

Workshop Rail Transport between Europe and Asia

COTIF 1999 in general

Stefan Schimming

Istanbul, 09 and 10 June 2009

OTIF



OTIF

Organisation intergouvernementale pour les Transports Internationaux Ferroviaires
Zwischenstaatliche Organisation für den Internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail
Межправительственная организация по международным железнодорожным перевозкам
المنظمة الحكومية الدولية للنقل الدولية السككية

- founded 1 May 1985
 - predecessor of OTIF was OCTI (Office Central des transports internationaux par chemins de fer) since 1893
- 43 Member States
- 240,000 km of railway lines
- Official languages: English, French and German
- Headquarters: Berne, Switzerland

OTIF



COTIF 1999 in general

2

Ratifications



37 Member States have ratified

OTIF



COTIF 1999 in general

5

OTIF activities

- Further development of rail transport law in the following areas:
 - contracts of carriage for the international carriage of passengers and goods (CIV and CIM),
 - carriage of dangerous goods (RID),
 - contracts of use of vehicles (CUV),
 - contract on the use of railway infrastructure (CUI),
 - validation of technical standards and adoption of uniform technical prescriptions for railway material (APTU),
 - procedure for the technical admission of railway vehicles and other railway material used in international traffic (ATMF)

OTIF



COTIF 1999 in general

6

OTIF financing

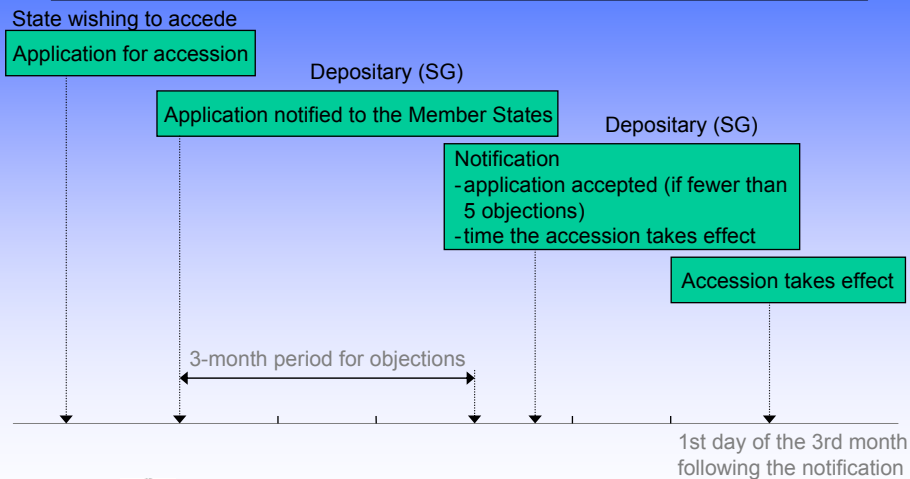
- Contributions
 - 40 % UN system
 - 60 % total length of the infrastructure (limitations possible)
- Maximum contribution 15 % of the budget
- Minimum contribution 0.25 % of the of the budget
- Payment of Member State contributions
 - definitive contributions
 - advance payments



-
- Examples budget 2009, total CHF 2,781,239.30
 - Germany CHF 483,087.70 (max 1 MS)
 - Liechtenstein CHF 8,051.50 (min 7 MS)
 - Czech Republic CHF 79,340.50



Accession procedure



OTIF



COTIF 1999 in general

11

Declarations and reservations (Art. 42 COTIF)

= Non-application of

- **Appendices:** one or more Appendices in their entirety
- **Provisions:** certain provisions where expressly provided for

OTIF



COTIF 1999 in general

12

Reservations expressly provided for

- arbitration (Art. 28 § 3 COTIF)
- Article 1 § 6 CIV/CIM (States applying SMPS/SMGS): application of the CIV/CIM UR to specified railway lines

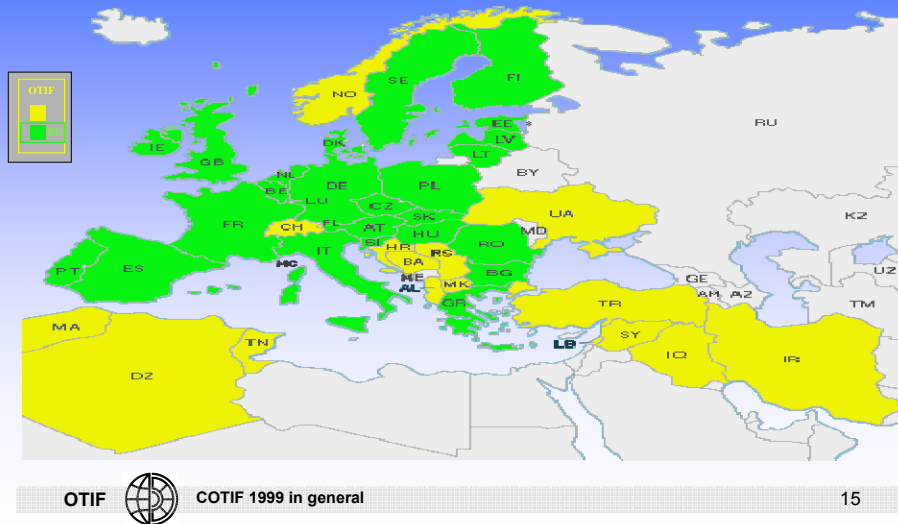


Declarations expressly provided for

- Non-application of the provisions concerning liability in case of death/personal injury of/to passengers (Art. 2 § 1 CIV)
- Non-application of the provisions concerning liability in case of any bodily loss or damage (Art. 2 § 1 CUI)



OTIF and EU



OTIF – European Union

- In future central position of EU (25 of 43 Member States, accession)
- with differentiated exertion of influence
 - only **indirectly** at level of OTIF: the EU Member States decide (and pay)
 - **directly** at level of COTIF itself and its Appendices: different depending on form and handling of Community law. Where suitable, single EU vote with appropriate weight
- EU accession to COTIF – intention confirmed

EU Railways Policy

- European Commission operating as “engine” of essential (European) railways reform process
- Aim: **Revitalization by means of liberalization and interoperability**
- Areas of activity:
 - Legal framework of the Community
 - Institutional development
 - Trans-European networks
 - Competition



Wider Development Trends

- Overall transport policy
- Increasing intermodal and international interdependency
- Global aspects of rail transport
- Realignment of international organisations' position and division of work
- Privatisation



Perspectives in Asia

- “Power factors” China + India
- Transcontinental corridors (particularly TransSib, TRACECA)
- Iranian rail network’s pivotal role
- Interest in connecting with Pakistan/India



Perspectives in Middle East/North Africa

- RAME (DGMO Group) programme
 - Regional IT Centre
 - Rail-road transportation
 - Reducing border stops for passenger trains
 - Unification of infrastructure specifications
 - Completion of railway connections
- Bigger role for Istanbul-Ankara-Teheran axis (new Silk Route) in context of TRACECA Corridor
- Reincorporation of Iraq’s rail network
- Regional integration extended national networks
 - ECO
 - Jordan
 - Saudi-Arabia
 - Pakistan
 - Lybia

