4th UIC Global Rail Freight Conference
Vienna, 23-25 June 2014
Eva Molnar, UNECE
XIX century transport and communication triggered globalisation
  ➢ Techno break-through – lower transport costs – national economies opened up to trade and investment
  ➢ Suez canal, Panama canal shortened distances

Trade growth, diversification
  ➢ Grains to industrial centres – increased industrialisation and urbanisation
  ➢ Developing country artisanals declined
  ➢ Separation of factories from consumers

Post-WW re-globalisation
  ➢ 1950-73 „golden age”
  ➢ More innovations: size of ships, containers, air freight, fiber optics, satellites, digitalisation
  ➢ No need for manufacturing stages to be near to each other: manufacturing is managed through global supply chains (more than 75 % of world trade is in manufactured goods) – rise of multinational corporations
- Non-tariff measures as barriers
- Trade costs:
  - transport (direct cost + time value of goods in transit)
  - border related trade barriers
  - wholesale and retail distribution
Multi-country infrastructure planning

Infrastructure agreements (AGC, AGTC)
Global project connecting continents
Multi-country Master Plans (TER, EATL)
Multi-lateral cooperation to operationalise the corridors

Euro-Asian links, Investment strategy, US$ 273 billion,
Prioritization of EATL routes
Two special aspects

Ports and their hinterland connections

Climate change impacts and adaptation
Border Crossing Facilitation

CMR

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TIR
Unlike in other modes

COTIF-CIM

SMGS/SMPS

Eurasian Uniform Railway Law

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Differences in international railway law

CIM

- Consensual contract
- Contractual freedom
- Consignment note taken out by railways
- Joint + several liability

SMGS

- Formal contract
- Obligation to establish tariffs
- Consignment note regulated in SMGS
- Singular liability
CIM

Intergovernmental Organization for International Carriage of Rail

- Bern
- Since 1890
- 42 member States
- only States
- Decisions: Majority
- German/French/English

SMGS

Organization for Co-operation between Railways

- Warsaw
- Since 1956
- 27 member States
- States and railways
- Decisions: Unanimity
- Russian and Chinese
Joint Declaration towards Unified Railway Law, Geneva, 26 February 2013

Signed by 37 States

Armenia
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Cyprus
Czech Republic
Estonia
Finland
France
Germany
Greece
Italy
Kazakhstan
Kyrgyzstan
Latvia
Lithuania
Malta
Mongolia
Netherlands
Pakistan
Poland
Portugal
Moldova
Romania
Russian Federation
Serbia
Spain
Sweden
Switzerland
Tajikistan
The former Yugoslav Republic of Macedonia
Turkey
Ukraine
Uzbekistan
Governments (UNECE+ESCAP)

Railway industry (railways, shippers, freight forwarders, etc.)

Group of Experts towards unified railway law + UNECE Working Party on Rail Transport (SC.2)

Interested railway enterprises assisted by international railway organizations

Two-pronged approach - parallel + complementary -

Legal framework for rail transport from the Atlantic to the Pacific, with equivalent rules as for road, air and maritime transport (Geneva Rules)

Optional model rules for Euro-Asian rail transport contracts based on CIM and SMGS (GTC EurAsia)
Level playing field for railways

one through-going contract of carriage Europe-Asia

single legal regime to avoid the application of national Law

EuroAsia Global

CIM Region

one contract of carriage

reconsignment with two contracts

SMGS Region

one contract of carriage

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Conclusions

1. More future demand on efficient, reliable, seamless and low cost freight transport (trade driven economic growth, SDGs), but it will be different than the past

2. More intermodal cooperation - integration

3. Formidable investment needs require strict prioritisation (EATL) at multi-country level and out-of-the-box efficiency gains

4. Feasible facilitation measures (e.g. URL) are more than urgent

5. Technological innovations are essential

6. Rail policies will likely be reconsidered

7. UIC is a strategic partner for the Inland Transport Committee of UNECE