



Comité international  
des transports ferroviaires

Internationales  
Eisenbahntransportkomitee

International Rail  
Transport Committee

# Common CIM-SMGS consignment note for international rail transport

Dr. Th. Leimgruber, Secretary General of the CIT

UNECE / ECO

Regional Workshop of Euro-Asian Transport links

Teheran, 27-29 April 2009



# The CIT

200 Railway Undertakings

Association under Swiss law located in Bern

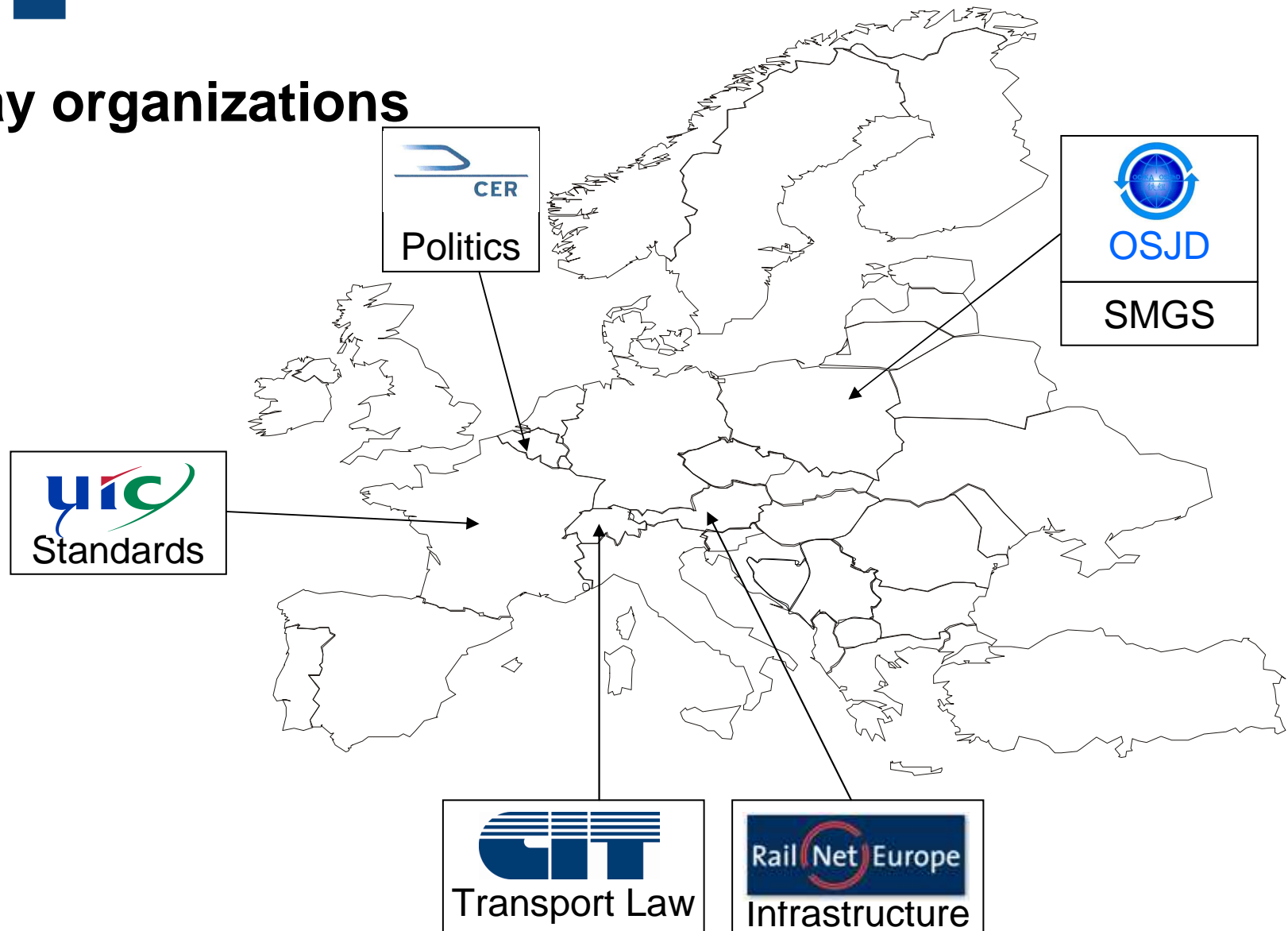
Tasks:

1. Implementation of COTIF for practical use
2. Standardisation of contractual relationships
3. Representation of the interests of members to authorities and other associations



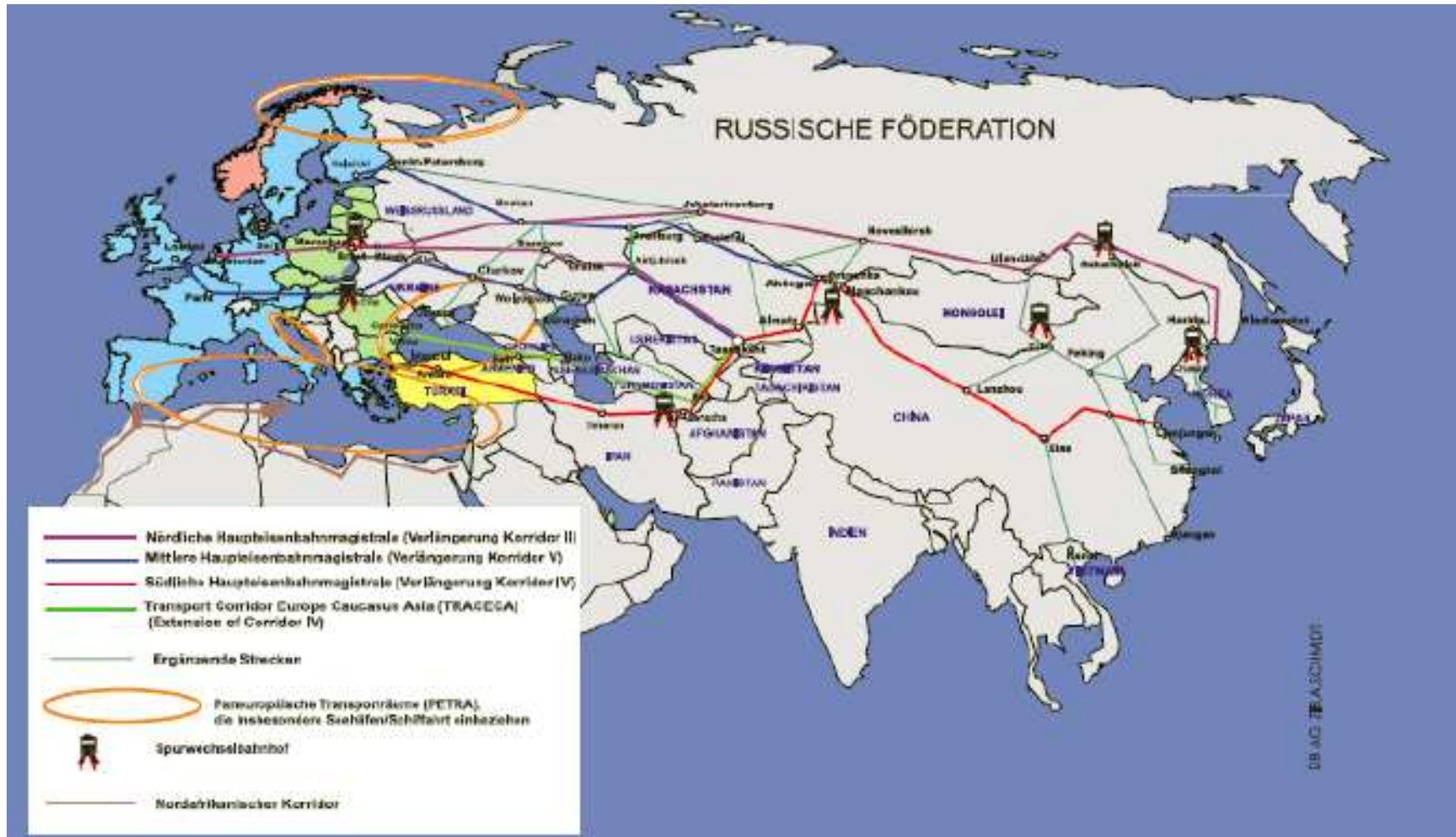


# Railway organizations



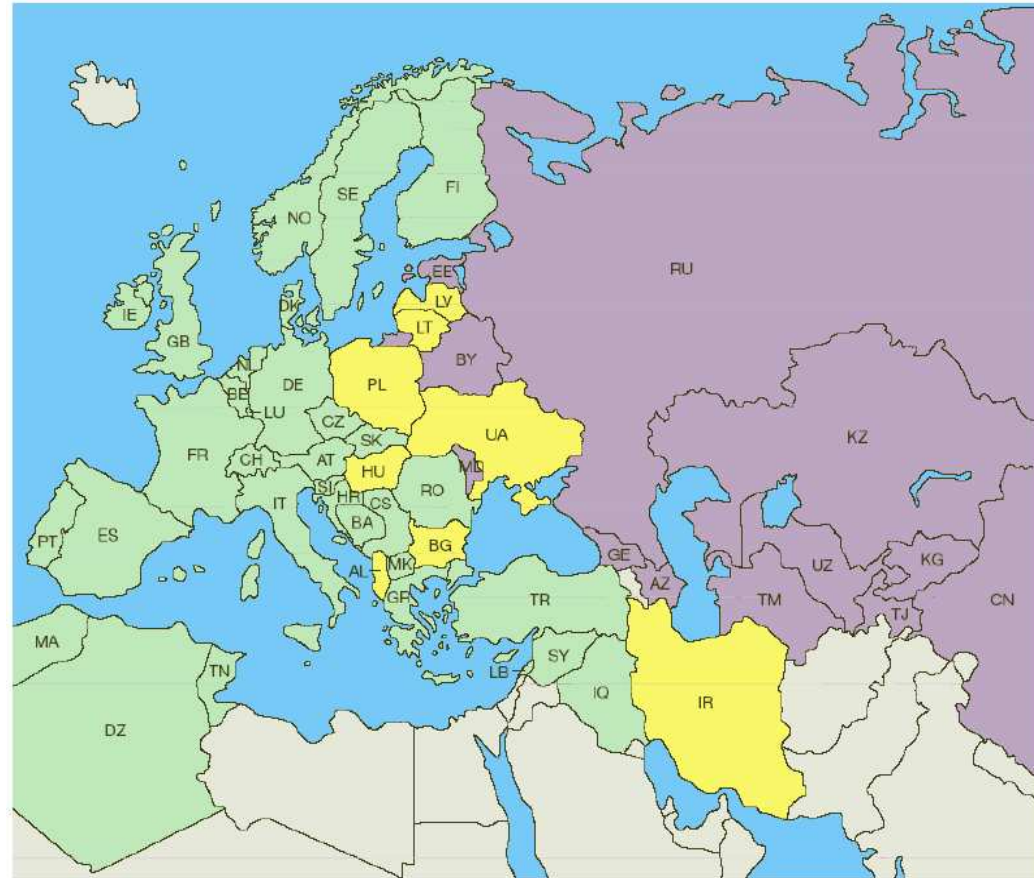



# Corridors Europe - Asia






# Scope of CIM und SMGS



 = CIM

 = CIM / SMGS

 = SMGS



## **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



## **Project: Legal interoperability CIM/SMGS**

### Phase 1:

A common CIM/SMGS consignment note

### Phase 2:

A unique claim handling mechanism

### Phase 3:

Law harmonisation



## Mostiska II

25 July 2006







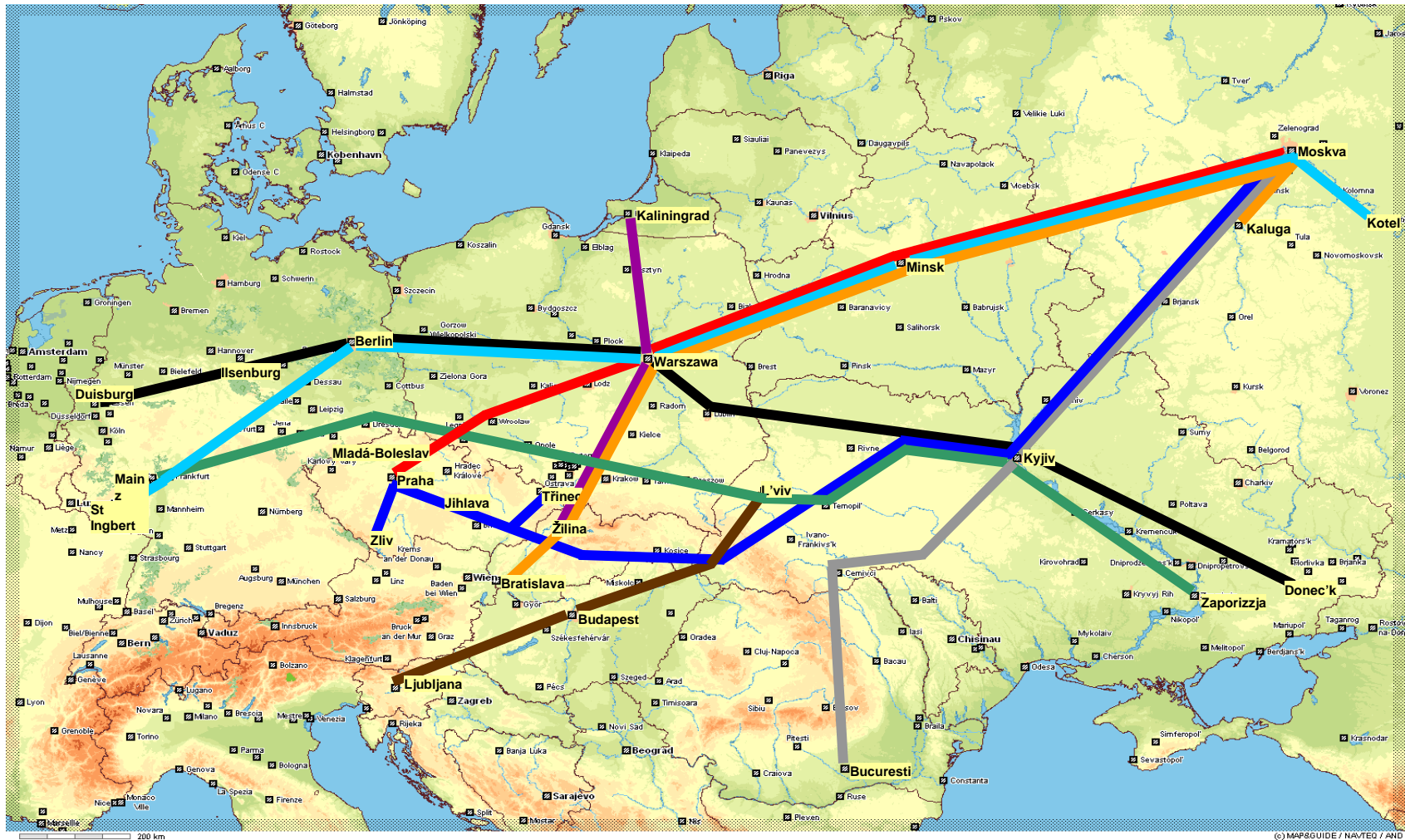
# CIM/SMGS consignment note

- “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 detailed CIM/SMGS consignment note form, which is a standardized document for international rail and road freight transport. The form is divided into several sections, each with specific fields for data entry. The top section includes the document type (CIM/SMGS) and the number of copies. The middle section contains the sender and receiver information, including names, addresses, and contact details. The bottom section details the goods being transported, such as the type of goods, weight, volume, and packaging. The form also includes fields for the date of issue, the date of receipt, and the date of delivery. The form is designed to be filled out by the sender and the receiver, and it is used to provide a record of the goods being transported and to facilitate the payment process.



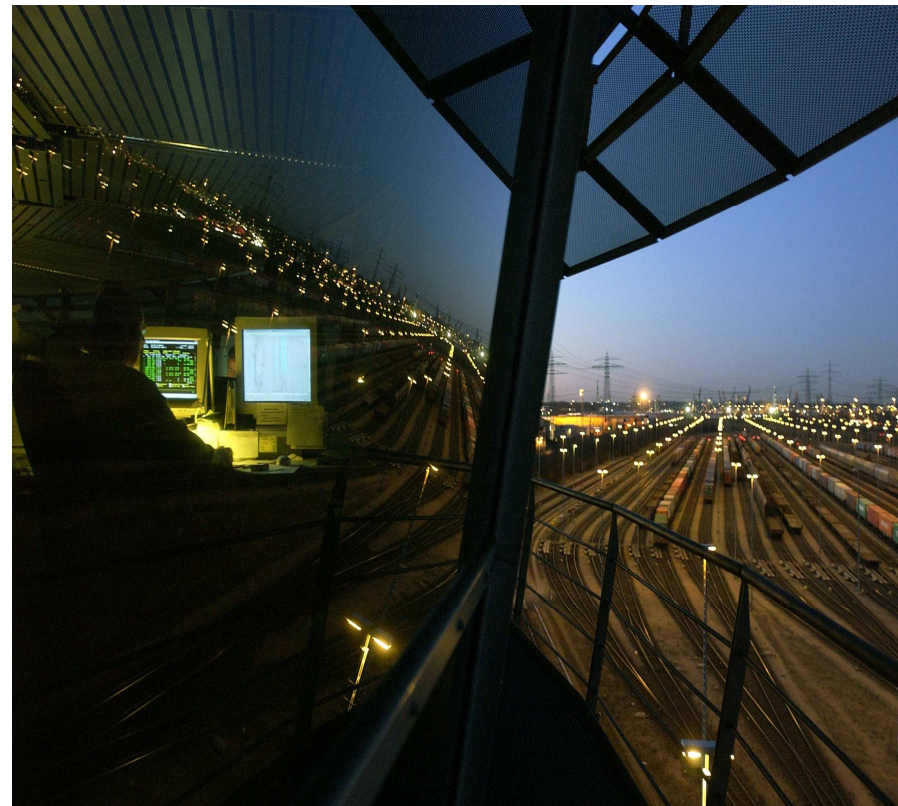
# CIM/SMG consignment note: Scope of use





## Electronic common CIM/SMGS consignment note

- Data flow
- Content of messages
- Legal specifications
- Functional specifications
- Technical implementation





## **2nd stage of the project: A unique claim handling mechanism**

- Guidelines for the CIM and SMGGS liability regimes
- Legal presumption following reconsignment
- Common CIM/SMGS formal report
- Mutual recognition of the formal report
- Unified CIM/SMGS claims handling rules



# 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

## 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

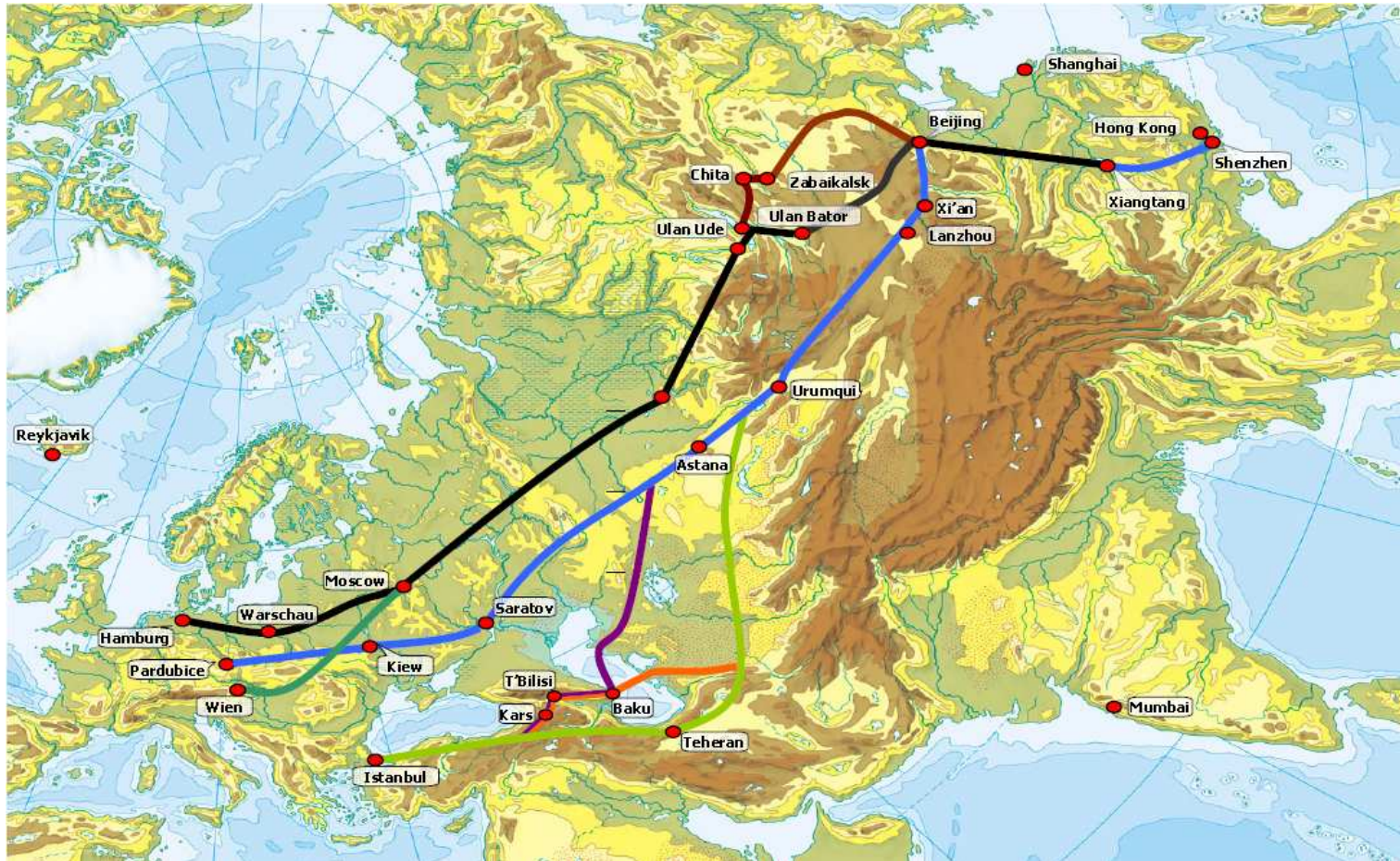
### Land bridge between Europe and Asia

- in transit through Mongolia
- in Central Asia and Kazakhstan
- on TransSib
- on further traffic axes in the Russian Federation





# Next steps





## **Demands for customs facilitations**

- Common customs procedure for transcontinental transportation
- Single customs declaration based on single transport documentation
- Interconnection with the up-coming customs security obligation of the European Union

### Possible solutions:

- Implementation of the existing UN Conventions
- Up-grading the existing UN Conventions
- Put in place a new UN Convention on simplified rail custom transit procedure for Eurasian rail corridors





# Contractual harmonisation

