

# **Group of Experts towards Unified Railway Law**

## **Report on the execution of 2018-19 mandate**

*Working Party on Rail Transport  
Seventy-third session  
Geneva, 25-27 November 2019*

# 2018-19 mandate



- (a) Monitor the finalization of necessary documents in order to perform international rail transport under the unified railway law
- (b) Monitor the performance of a substantial number of real pilot tests to be carried out by the railway companies
- (c) Draft a document (or systems of documents) on Unified Railway Law which could be adopted as a legally binding instrument
- (d) Discuss other relevant issues related to international rail freight transport with a view to adding, where appropriate, provisions to the document referred to at (c)

# report



- [ECE/TRANS/SC.2/2019/4](#)
- Outcomes of five meetings

[ECE/TRANS/SC.2/GEURL/2019/14](#)

[ECE/TRANS/SC.2/GEURL/2019/8](#)

[ECE/TRANS/SC.2/GEURL/2019/2](#)

[ECE/TRANS/SC.2/GEURL/2018/5](#)

[ECE/TRANS/SC.2/GEURL/2018/2](#)

# task (a) – finalization of documents

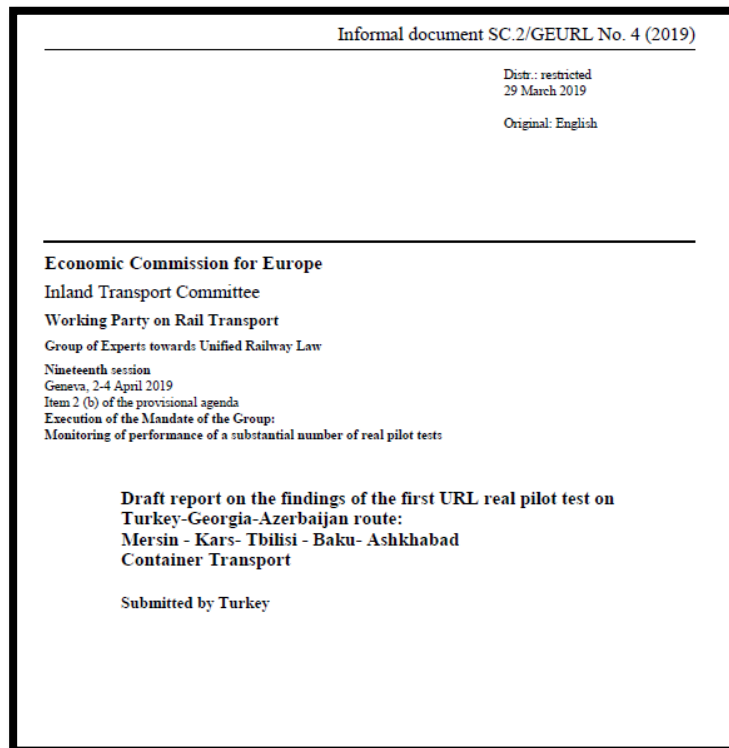
<i>Title of the document</i>	<i>Relevance to URL provisions</i>	<i>Modifications required</i>
1. Notice of damage	Article 28	There are no existing documents that could be modified, a new document should be developed.
2. Wagon label	Its use can be helpful to the railway undertakings	CIT 14 document could be used. No substantive content modifications necessary.
3. Wagon list	Article 5 para 2 in connection with Article 2 para. 10	CIM/SMGS Wagon list document could be used after modifications: substantive content changes to box 16.
4. Container list	Article 5 para 2 in connection with Article 2 para. 10	CIM/SMGS Container list document could be used after modifications: substantive content changes to box 16.
5. Subsequent orders	Articles 15 and 16	CIT 7 document could be used after modifications: substantive content changes to box on consignment number and on instructions.
6. Notification of circumstance preventing carriage	Article 17	CIT 8 document could be used after modifications: substantive content changes to box on consignment number and on circumstance preventing carriage.
7. Notification of circumstance preventing delivery	Article 17	CIT 9 document could be used after modifications: substantive content changes to box on consignment number and on circumstance preventing delivery.
8. Missing goods report	Article 20	CIT 21 document could be used. No substantive content modifications necessary.;
9. Notification of corrections	Articles 15,16, 17 and 18	CIT 22 document could be used. No substantive content modifications necessary. To be used for corrections, which are to be made or have been made to the consignment note when goods have already been sent.
10. Accompanying document	Its use can be helpful to the railway undertakings for subsequent processing of goods on route in case when the consignment of which the goods are part cannot be identified (goods without documents)	The accompanying document is to take the same form as a consignment note with the following changes: <ul style="list-style-type: none"> <li>• Box 37: The description of the document is to read “Accompanying document” and the reference clause is not required.</li> <li>• The box situated next to box 37 of the consignment note and intended to identify the individual sheets of the consignment note is to be blank.</li> </ul>

Further changes when a legally-binding instrument for the contract of international carriage of goods by rail is adopted

# Task b – performance of real pilot tests



- Test by railway companies from Turkey, Georgia and Azerbaijan



Test succeeded in verifying the validity and effectiveness of the draft URL provisions

## Conclusion:

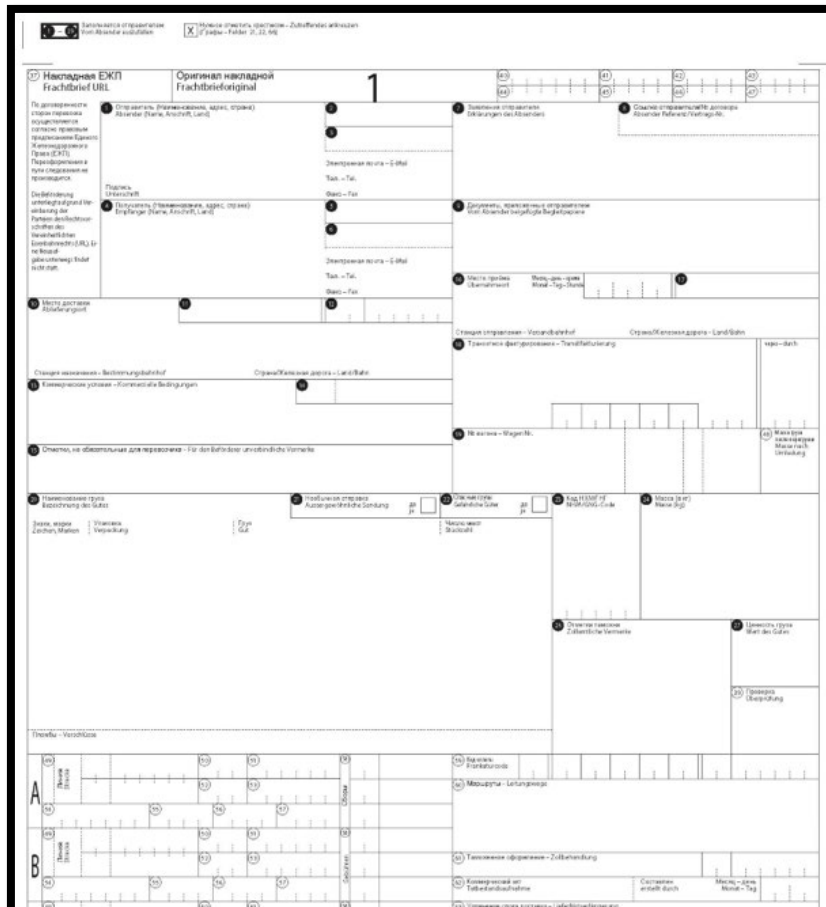
- No further changes to draft URL provisions
- Number of issues identified for consideration to modify the consignment note

## Task b – performance of real pilot tests

- Difficulty with organization of tests:
  - Absence of railways undertakings in the work of the Group of Experts
  - Restrictions from SMGSs article 3 to performance of tests  
(contractual basis, using provisions as general rules and conditions)
- No further test are necessary

# Task b – performance of real pilot tests

## Consignment note



The image shows a detailed consignment note form, likely from a CIS (Central and Eastern European) country, with fields for sender and recipient information, a large section for describing the goods, and various checkboxes for transport conditions. The form is organized into several horizontal sections with numbered items and checkboxes.

Further changes when a legally-binding instrument for the contract of international carriage of goods by rail is adopted

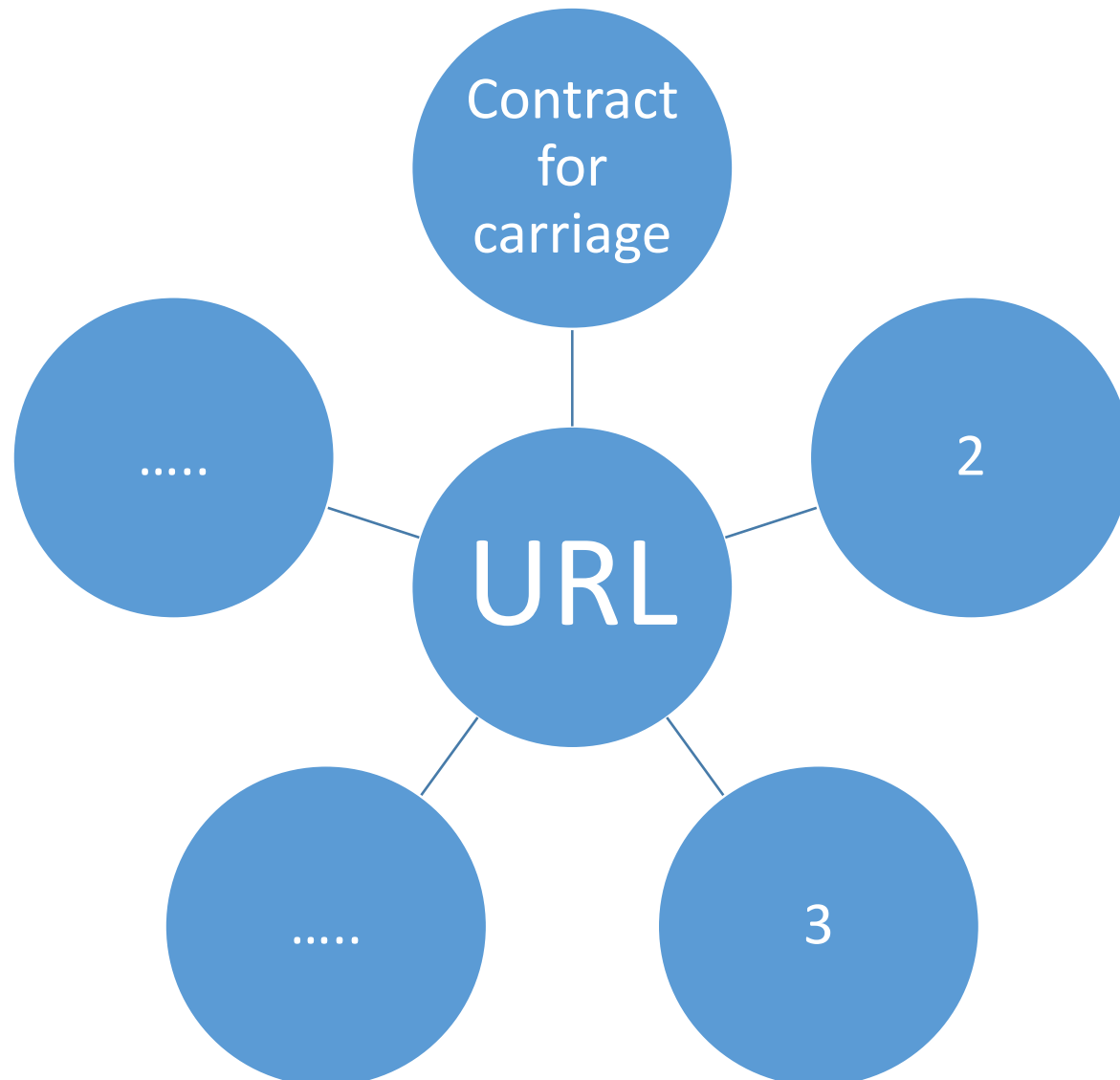
# Tasks c/d – URL document/system of documents



- Working documents considered
  - ECE/TRANS/SC.2/GEURL/2018/6 and ECE/TRANS/SC.2/GEURL/2018/6/Rev.1
  - ECE/TRANS/SC.2/GEURL/2019/5
  - ECE/TRANS/SC.2/GEURL/2019/12



# Task c/d – URL document/system of documents



Outstanding:

- Adoption of the separate legal pieces one by one (EU)
- Adoption of all legal pieces at once (RF)
- 2, 3, .... remains to be identified  
Candidates: wagon law, rolling stock, dangerous goods, etc.

# Task c/d – URL document/system of documents



Task c and d are not concluded

Request for an extension of mandate – one year, two more meetings

# Task c/d – URL document/system of documents



Views on mandate continuation (Germany, Luxembourg, Turkey, European Commission):

- Finalize the text of the legal instrument on the contract for international carriage of goods by rail for consideration by SC.2 in 2020 (complete legal instrument)
- Identify and agree issues for other legal instruments to form URL

# Additional considerations



- Expand the Group of Experts to invite to it country representatives with expertise on issues to be envisaged in the full set of conventions to form the system of URL conventions; and
- Expand the geographical representation in the Group to invite to it interested countries along the entire Euro-Asian transport corridors
- Consider establishment of the instrument on a corridor basis

**Thank you for your attention**