




ENKER DB SCHENKER

Harmonization of the transport legal framework – a tool of promoting long distance rail traffic

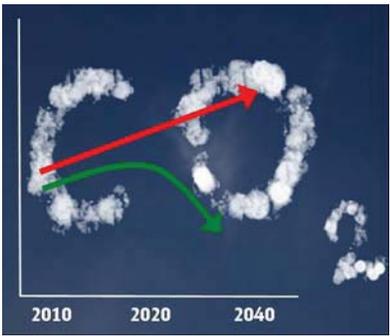
Maria Sack, LL.M.
 Head of Unit International Associations
 Deutsche Bahn AG

Prag, 15 September 2011



DB Schenker wants to become the leading green transport and logistics provider

We decouple CO₂-emissions from transport growth...



2010 2020 2040

- █ Transport growth
- █ CO₂ by transports

Source: GSL
 Deutsche Bahn AG

...based on our network



Ocean Freight

Air Freight

Land Transport

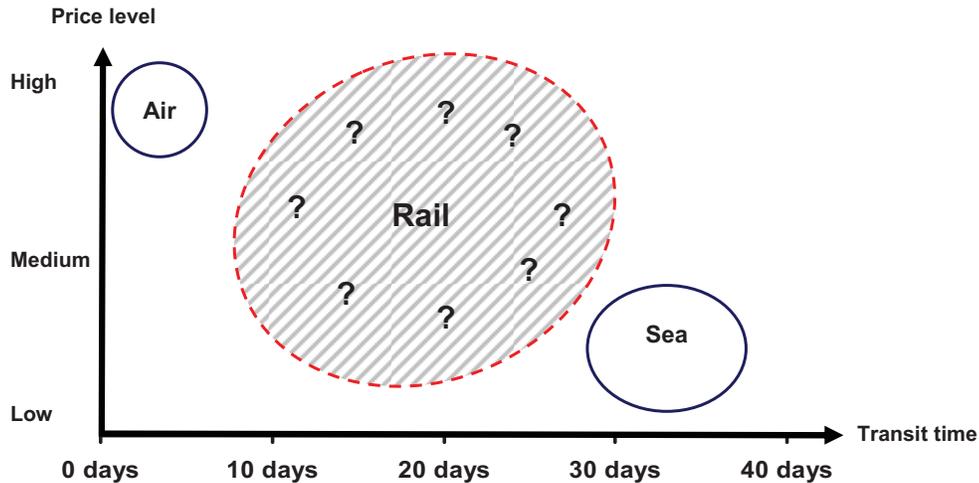
Rail Freight

Contract logistics/SCM

ECO-PHANT
 Save tons of CO₂.

Source: DB Schenker

Is there a potential for market growth for Rail on the corridors between Europe and Asia?



Deutsche Bahn AG

3

Rail is the only transport mode without uniform rules for international long distance traffic. All other modes dispose of unified UN-Conventions.



One legal regime for Road: CMR (Convention on the Contract for the International Carriage of Goods by Road)



One legal regime for Sea: Hague/Visby-Rules

One legal regime for Inland waterway: CMNI (convention on the contract for the carriage of goods by inland waterway)



One legal regime for Air: Warsaw / Montreal Convention



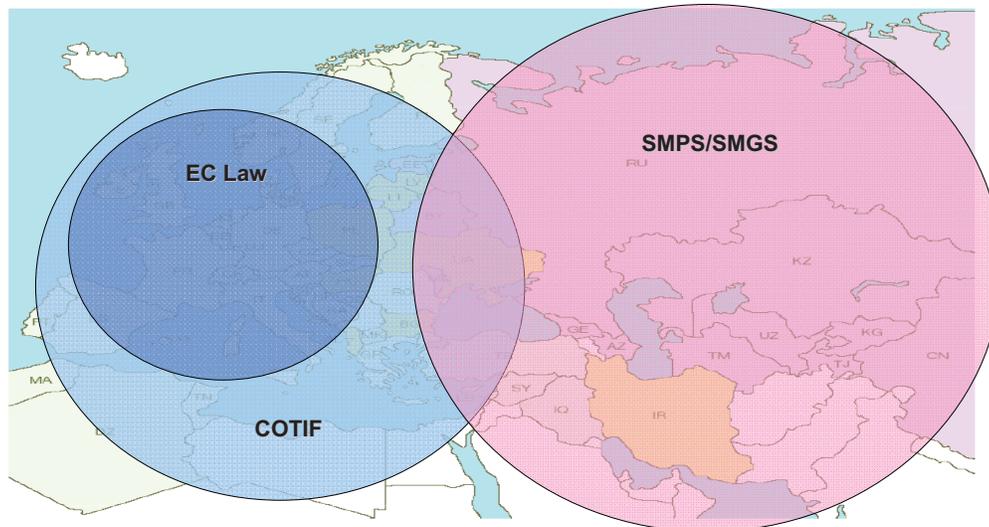
Two Legal Regimes for Rail:

1. **COTIF /CIM** (Convention concerning international carriage by rail / Uniform rules concerning the contract for international carriage of goods by rail)
2. **SMGS** (Agreement on International Goods Transport by Rail)

Deutsche Bahn AG

4

Three legal areas



5



UNECE

Unification of railway law in the pan-European region and along Euro-Asian transport corridors

Short-term:

MoU on general terms and conditions for Euro-Asian rail transport contracts

Time frame: March 2011 - March 2012

Medium-term:

Model law Regulations for international rail transport

Time frame: June 2012 – 2015 (yet to be decided)

Long-term:

Convention on International Rail Transport

Time frame: as of 2015 (yet to be decided)

