



Strengthening the transport legal framework for better connectivity in the UNECE region

Harmonised conditions to facilitate long distance rail traffic

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With its three business units DB is active in all the essential segments of the transport market

DB BAHN



Passenger transport: ensuring mobility for people – nationwide and Europe-wide

DB SCHENKER



Freight transportation: intelligent logistics solutions on land, on water and in the air

Transport market

DB NETZE



Infrastructure: efficient and sustainable railway infrastructure in Germany

We have advanced our core competencies beyond the railway in Germany

DB Group's fundamental concept

Passenger transport

- Evolving into an integrated mobility provider with door-to-door solutions
- Strengthening transport networks through:
 - cross-border long-distance services
 - involvement in tenders in other European countries
 - further internationalisation through acquisitions



DB BAHN



DB SCHENKER



Railway in Germany



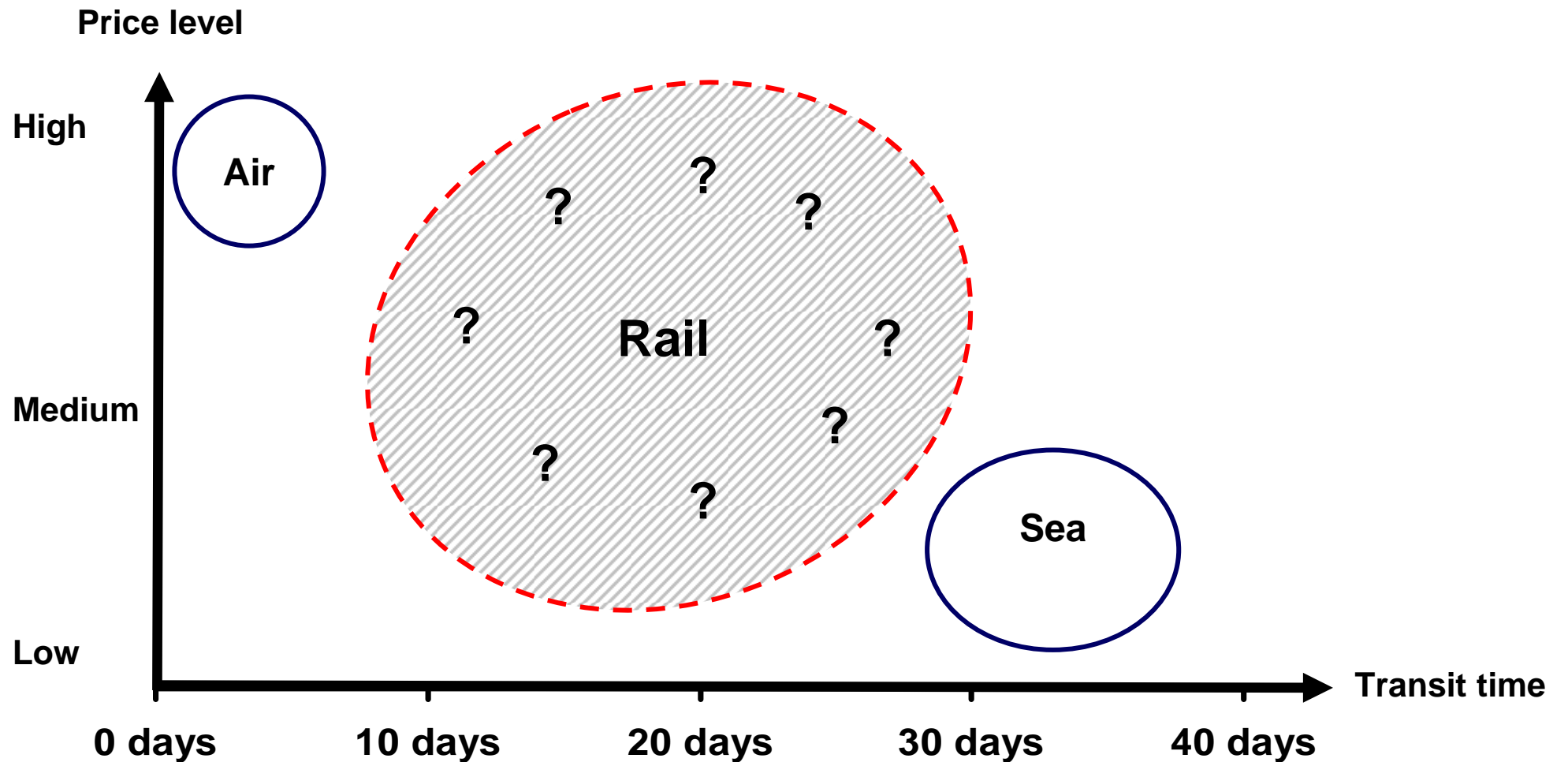
DB NETZE



Transportation and logistics

- Evolving into a truly European rail freight operator
- Global logistics service provider with integrated networks:
 - Expansion road-rail solutions
 - Development of special industry solutions

Is there a potential for market growth for Rail on the corridors between Europe and Asia?



Trans Eurasia Logistics

the new transport product is an alternative to air and sea freight



Example Fujitsu-Siemens Train:

- 12,000 km in 17 days - from Xiangtang, China to Hamburg
- Customer statement Fujitsu-Siemens:

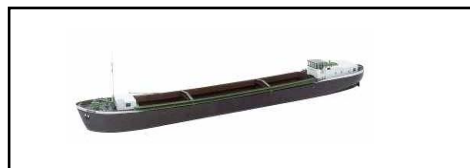
“Compared to airfreight, we are **saving a quarter of costs and 95 percent of emissions**. This shows, that rail traffic is our best choice, economically as well as ecologically.“

(Heribert Göggerle,
Senior Vice President Supply Operations,
Fujitsu Siemens Computers)

Rail is the only transport mode without uniform rules for international long distance traffic. All other modes dispose of unified UN-Conventions.



One legal regime for Road: CMR (Convention on the Contract for the International Carriage of Goods by Road)



One legal regime for Sea: Hague/Visby-Rules

One legal regime for Inland waterway: CMNI (convention on the contract for the carriage of goods by inland waterway)



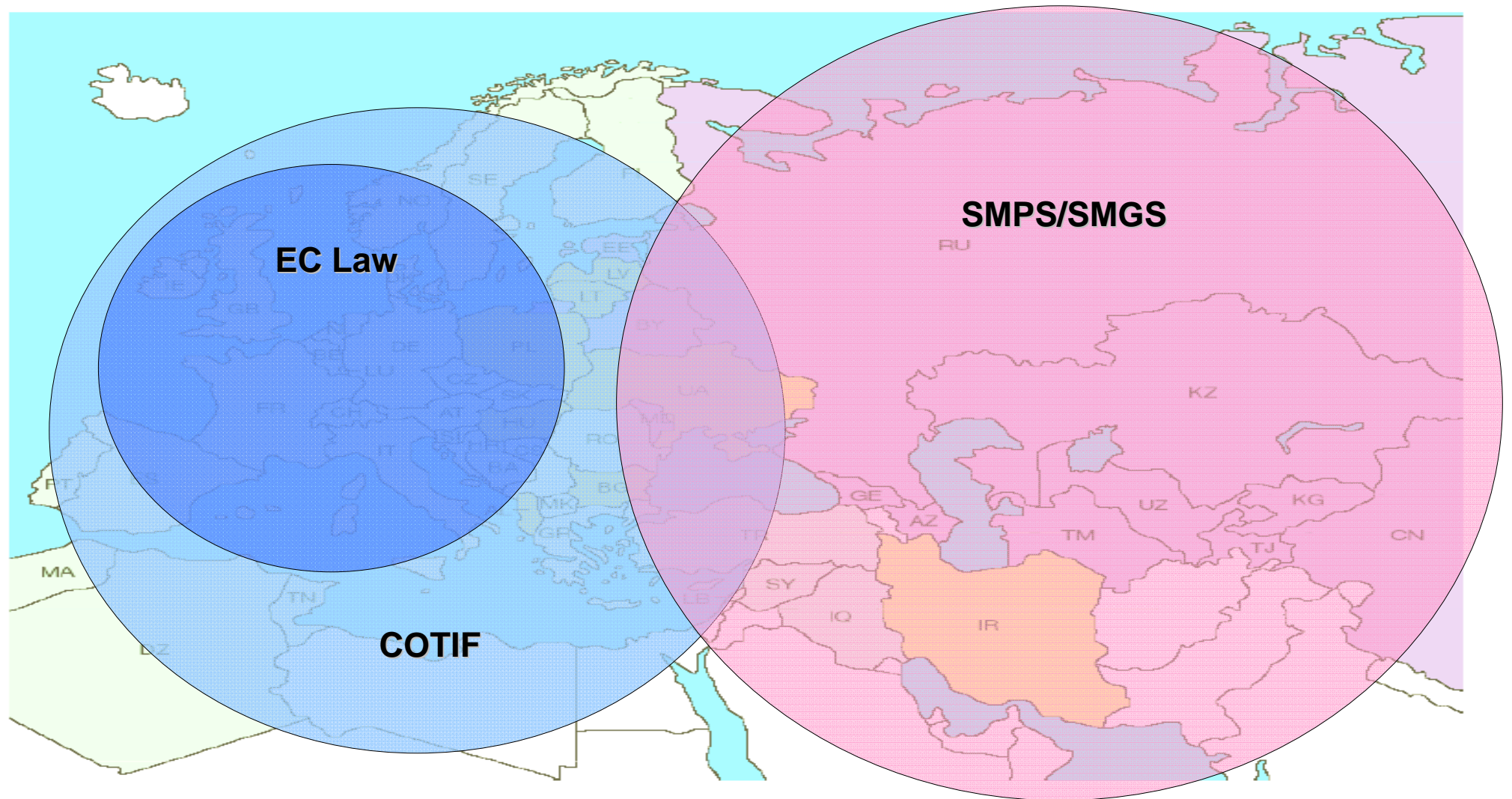
One legal regime for Air: Warsaw / Montreal Convention



Two Legal Regimes for Rail:

1. **COTIF /CIM** (Convention concerning international carriage by rail / Uniform rules concerning the contract for international carriage of goods by rail)
2. **SMGS** (Agreement on International Goods Transport by Rail)

Three legal areas



CIT/OSJD Project: Legal Interoperability CIM/SMGS

Phase 1:

Common CIM/SMGS consignment note

Phase 2:

Standardised claims handling mechanism

Phase 3:

Single Eurasian Rail Transport Law

Practical use of the CIM/SMGS consignment note

Traffic movements:

- More than 20 traffic axes in 4 TEN Corridors
- Examples:
 - Germany – Russia (via Poland and Belarus)
 - Germany – Ukraine
 - Czech Republic – Russia / Ukraine
 - Romania – Russia
- Saves time – 16 hours per train
- Saves money – €40 per wagon
- Improves the overall legal certainty

Further improvements

- Using one CIM/SMGS consignment note and a wagon list or container list
- Using the Chinese language
- Extending the scope of the CIM/SMGS consignment note



United Nations Economic Commission for Europe UNECE

Unification of railway law in the pan-European region and along Euro-Asian transport corridors

Short-term:

MoU on general terms and conditions for Euro-Asian rail transport contracts

Time frame: March 2011 - March 2012

Medium-term:

Model law Regulations for international rail transport

Time frame: June 2012 – 2015 (yet to be decided)

Long-term:

Convention on International Rail Transport

Time frame: as of 2015 (yet to be decided)