



International Rail Transport Committee
Comité international des transports ferroviaires
Internationales Eisenbahntransportkomitee

CIT work on Multimodal Traffic and Hinterland Connections of Ports by Rail

CIT Multimodality Seminar in Venice, 29-30 October
2019 – kindly supported by ATTICA and TI

Dr Erik Evtimov, Deputy Secretary General of the CIT

Legal reality



Hague,
Visby,
Rotterdam
Rules
CMNI

CMR



**CIM
SMGS**

Montréal



Geneva Convention 1980 on multimodality



New global market developments for the transport sector

Rail transport is becoming an **increasingly important** and a competitive transportation mode from East to West

→ New rail routes between China and Europe can change trade patterns, challenging airlines and shipping companies

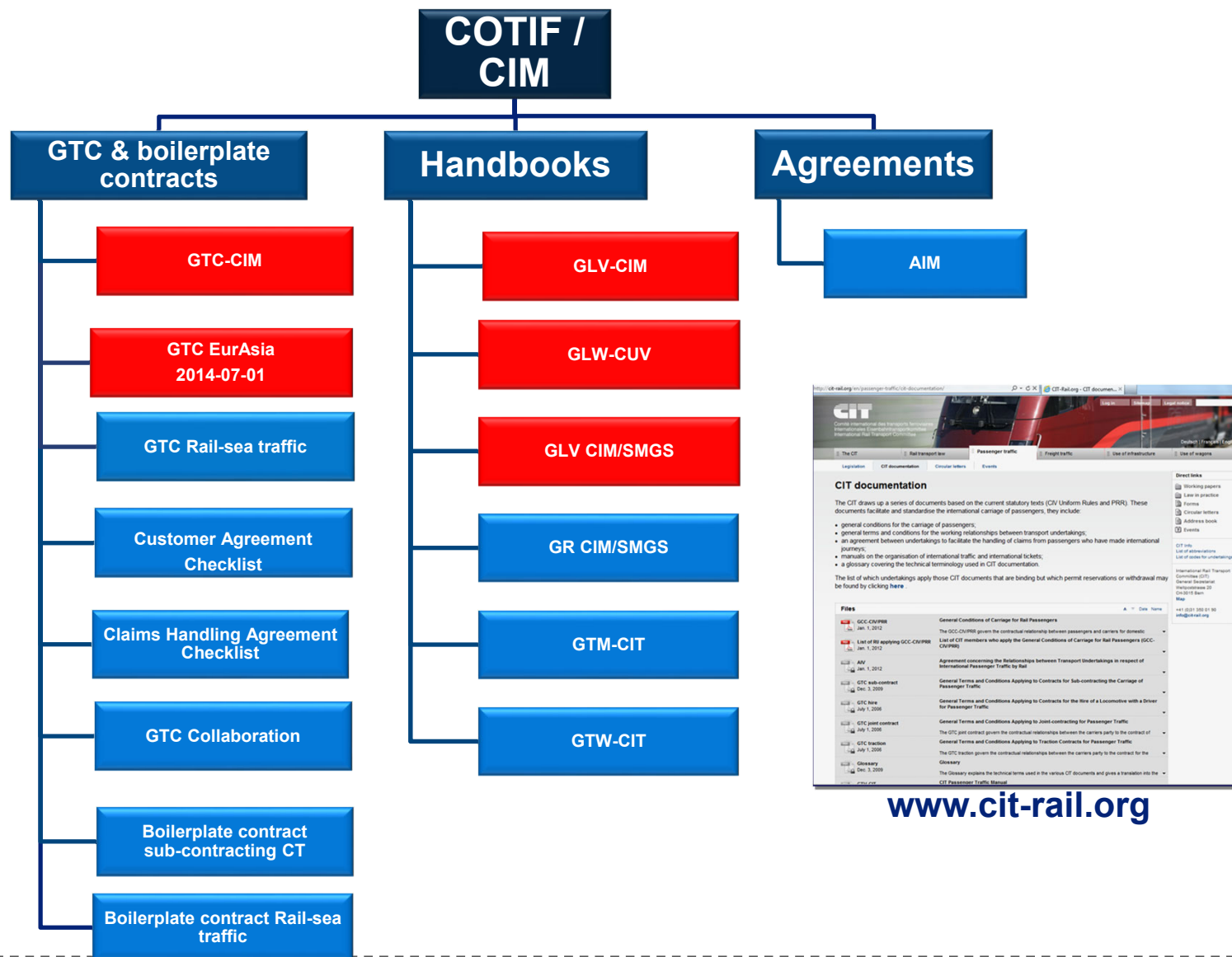
Better capacity utilization of infrastructure is positive for rail freight delivery

The **global model split** between the transport modes are as follows (trade by weight in 2016 – source Eurostat):

- Sea 95%
- Air 4%
- Rail 1%

→ Clearly this is *the* “mega-trend” also for rail freight delivery

CIT freight products as from 1st July 2019



GLV-CIM/SMGS – Paper consignment note

CIM/SMGS consignment note (appendix 5 GLV-CIM/SMGS)

- 👍 Materialises both contracts of carriage
- 👍 Recognised as customs transit document and as bank document
- 👍 Does not affect the CIM/SMGS liability rules
- 👍 Combines the CIM and the SMGS consignment note
- Basis: United Nations layout key for trade documents
- Front page: common boxes CIM/SMGS + boxes CIM
- Back page: boxes SMGS
- IT-software for its issuing

The image shows a detailed view of the GLV-CIM/SMGS consignment note form. It is a complex document with multiple sections and boxes for data entry. The form is divided into several main areas, including a header section with a title and a date, a section for the consignor and consignee, a section for the goods, a section for the carriage, and a section for the receipt. The form is designed to be filled out by the consignor and the consignee, and it is used to document the carriage of goods by rail.

GLV-CIM/SMGS – Electronic consignment note

CIM – Principle of functional equivalence (point 21)

SMGS – Principle of agreement between the railways, consignor and consignee (point 22)

EDI agreement (point 23)

Recommendations

- Functional and legal specifications for the electronic CIM/SMGS consignment note
- Technical specifications for the electronic CIM/SMGS consignment note

Electronic Consignment Note CIM/SMGS

Functional specifications:
updated based on the revision
of SMGS



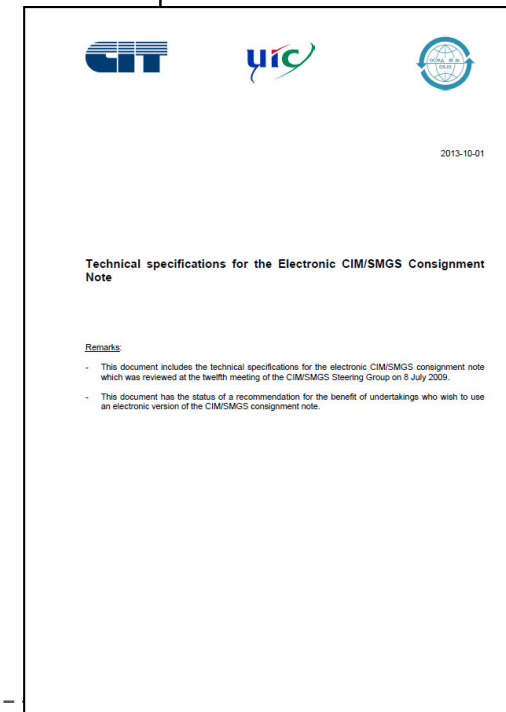
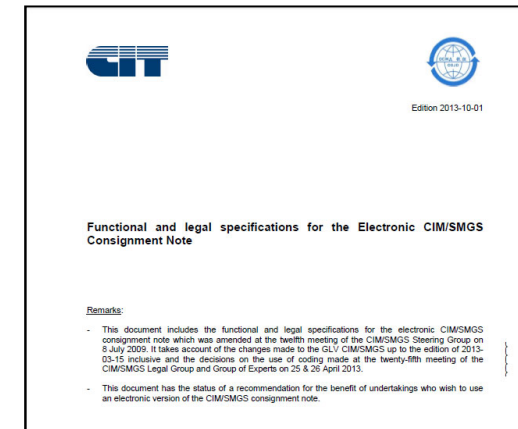
Legal specifications:



Technical specifications:
finalised on expert
level



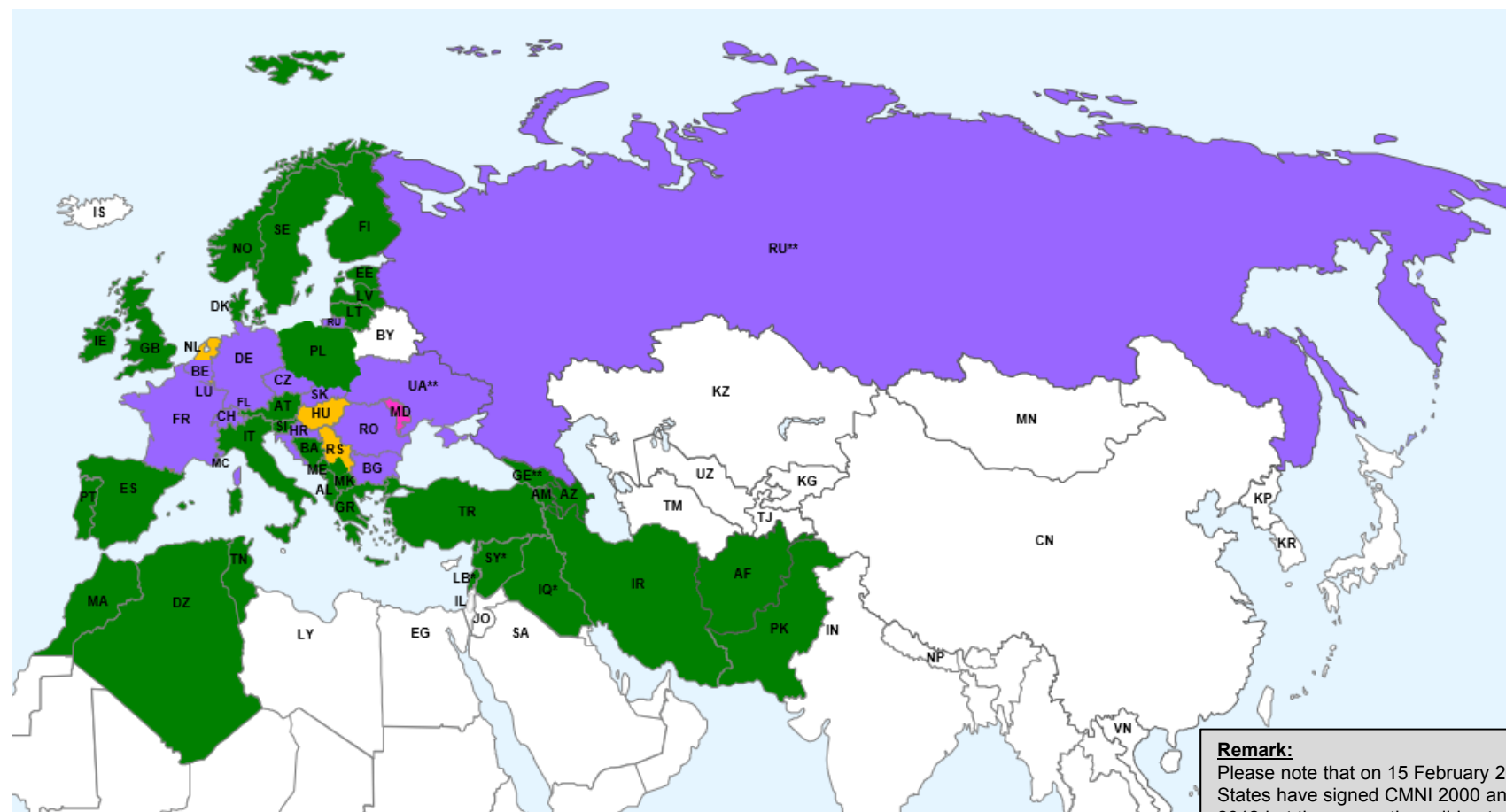
Coming into force:
1 July 2019





Scope of application of COTIF/CIM, CMNI 2000, CLNI 2012

Situation on 1 May 2019



Yellow: COTIF/CIM+CMN+CLNI

Green: COTIF/CIM

Purple: COTIF/CIM+CMNI

Pink: CMNI

White: No membership

*membership suspended

**application on specific lines only



Remark:

Please note that on 15 February 2019 some States have signed CMNI 2000 and CLNI 2012 but the conventions did not entered into force yet:

- BE: CLNI
- FR: CLNI
- DE: CLNI
- PL: CMNI and CLNI
- PT: CMNI

Interaction btw. railway law and inland waterway law

Drafting a Guideline for rail / inland waterway law

- Interaction between railway law and inland waterway law
- Comparison of the relevant legislation on rail freight transport (COTIF/CIM) with inland waterway law (in particular, CMNI, CLNI 2012, parts of the Athens Convention)
- The CIT/IRU Guideline structure serves as a model:
 - Introduction
 - Synthesis (main principles)
 - Map
 - Comparative Matrix
- Future collaboration with the CCNR (*Central Commission for Rhein Navigation*) to finalise the guideline and hold a dedicated Seminar in 2020

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