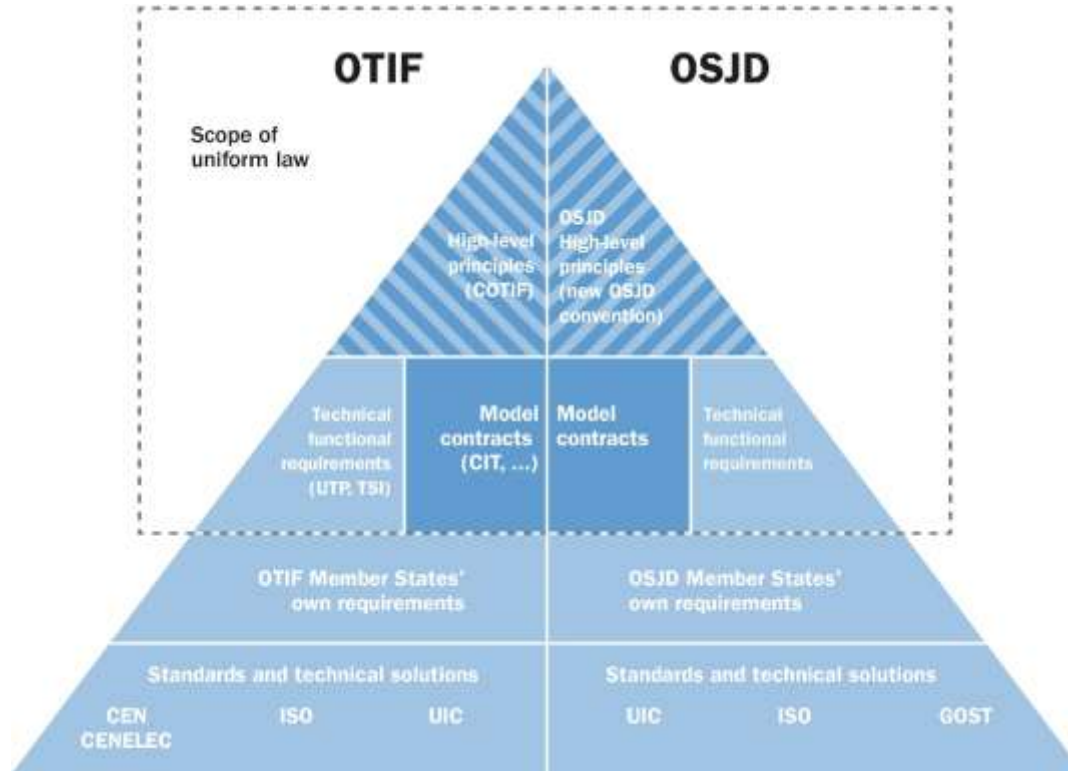
- OTIF
- OSJD
- OTIF & OSJD

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OTIF & OSJD cooperation

Alignment of OTIF and OSJD law



Two comprehensive systems of international railway law: OTIF and OSJD

- In principle, OSJD and OTIF rules govern the same areas of railway transport. The regulatory approach is often similar, but there are also important differences.
- OSJD–OTIF Common Position:

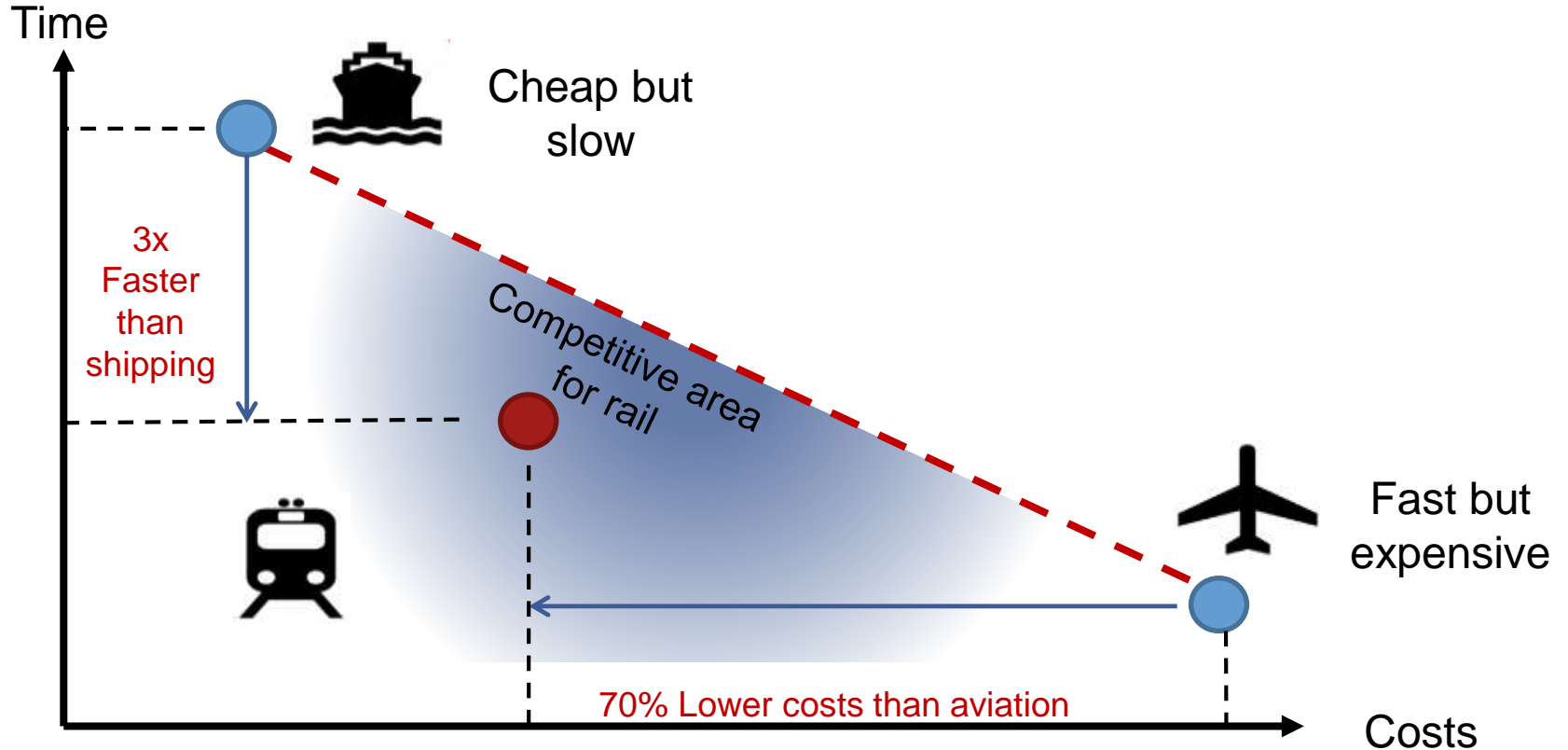
“[...] in the short term and pending further developments, we will have to live with the two legal systems, which means both the organisations dealing with them are obliged to find suitable means of managing the situation so that there are no barriers in the market that cause difficulties for the railways. [...]”

International prospects for rail



The case for intercontinental rail freight

China \leftrightarrow Europe



- The demand in euroasian freight transports (atlantic ocean/pacific ocean) are an historical chance for international rail transport (business case, long distance)
- OTIF and OSJD have to look for common short term solutions
- OTIF will continue on the strategy to adhere new members

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

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