



International Rail Transport Committee
Comité international des transports ferroviaires
Internationales Eisenbahntransportkomitee

Use of the CIM/SMGS consignment note for Eurasian traffic

CIT Workshop on Multimodality hosted by LG
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Erik Evtimov, Chairman of the CIT WG Multimodality

Summary

- Context of international CIM/SMGS carriages
- Legal background
- Tools available to facilitate these carriages: *Paper Consignment Note* and *Electronic Consignment Note*
- Practical use

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%

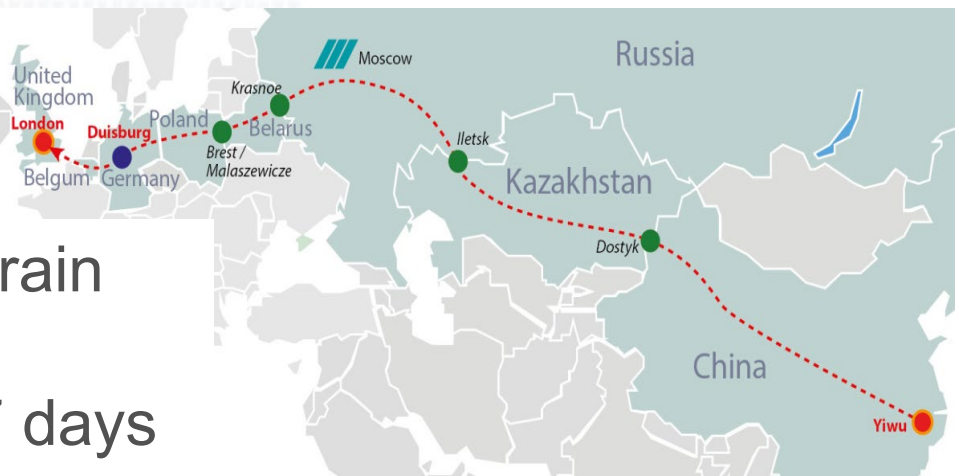
→ Clearly this is *the* “mega-trend” also for rail freight delivery

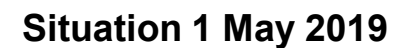
New Eurasian railway routes: Opportunities and challenges for railway companies



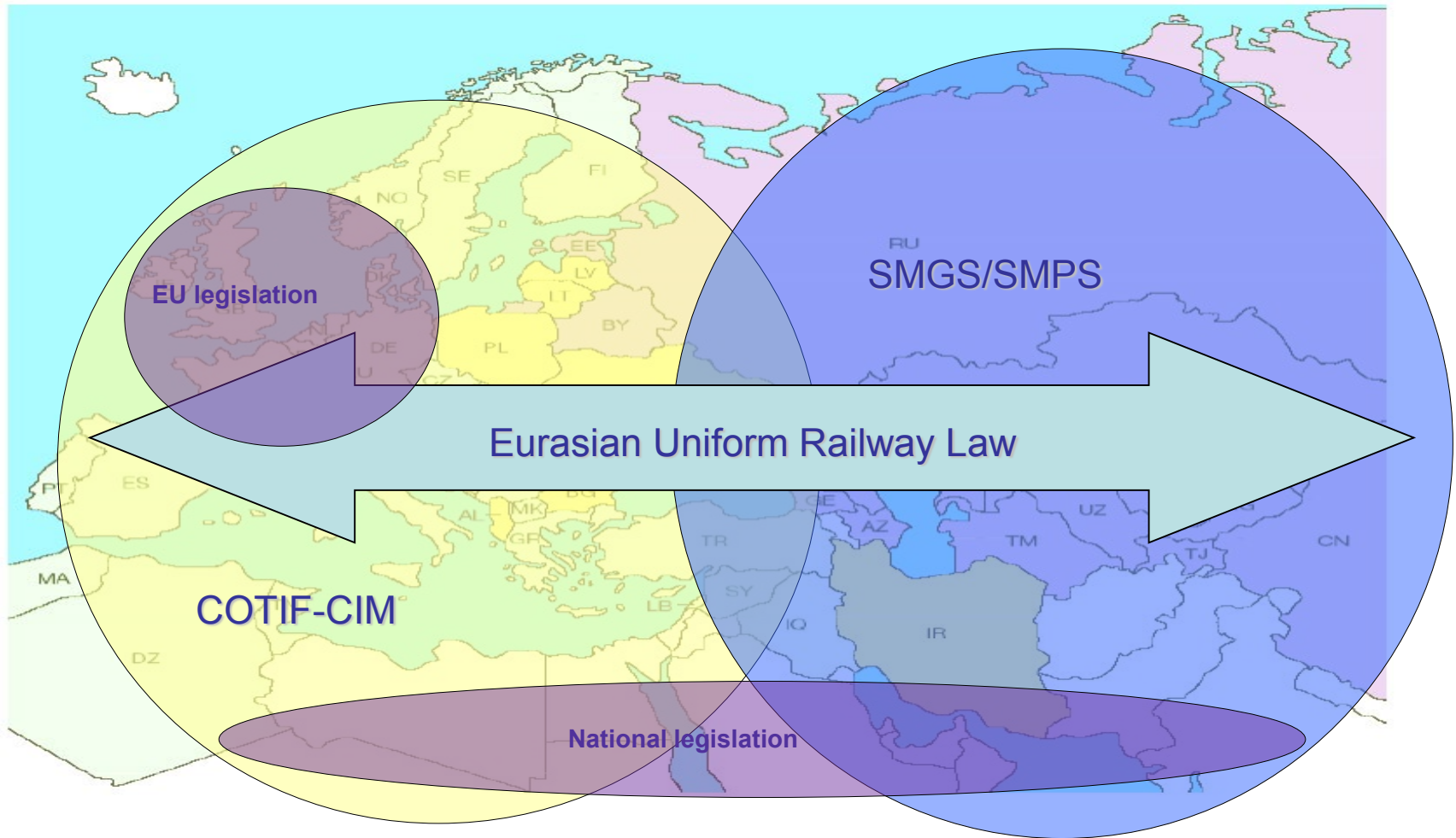
New train
Mannheim - Chongqing
11.200 km in in 17 to 18
days

New container train Yiwu – London: 12'000 km in 17 days



[illegible]

The context – Necessity to overcome the differing statutory regimes



CIT Solutions: Common consignment note CIM/SMGS: a common project of the CIT and OSJD

Implements both contracts of carriage

Recognised as a customs and bank document

Does not undermine the CIM/SMGS liability conditions

The “sum” of the CIM and SMGS consignment notes

Based on:

- Article 6 § 8 CIM + Article 13 and Annex 6 SMGS
- Layout based on the United Nations Layout
- Key for trade documents

The image shows a detailed view of the CIM/SMGS Consignment Note form. It is a complex document with multiple sections and fields. The top section includes the title 'CIM/SMGS Consignment Note' and a reference to the United Nations Layout. The form is divided into several main sections, each with its own set of fields and checkboxes. The sections include: 1. Sender's information (Name, address, telephone, telex, fax, etc.), 2. Receiver's information (Name, address, telephone, telex, fax, etc.), 3. Carriage details (Type of carriage, date of departure, time of departure, etc.), 4. Legal declarations (Declaration of carriage, Declaration of receipt, etc.), 5. Signatures (Sender's signature, Receiver's signature, etc.), and 6. Other information (Remarks, etc.). The form is designed to be filled out by the sender and receiver, and it serves as a key document for trade documents.

GLV-CIM/SMGS - Content

- A. General provisions
- B. Common Provisions for paper and electronic consignment notes
- C. Paper consignment note
- D. Electronic consignment note
- E. Final provisions

Appendices

- 1 List of members applying the manual
- 2 Explanatory notes on the content of the CIM/SMGS consignment note
- 3 List of reconsignment points
- 4 List of the addresses of departments to which applications for authorisation are to be sent
- 5 Specimen of the CIM/SMGS consignment note
- 6 Packaging requirements
- 7 CIM/SMGS wagon/container list
- 8 CIM/SMGS formal report
- 9 List of addresses of the departments competent for the handling of claims



Edition 1 January 2016

CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS)

Applicable with effect from 1 September 2006

GLV-CIM/SMGS – General provisions

Character of the document

- Domain CIM: Manual – Recommendation character
- Domain SMGS: Appendix 6 to SMGS – Mandatory document

Purpose of the manual (point 3)

- CIM/SMGS carriages under a single consignment note
- Alternative to the traditional system with re-writing the consignment note at the reconsignment point

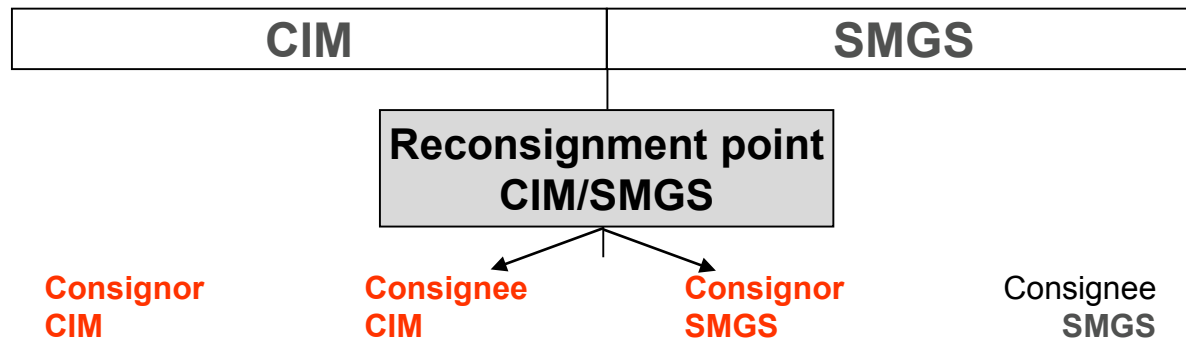
Scope (point 4)

- Consignment subject to the CIM Uniform Rules and to the SMGS, consigned for carriage with a CIM/SMGS consignment note, carried by carriers listed in Appendix 1 and kept in the custody of one of this carriers at the reconsignment point
- Domain CIM: application to be agreed between the customer and the carrier as well as between the carriers themselves.
- Domain SMGS : application in the traffic axes defined by the participants to the SMGS and applying the manual.

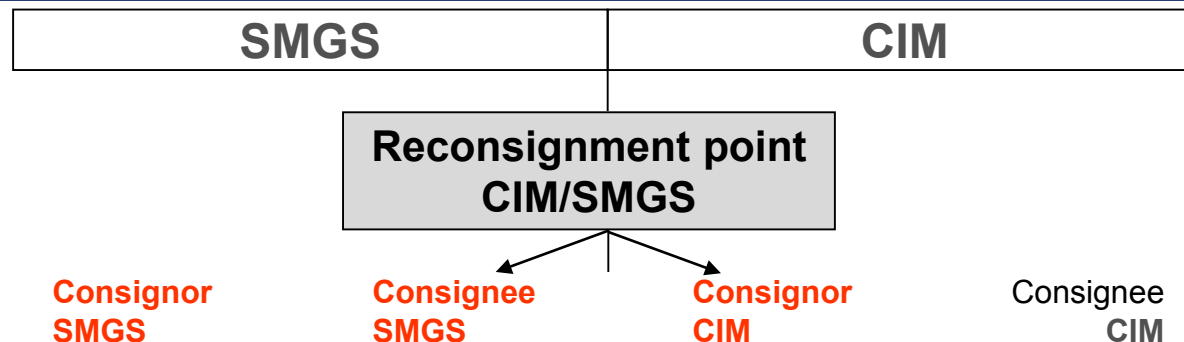
GLV-CIM/SMGS – Common provisions for paper and electronic consignment notes

Parties to the contract (point 10)

Example A: Traffic CIM → SMGS



Example B: Traffic SMGS → CIM



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 displays the GLV-CIM/SMGS consignment note form, a standardized document for international rail transport. The form is divided into several main sections, each with specific fields for data entry. The top section includes the title 'Consignment Note (CIM/SMGS)' and a header with various codes and dates. Below this, there are sections for 'Sender's details', 'Receiver's details', 'Goods description', 'Transportation details', and 'Customs details'. The form is designed to be filled out by the sender and receiver, providing a comprehensive record of the shipment. The layout is complex, with many small boxes and lines for text entry, and a large table at the bottom for itemized goods.

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 CIM/SMGS Consignment Note

Functional specifications:

updated based on the revision
of SMGS (1 January 2017)

Legal specifications:

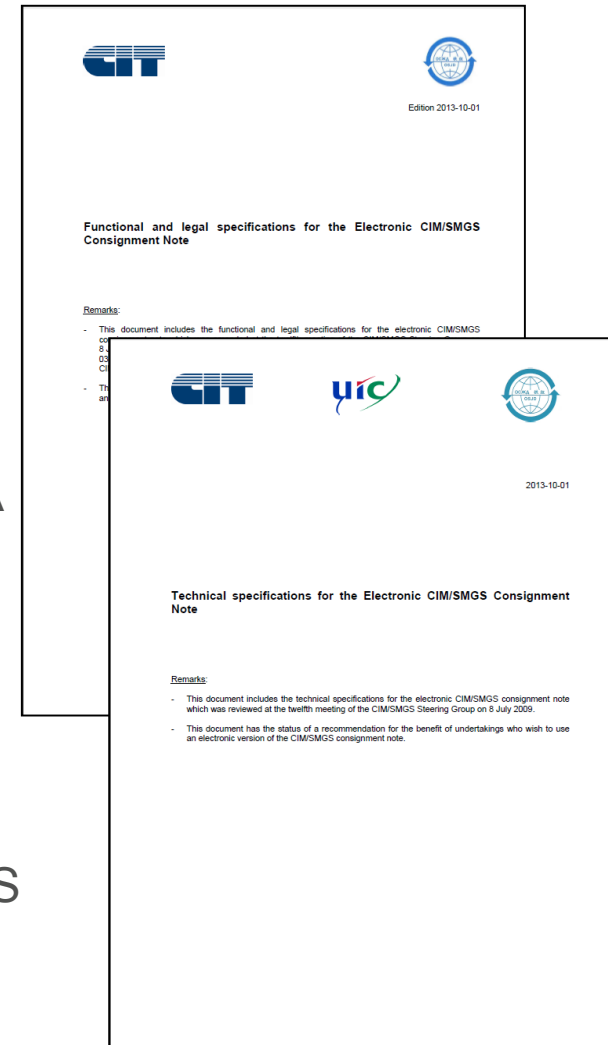
updated in 2016

Current work: *Ad hoc* technical WG on e-consignment
note CIM/SMGS (CIT, OSJD, RAILDATA
and experts from CIM & SMGS RUs)

Tasks:

- revision of the technical specifications;
- work towards development of the XML/EDIFACT converter;
- the role of electronic signature in SMGS area.

Coming into force: 1 July 2019



Common CIM/SMGS consignment note: Practical Use (1/2)

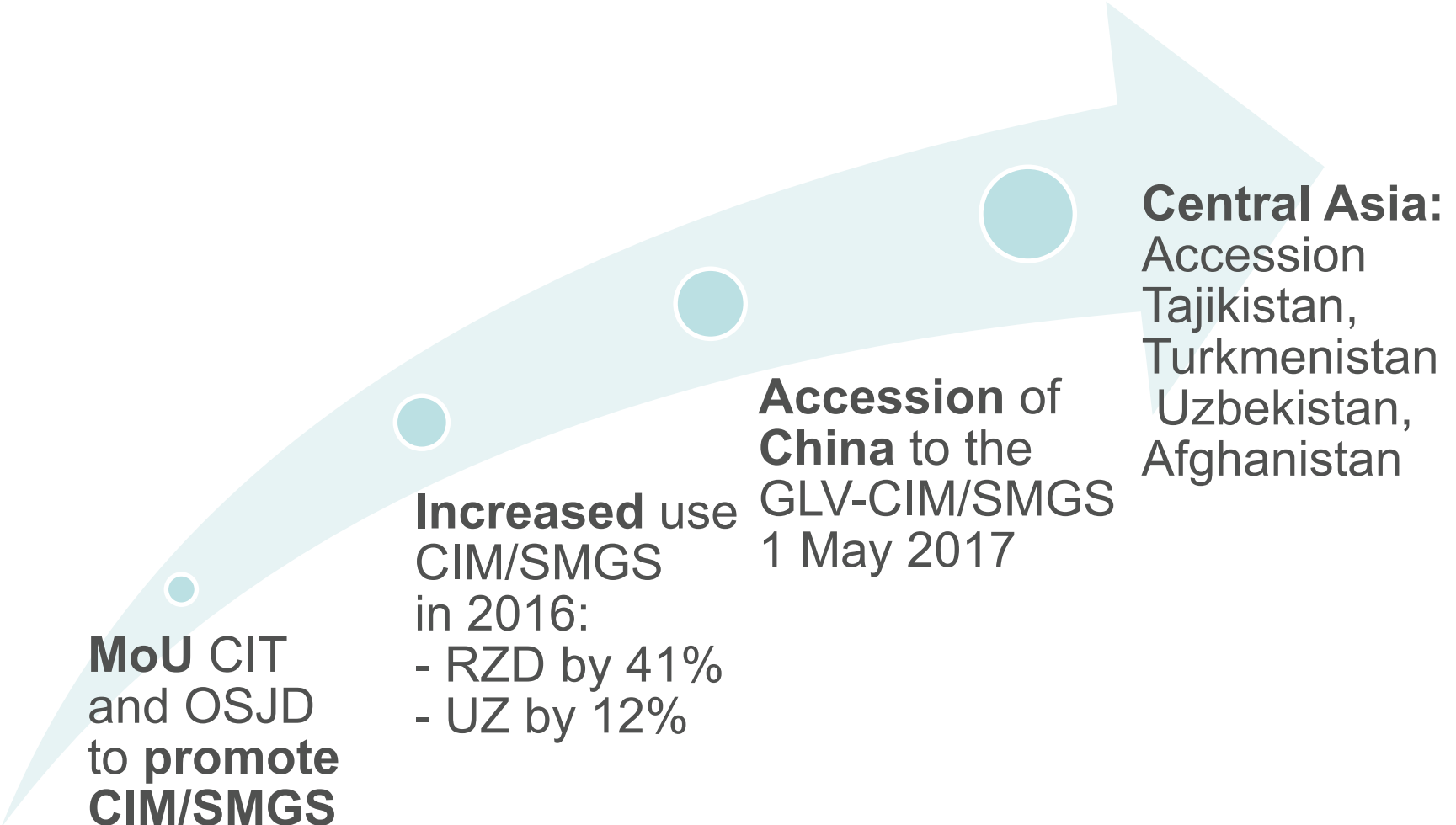
- for east west rail freight traffic
- on the Eurasian land bridge
- **85%** Container transportation
- **18%** Single wagon load
- **.30 Min** pro Wagon
- further facilitations (wagon and container list, formal report and formal procedure, etc.)
- further legal harmonisation

The image shows a complex, multi-sectioned form titled 'CIM/SMGS Consignment Note'. It is designed for use in international rail freight transport. The form is divided into several main sections, each with specific fields for data entry. Key sections include:

- Section 1: Sender's Information** - Fields for sender's name, address, and contact details.
- Section 2: Receiver's Information** - Fields for receiver's name, address, and contact details.
- Section 3: Wagon Details** - Fields for wagon number, type, and other specifications.
- Section 4: Freight Description** - Fields for description of goods, weight, and volume.
- Section 5: Special Conditions** - Fields for special conditions of carriage, such as temperature control or fragility.
- Section 6: Signatures and Stamps** - Fields for signatures of the sender and receiver, and various official stamps.

The form is highly structured, with many small boxes and lines for data entry, and it includes a large area for additional notes or remarks at the bottom.

Common CIM/SMGS consignment note: Practical Use (2/2)



MoU CIT
and OSJD
to **promote**
CIM/SMGS

Increased use
CIM/SMGS
in 2016:
- RZD by 41%
- UZ by 12%

Accession of
China to the
GLV-CIM/SMGS
1 May 2017

Central Asia:
Accession
Tajikistan,
Turkmenistan,
Uzbekistan,
Afghanistan

Dr. Erik Evtimov
Deputy Secretary General of the CIT
Phone : +41 79 746 58 44
E-mail : erik.evtimov@cit-rail.org

www.cit-rail.org