



ORGANISATION INTERGOUVERNEMENTALE POUR LES TRANSPORTS INTERNATIONAUX FERROVIAIRES
ZWISCHENSTAATLICHE ORGANISATION FÜR DEN INTERNATIONALEN EISENBahnVERKEHR
INTERGOVERNMENTAL ORGANISATION FOR INTERNATIONAL CARRIAGE BY RAIL

OTIF Study on Railway Facilitation: OTIF can contribute further









77th session UNECE Inland Transport Committee

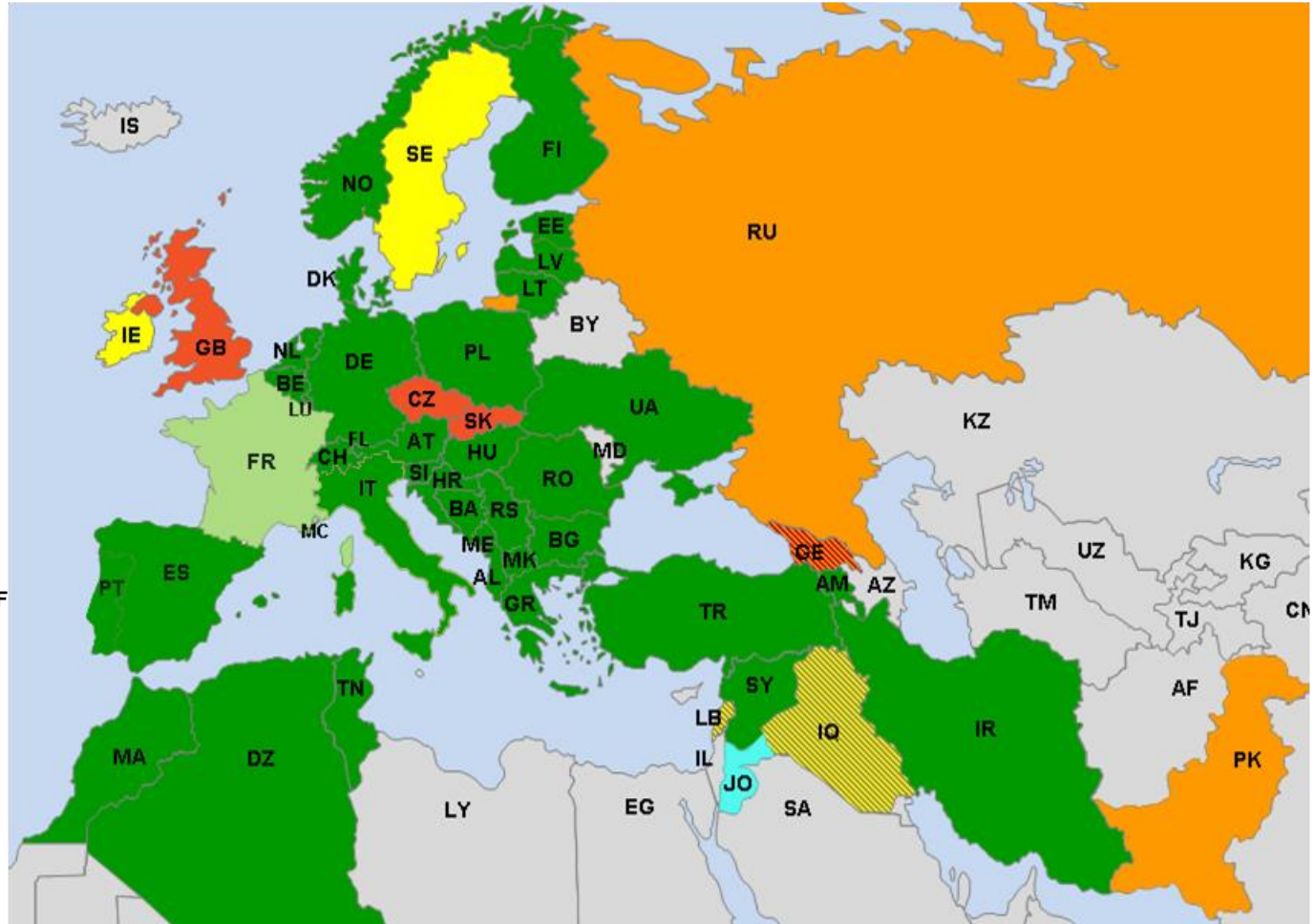
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Geographical scope of COTIF and its appendices

Situation as at
5th February 2015

-  All COTIF Appendices (35)
-  Without ATMF (2)
-  Without CUI/APTU/ATMF (3)
-  Without CUV/CUI/APTU/ATMF (1)
-  Without CIV/RID/CUV/CUI/APTU/ATMF (2)
-  COTIF 1999 not yet ratified (2)
-  Membership suspended (2)
-  Associate Members (1)





- **OTIF Work Programme 2014/2015 – new tasks and challenges**

➔ Facilitation Study based on analysis of railway corridors

- **Main objectives:**
 - Identify obstacles
 - Elaborate solutions within the scope of OTIF's responsibilities for Member States
 - Reactivation of OTIF Rail Facilitation Committee?



Means used and activities undertaken

○ In focus: freight transport

- Interviews with representatives and stakeholders of railway sector in OTIF MS, international organisations and associations, representatives of private sector...
- Participation in meetings;
- Analysis of various studies and articles on this matter produced by UNECE, UNESCAP, EU, OSJD, CAREC, ECO, UIC, CIT...

The study does not repeat the findings, it analyses the problems from the perspective of OTIF's scope of responsibilities.



Corridors designated for study: Corridor 1





Corridors designated for Study: Corridor 2





Main conclusions and recommendations



Main conclusions and recommendations

- **Strengthening cooperation with ECO**

- Turkey, Iran, Pakistan – OTIF + ECO**

OTIF – ECO Memorandum of Understanding

➔ coordination of actions to promote, improve and facilitate international traffic.

- **OTIF:**

Promote the use of CIM consignment note in the region and CIM/SMGS consignment note in carriage with countries of Central Asia.

One of the new developments in OTIF is to give priority to the electronic CIM consignment note for the carriage of goods between OTIF MS.



Pakistan – applies **CIM** on its whole network, **but**

- requires further assistance for better implementation of CIM;
- and should be familiarised with other COTIF Appendices with the aim of achieving full application.

OTIF could organise a workshop for Pakistan

→ positive signal for states in the region.



Main conclusions and recommendations

- Technical interoperability

Focus on: Turkey and Iran – apply all COTIF Appendices, including **ATMF and APTU technical Appendices.**

OTIF:

- should ensure technical compatibility with European Union railway network;
- should continue providing support to the MS in the question of correct implementation of technical Appendices;
- should facilitate traffic at **EU external border with non-EU OTIF Member States.**



Main conclusions and recommendations

○ Historical Silk Road - Baku-Tbilisi-Kars:

• Azerbaijan:

accession to COTIF would facilitate rail traffic by providing a legal and technical basis.

OTIF will continue to support Azerbaijan's accession to COTIF.

• Georgia:

will apply CIV, CIM and RID to carriage on the Georgian section of the BTK railway line.

• Turkey:

- infrastructure projects in the final stage;
- special role as a transit and EU border country.



Main conclusions and recommendations

○ OTIF Rail Facilitation Committee?

Article 19 COTIF:

- gives opinion on all questions aiming to facilitate frontier crossing in international traffic;
- recommends standards, methods, procedures and practices relating to rail facilitation.

○ **The study showed that:**

- no great success in the past
- restarting with a new approach: Facilitation activities are ongoing in OTIF.

➔ more flexible and effective approach would be by setting up working groups and facilitation projects with participation of concerned OTIF Member States.



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Thank you for attention!