



Comité international  
des transports ferroviaires

Internationales  
Eisenbahntransportkomitee

International Rail  
Transport Committee

## Rail transport interoperability between Europe and Asia: Common consignment note CIM/SMGS

UIC-FIATA Market Place Seminar: “Rail Transport  
Connecting Continents: Development of New  
Solutions in Rail Freight”  
Istanbul, 22-23 October 2009

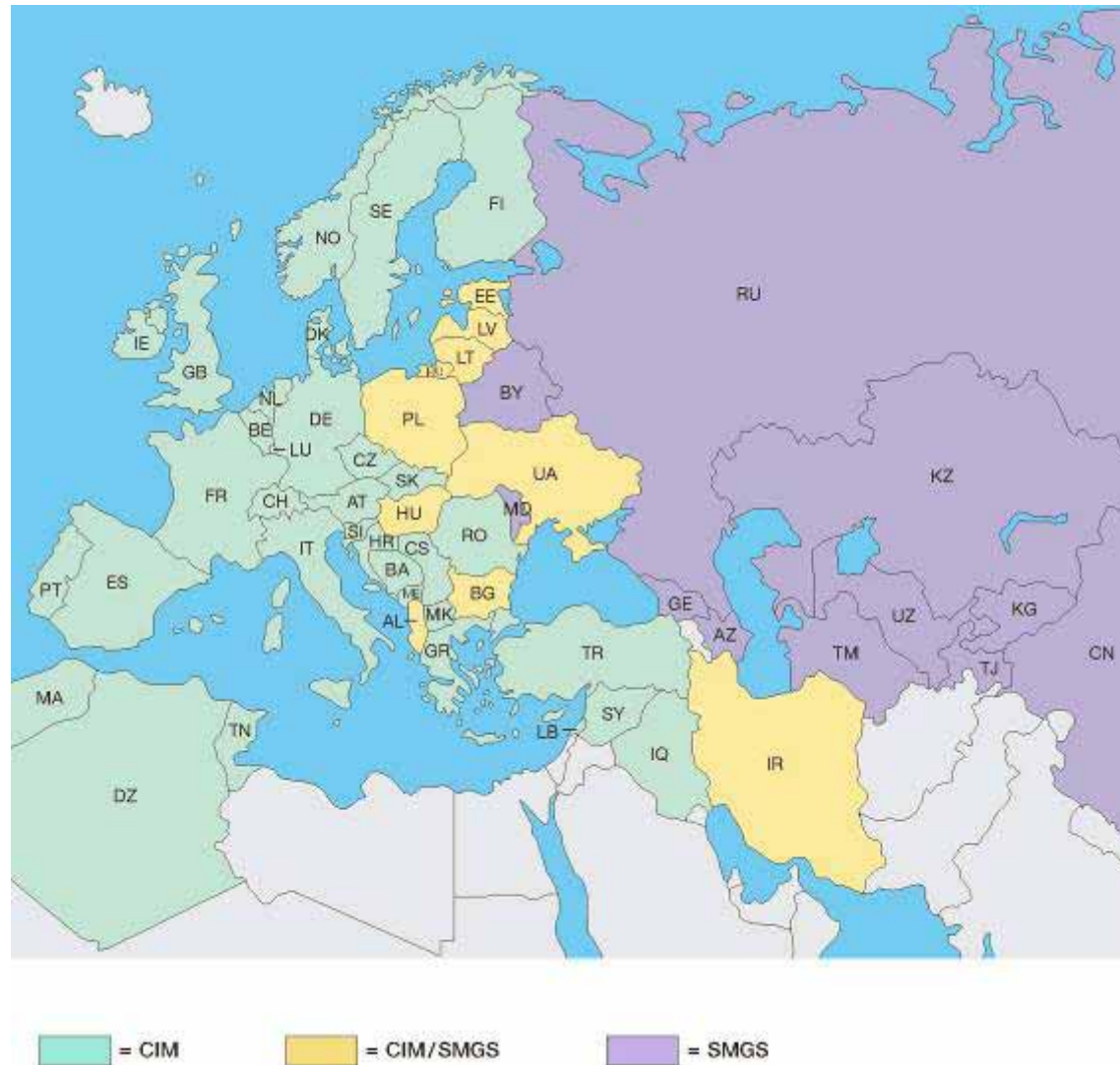
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# Scope of the CIM and SMGS

State of 1. January 2009



# Differences in law

## **CIM (Uniform Rules concerning the Contract of International Carriage of Goods by Rail - Appendix B to COTIF)**

Consensual contract

Contractual freedom

Consignment note design within the competence of RUs

Joint and several liability

## **SMGS (Agreement on International Goods Transport by Rail)**

Formal contract

Obligation to set and publish tariffs and to carry

Consignment note defined in SMGS itself

Individual liability

# Differences in organisations

## OTIF (Intergovernmental Organisation for International Carriage by Rail)

Bern

Since 1985

43 Member States

*Only* Member States

Majority

German/French/English

## OSJD (Organisation for Cooperation between Railways)

Warsaw

Since 1956

27 Member States

States *and* railways

Unanimity

Russian and Chinese

# COTIF

- **COTIF** = Convention concerning International Carriage by Rail
- Aim = to establish **uniform rules** for international rail transport
- Entry into force: 1 July 2006
  
- **OTIF** = Intergovernmental organisation for International Carriage by Rail
- 43 Member States (from 1.2.2010 44 after the accession of the Russian Federation)
- Since 1985



# The CIT

124 Railway undertakings (soon also RZD)

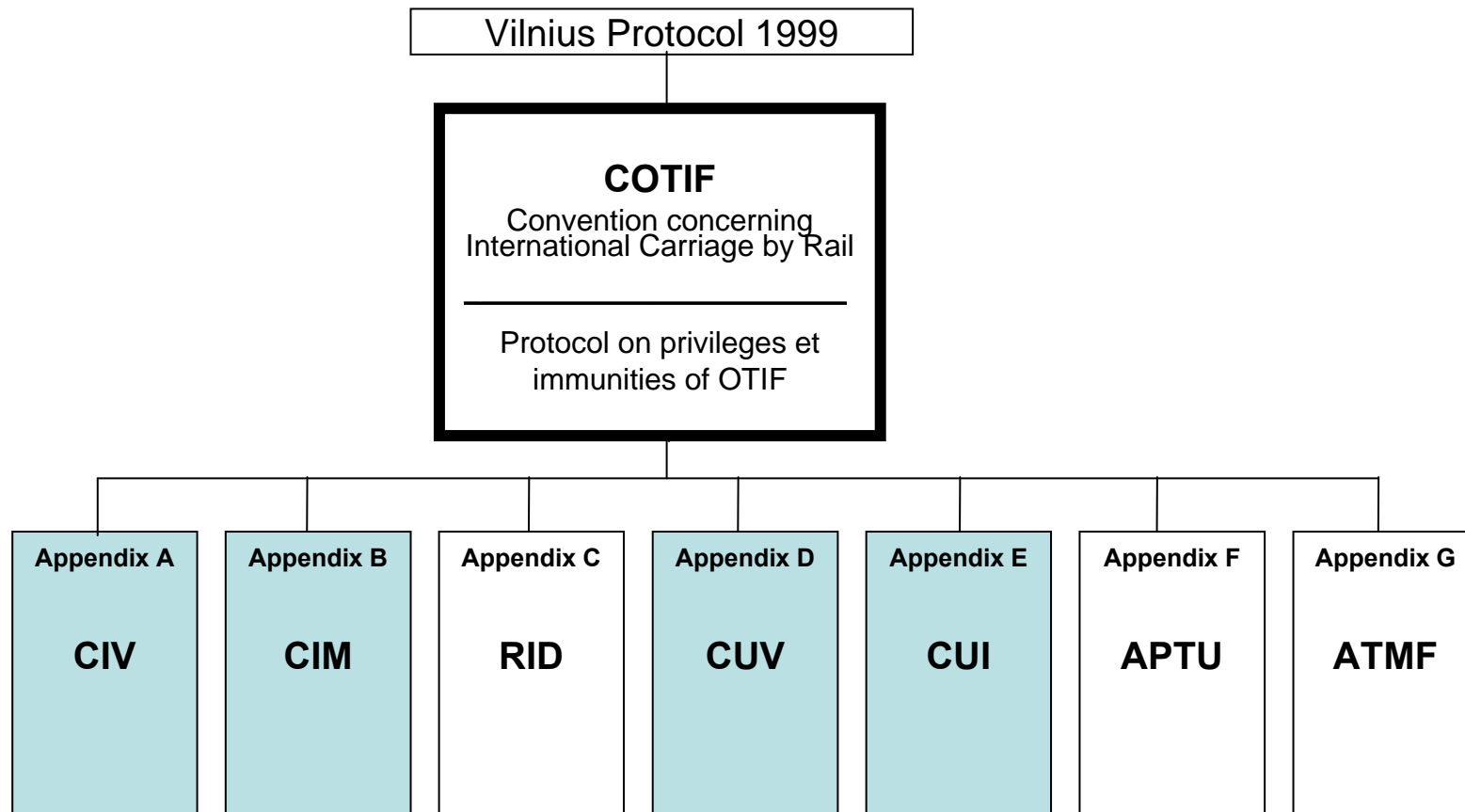
Association under Swiss law located in Bern

Tasks:

1. Implementation of COTIF for practical use
2. Standardisation of contractual relationships
3. Representation of the interests of the members



# COTIF's structure



# Competence for the consignment note

## CIM

Article 6 § 8 CIM: “*The international associations of carriers shall establish uniform model consignment notes in agreement with the customers’ international associations and the bodies having competence for customs matters ...*”

## SMGS

Article 7 SMGS: The design of the consignment note is defined in the SMGS itself (Annex 12.1 SMGS – competence of the OSJD)



# 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

# Common CIM/SMGS consignment note

- “Sum” of the CIM- and SMGS-consignment notes
- Based on the United Nations Layout Key for Trade Documents
- Recognition as
  1. customs document
  2. letter of credit

The image shows a complex form for a Common CIM/SMGS consignment note. It is divided into several main sections:

- Sender Information (Top Left):** Includes fields for sender name, address, telephone, and fax.
- Receiver Information (Top Right):** Includes fields for receiver name, address, telephone, and fax.
- Goods Description (Middle):** Includes fields for goods name, quantity, weight, and volume.
- Transport Details (Bottom):** Includes fields for transport mode, origin, destination, and date.

The form also features checkboxes for 'Consignment note' and 'Letter of credit'.



# Practical use of the CIM/SMGS consignment note

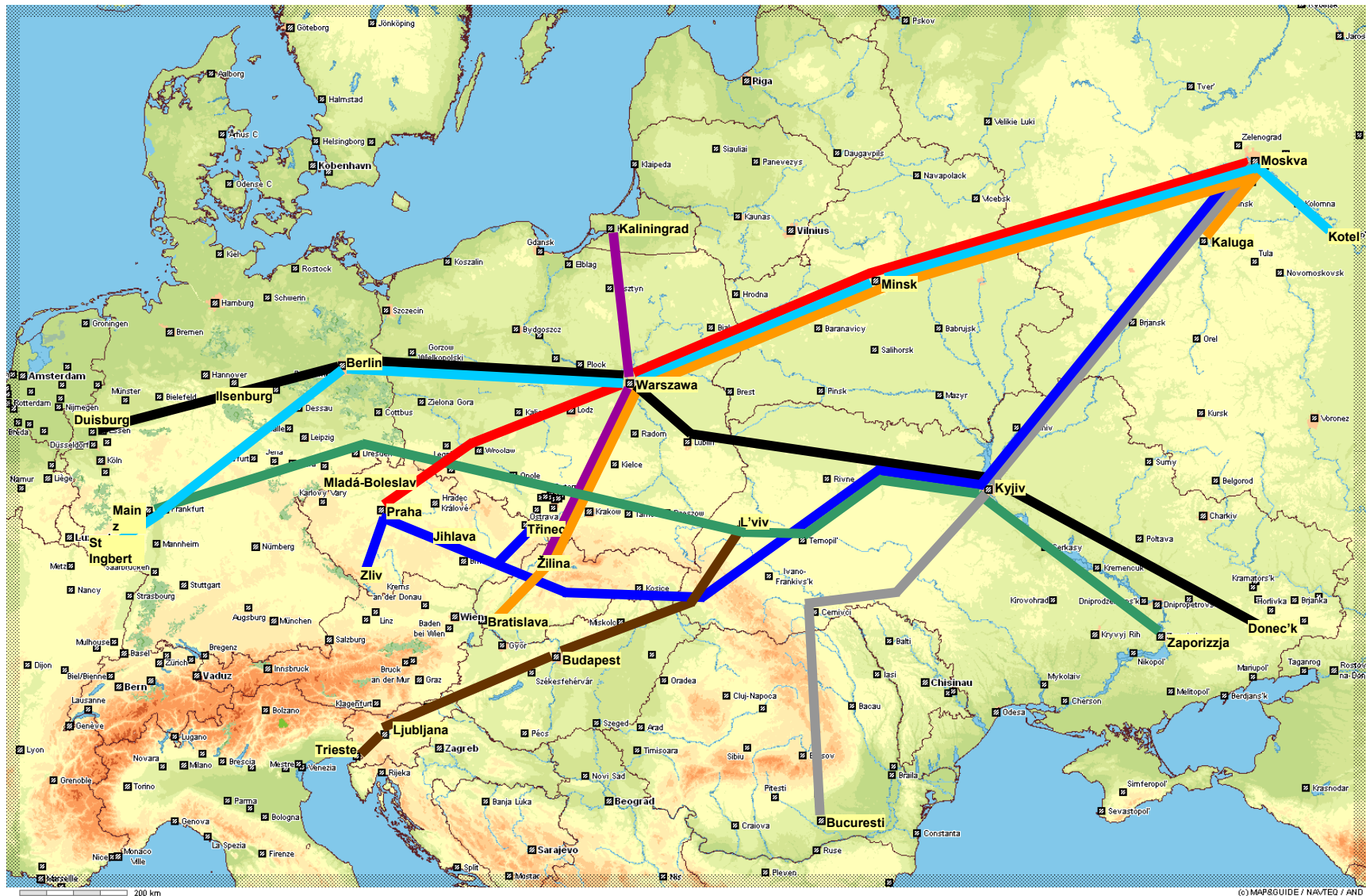
Traffic movements:

- 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 plus a wagon list or container list
- Extending the scope of the CIM/SMGS consignment note

# Use of the CIM/SMGS consignment note



# The Kaliningrad Declaration

1. Extension of the CIM/SMGS Consignment note to
  - Kazakhstan, Mongolia and China
  - International ferry links
2. Completion of the work on the electronic CIM/SMGS Consignment note
3. Training and spread of information
4. Further Improvements of the legal framework
5. Evaluation of different proposals through CIT and OSJD

## Declaration

The representatives of the railways of the states of the Eurasian area – the Republic of Belarus, the Federal Republic of Germany, the Republic of Kazakhstan, the People's Republic of China, Mongolia, the Republic of Lithuania, the Republic of Poland, the Russian Federation, the Republic of Slovenia, the Ukraine, the Czech Republic – and the representatives of the CIT and OSJD international organisations, of the forwarding agents and of customers who took part in the seminar on the topic of "Extending the scope of the common CIM/SMGS consignment note" held in Kaliningrad on 6 & 7 November 2008,

*Conscious* of the important role of rail transport for the lasting economic and social development of Asia and Europe against the backdrop of the geostrategic importance of the Eurasian Continent in the twenty-first century,

*Noting* the growing demand for reliable, effective, safe and environmentally friendly transport by rail between Europe and Asia to facilitate international trade,

*Considering* that administrative and legal barriers represent a significant barrier to the development of Eurasian freight traffic by rail,

*Believing* that efforts so far (the common CIM/SMGS consignment note and the standardised handling of claims, still being developed) should be taken even further in order to facilitate Eurasian traffic,

*Recognising* the progress made in implementing the common CIM/SMGS consignment note which has allowed the international carriage of freight between participants in the SMGS and the Member States of COTIF without recompletion of the consignment note since 2006 and which has thus reduced both the time spent and costs of crossing frontiers,

propose to the participants in the SMGS and the railways and organisations involved that the geographical scope of this new consignment note should be extended and that its extension and use in the Eurasian railway space should be supported.

In this sense the participants in the seminar would like

- > the scope of the common CIM/SMGS consignment note to be extended to traffic with Kazakhstan, Mongolia and China. To support this objective, use of Chinese to complete the CIM/SMGS consignment note is to be provided for;
- > training and communications initiatives to be undertaken;
- > the scope of the common CIM/SMGS consignment note to be extended to the through international ferry links;
- > the work to create the electronic CIM/SMGS consignment note to be completed quickly;
- > the CIT and the OSJD to evaluate proposals for further improvements to the legal framework for the use of the common CIM/SMGS consignment note.

Kaliningrad, Russian Federation  
7 November 2008

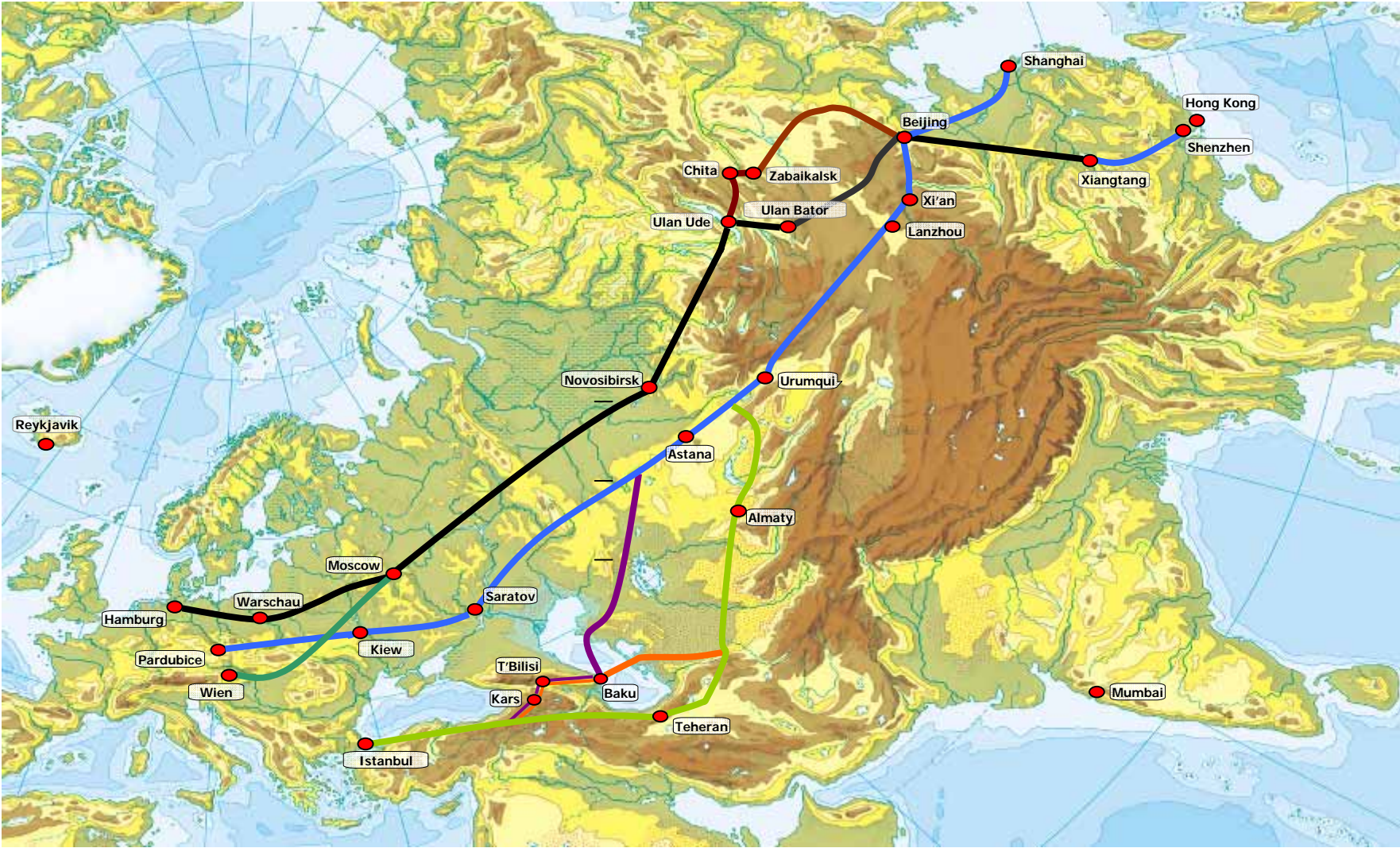


# Extending the scope of the CIM/SMGS consignment note

- On the land bridge between Europe and *Asia/China*
- In transit through *Mongolia*
- On the *TransSib*
- In the Central Asia and on the *Silk railroad* to the ports
- Ferry connections on the *Black Sea* between the different ports and *hinterland connections*
- Starting with test transportations

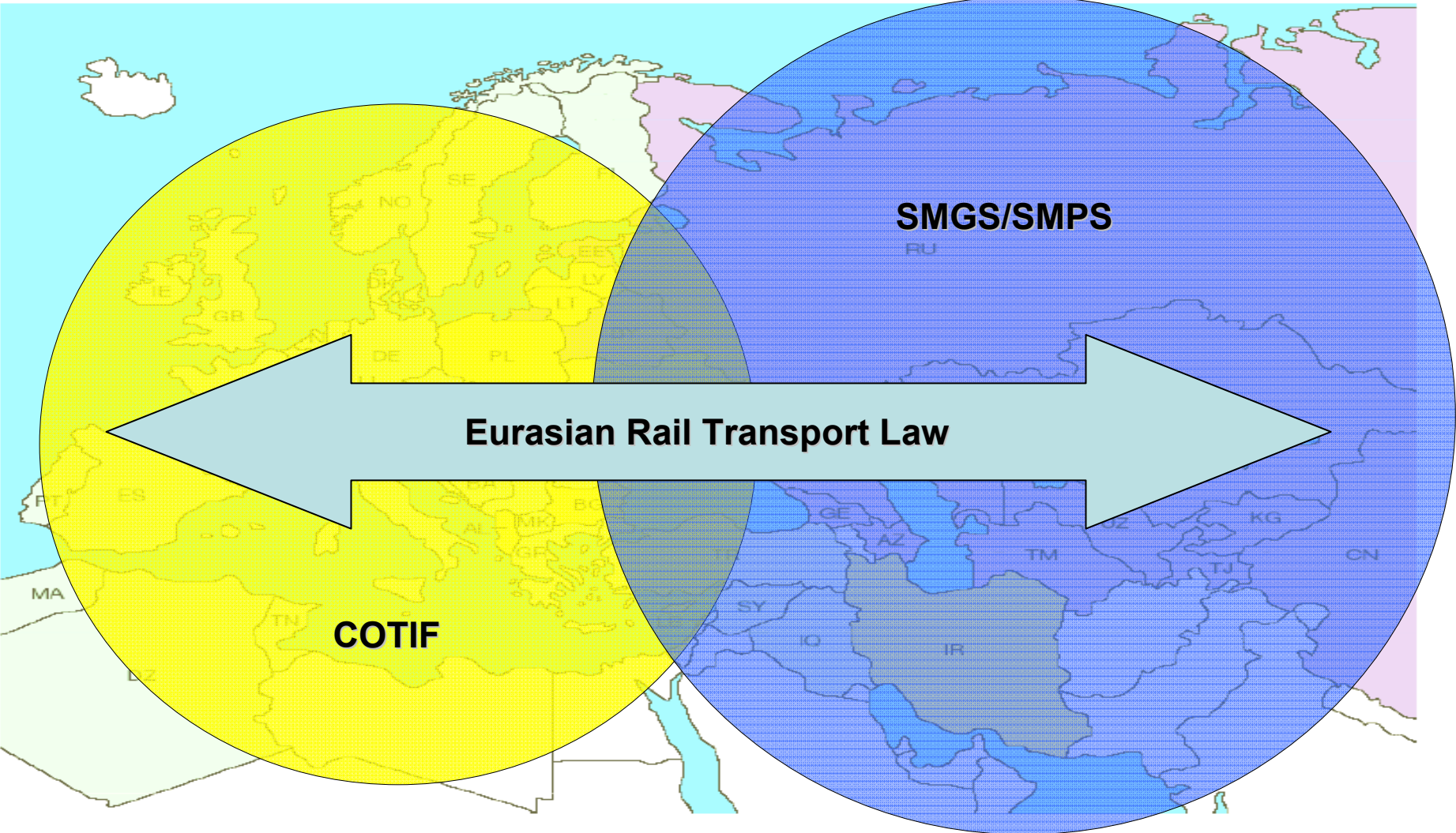


# Global supply chain from railway prospective





# Phase 3: Two legal areas one single law



# Uniform law for CIM/SMGS traffics

