Telematics applications for freight within OTIF

F. Davenne - Bangkok - December 2018
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

**Legal interoperability**
- Freight / Passenger Contracts
- Dangerous Goods Regulation
- Exchange of dangerous goods wagons

**Technical interoperability**
- Technical Regulation
- Safe exchange of vehicles
“Unified railway law to connect Europe, Asia and Africa” is both a unifying force for the Organisation and in line with the expectations of the transport world, and anticipated:

- the move to consider rail as part of more global transport and trade networks
- the growing importance of notions such as “connection” and intelligent interfaces.

OTIF is particularly well suited to construct these interfaces, by:

- defining uniform law for railway networks, with a global overview, which is our traditional calling
- working on the interfaces with the other modes of transport
- establishing interfaces with other regulations (mail order, access to and management of multimodal platforms, etc.) before these interfaces are established by external actors.
Connecting Europe, Asia and Africa: a partnership based approach

- OSJD
- UNECE
- UNESCAP
- GCC
- ECO
- ITF

- WCO
- UPU

- OTIF

- EU

- Dangerous goods industry

- Professional and user associations in the rail sector

- Other international, intergovernmental organisations

- International organisations dealing with transport
COTIF base convention and Appendices
Uniform rules and regulation concerning international carriage by rail

COTIF : Convention concerning International Carriage by Rail

App.A
CIV
Uniform Rules
The contracts of carriage of passengers

App.B
CIM
Uniform Rules
The contract of carriage of freight

App.C
RID
Uniform Rules
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
ATPU
Uniform Rules
Validation of Technical Standards and Adoption of UTPs applicable to Railway Material

App.G
ATMF
Uniform Rules
Technical admission of railway material

App.H
EST
Uniform Rules
Safe operation of trains
Railways as backbone for mobility
OTIF’s scope of application: building a transport backbone
OTIF’s scope of application: building a transport backbone
OTIF’s scope of application: building a transport backbone
OTIF’s scope of application: building a transport backbone
Rail as a backbone for seamless mobility?

**Internal regulation**
1. Minimise the internal complexity of the rail system
2. Create interoperable train paths
3. Connect different regional railway systems

**External interfaces**
1. Multimodality
2. Interfacing with other regulations: mail by rail, customs, public transport, security, etc.
3. Creating and securing common data models and exchange protocols
TAF TSI implementation within OTIF
Uniform: only one version of Appendices, including all amendments, is applicable. The application of an appendix is suspended with and between the Member States that have made a declaration of non-approval of or an objection to amendments to that appendix.

Relevant and adaptive: efficient revision procedure.

Results orientated: facilitates the international movement of passengers and international trade.

Ensure level playing field with other transport modes: relevant provisions and practice of other transport modes are taken into account, in particular large commercial freedom is given private entities

Interface oriented regulation: COTIF organizes the different requirements with a view to define clearly the hierarchy and the interaction between the different layers of regulations.
Organising international rail transport

State A

- Access conditions
- Cross border operation of train
- Exchange of vehicles
- Transport contracts

State B

- Access conditions
- Cross border operation of train
- Exchange of vehicles
- Transport contracts

Agreement

Appendix H

APTU + ATMF

CiM + CiV
TAF UTP/TSI process

Planning… → Operation… → After…

Consignment Note
Wagon trip plan
Path Request
Train Preparation
Train Running Forecast
Wagon Movement

Post-Trip

- Wagon loads
- Wagon release
- Price and transit times
- Wagon status and location
- Open Access
- One Stop Shop
- Train Composition
- Train ready
- Train Running and forecast
- Service Disruption
- To improve the quality and productivity
UTP TAF: the development

- January 2015: OTIF Secretariat’s Study on the feasibility of transposing the TAF TSI into COTIF
- April 2016: the OTIF Secretariat/ERA jointly organised a regional workshop, for the non-EU OTIF, in order to explain the TAF concept.
- June 2016: CTE 9 mandated WG TECH to prepare a proposal for taking over the TAF TSI provisions into a UTP TAF
- September 2016 – March 2017: UTP TAF proposal was drafted and reviewed by the WG TECH during its 29th, 30th and 31st sessions
- June 2017: CTE 10 adopted the UTP TAF
- 1 December 2017: Following the COTIF’s procedure, the UTP TAF entered into force on and was subsequently published on OTIF’s website in EN, DE and FR languages
UTP TAF: peculiarities compared to TAF TSI

• The implementation of the UTP TAF is voluntary, i.e. without a deadline after which this UTP or parts thereof must be implemented.

• However, the application of the UTP TAF is mandatory if new processes or technology is developed, or if equipment for telematics applications are purchased that fall within the scope of this UTP TAF.

• The UTP TAF refers to the ERA’s website to the appendices that are published and regularly updated on ERA. Thus, the legal provisions are embedded in COTIF, but the IT provisions are managed by ERA.
Buiding services: postal rail transport project and the external interfaces

**Individual parcel consignment**

**INTERNATIONAL PARCELS DELIVERY**

**Originating Postal Operator**

**INTERNATIONAL CARRIAGE BY RAIL**

**Contractual carrier:** To EU border

**Carrier 2:** From EU border to Chinese border

**Carrier 3:** From Chinese border to destination

**Destination Postal Operator**
Cooperation between UPU, OTIF, WCO, European Commission, OSJD and CIT etc. to develop the transport of parcels will need to establish a digital level playing field.

OTIF will have to be able to rely on regular consultation with its Member States and OSJD bodies.
OTIF and COTIF

www.otif.org

www.twitter.com/OTIF_COTIF

www.linkedin.com/company/intergovernmental-organisation-for-international-carriage-by-rail-otif-/
Organisation intergouvernementale pour les transports internationaux ferroviaires
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