Technical and legal interoperability

Secretary General of OTIF François Davenne
Rotterdam, June 2016
COTIF – developing uniform law

- Founded in 1893 in Bern
- Applies to international traffic by rail
- Is international law
- Member States can make declarations not to apply selected parts of COTIF

Freight / Passenger Contracts

 Dangerous Goods Regulation

- Exchange of dangerous goods wagons

Technical Regulation

- Safe exchange of vehicles

Legal interoperability

Technical interoperability
OTIF – OSJD – EU Member States
Unifying transport contracts for freight

How International law covers Euro-Asian traffic

- The unified railway law (EUURL) developed under the aegis of UNECE provides a basis for interface law between CIM and SMGS

- Single contract would improve Euro-Asian rail traffic dramatically
Unified railway law to connect Europe, Asia and Africa:
Railways as international networks: parcel delivery from Shanghai to Rotterdam

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<th>Layer</th>
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<td>Postal document</td>
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<td>Transport Layer</td>
<td>End to end delivery of containers: CIM/SMGS</td>
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<td>Airway bill</td>
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Setting up interoperability: last General Assembly and next steps

Level 4
Unified railway Market

Level 3
Interoperability of trains in a network of different systems

Level 2
International exchange of railway vehicles

Level 1
International transport of goods and passengers

Market access
Competition regulation
(not in scope of COTIF)

Train driver licensing/operational rules
Definition of separate tasks IM and RU
Safety responsibilities for all actors.
CCS compatibility/telematics applications
Interface train/infrastructure

ATMF, APTU
Train composition requirements.
Accessible national vehicle registers
Vehicle requirements in UTP.
Maintenance: ECM

CUV, RID
Contract of carriage CIM, CIV.
Standard contracts.
Thank you for your attention