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## **THE ROLE OF CONSIGNMENT NOTE IN RAIL TRANSPORT CHAINS**

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**International Railway Organizations functioning in the world such as e.g. the International Committee on Rail Transport (CIT), the Intergovernmental Organisation for International Carriage by Rail (OTIF), the Organisation for Railway Cooperation (OSJD) and are actively working and cooperating to improve the functioning of international rail transport and rail transport chains. Their main task is to strive to promote, cooperate, develop, improve and facilitate international rail transport as a means of transport that can meet the challenges of mobility and sustainable development. The aim is to strive for continuous improvement of rail transport by simplifying border procedures and harmonising transport documents. A special feature is the common consignment note of CIT and OSJD organizations, i.e. the CIM/SMGS waybill. The aim of the article is to indicate the role of the basic transport document, i.e. the consignment note, in the development of modern international rail transport. The consignment note is an important document in international transport. The article is based on the analysis of available sources, research conducted by the World Customs Organization and experience in the field of its implementation in the practice of business activity of entities of the rail transport market.**

**Keywords: Consignment note, International rail transport, CIM, SMGS.**

### **Introduction**

The fulfillment of any formalities foreseen by the law is essential part of the railway business. The growing amount of information and documents to be exchanged and handled between railway undertakings, consignors and consignees, customs and other control bodies requires the digitalization of the information flow. The law, technical, track gauge and customs requirements differences to be observed in the international railway traffic in particular, dissimilar procedure for the submission of the customs transit declarations, information data and the issuance of transport document cause the bottlenecks for the process to make the railway carriage more efficient. The lack of communications between railway's electronic information systems and the state control bodies as well as between the carriers and customers makes difficult the information exchange and full implementation of modern technology for the interstate traffic in many countries. The full implementation of new technologies, in particular, the electronic information exchange in order to speed up and make more efficient the controls to be carried out in compliance with border crossing law is required for the railway freight transportation improvement. The harmonization of the customs control and clearance processes based on the electronic information exchange between the railway undertakings, the customs and other state control bodies contributes significantly to the improvement of the control operations. The main idea of this article is to present the role of the consignment note for the improvement of the railway transportation chains and underline the

measures to be taken by the international organizations, e.g. OSJD and CIT<sup>1</sup> for increase the efficiency of the international interstate traffic and the international railway transport corridors<sup>2</sup>.

### **Consignment note – general overview<sup>3</sup>**

The consignment note presents a commercial document implemented in the process of the freight international transportation<sup>4</sup> realized by different transport means<sup>5</sup>. The consignment note provides the conditions of the contract of carriage<sup>6</sup>. The consignment note is required for the customs clearance procedures to be completed while transporting the import and export goods. The consignment note is the basis for the completion of the customs clearance procedure as well as for the handover of the goods to the physical and legal person. It does not replace the commercial invoice. The consignment note is regarded as the proof for the handing over the goods to the carrier and the transfer of the liability for goods to him, accordingly. The consignment note is issued because of the fact that the carrier takes over the consignment (freight). It is issued during the process of cooperation between the consignor and the carrier. The consignment note contains sufficient information concerning the parties of the contract of carriage (the consignor, the carrier, the consignee), properties of the goods as well as the carriage particulars. It is so-called information function of the consignment note. The consignment note facilitates the identification of the goods, proves the taking over the good for the carriage and enables assertion of the claims for compensation. It is so-called proof function of the consignment note. The consignment note presents also the legal basis for the handover of good to the consignee e.g. at port of destination. It is so-called legitimacy function of the consignment note. The consignment note fulfills also guidance function. Therefore, the carrier can find information what shall be done by him in the case of obstacles occurring during the transportation. In principle, the consignment note contains four numbered sheets. The first one (original) is handed over to the consignee, the second one (the cover) remains at the point of departure (dispatch station), the third one (the delivery note) is used for duly signed confirmation of the receipt of goods, the fourth one (the duplicate) is intended for the consignor. The key objectives of the consignment note are<sup>7</sup>: to specify the carrier, to specify the loaders (the consignor) and the consignee, to specify the vehicle/ ship, to specify the type of good, its value in money terms and its gauges (measure, weight, volume, number of pieces), the main features of the good (for the identification), information concerning the type of packaging and goods condition, information concerning the loading /unloading point, freight costs and other costs borne by the carrier as well as payment means and date of payment. It delivers the information on the number of consignment note sheets, customs clearance completion, date and place of issuance, signature of the carrier or the ship's captain or their representatives. The consignment notes are

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<sup>1</sup> The International Rail Transport Committee (CIT) is an association acting on the basis of Swiss law, settled in Bern. One of the objectives of the CIT is the implementation of the international railway transport law, especially the Convention concerning International Carriage by Rail (COTIF), and its uniform application.

<sup>2</sup> The international corridor is a part of national or international transport system which is used for the movement of sufficient flows of passengers and goods between geographic regions. It includes infrastructural facilities and transport means of all transport modes presented in this corridor as well as all technical, organizational and legal conditions for realization of this carriages. See: Engelhardt J.: Sektor kolejowy w polityce transportowej Unii Europejskiej, Wydawnictwo Edu-LIBRI, Kraków, 2018.

<sup>3</sup> See also Kufel J., Siuda W., *Prawo Gospodarcze dla ekonomistów, Poznań: SCRIPTUS, 1998.*

<sup>4</sup> See. Mindur M., *Transport w wymianie towarowej między Europą a Azją*, PIB Warszawa -Radom 2011, s. 365–386.

<sup>5</sup> See. J. Perenc, J. Godlewski: *Międzynarodowe przewozy towarowe*, PWT Warszawa, 2000, s. 130–146.

<sup>6</sup> See. P. Murphy, D. Wood., *Nowoczesna Logistyka*, Helion Gliwice 2011, s. 354.

<sup>7</sup> See. [https://pl.wikipedia.org/wiki/List\\_przewozowy](https://pl.wikipedia.org/wiki/List_przewozowy), dostęp z 3.10. 2022; <https://bbats.pl/poradnik-specjalistyczny/list-przewozowy-konosament/>, dostęp z 3.10.2022.

applied for the transportation of the goods by sea, air, road and rail. Depending on the transport means, the following consignment notes can be implemented<sup>8</sup>:

- Bill of Lading, (B/L) – is applied for the transportation by sea. Bill of Lading is a specific consignment note which can be used as a commercial paper and negotiable instrument which determines the right of possession and disposal of goods concerned. The carrier issues such document on request of the consignor. One of its sheets is sent to the consignee who accepts the consignment (goods) at the destination port by using it. The consignment notes are categorized on the basis of specified criterion. Depending on the consignor we can specify: **the straight bill of lading** which is issued for a consignee specified by his name, whose rights can be transferred by the assignation (cession); **the open bill of lading** which is issued on request of the consignor or other person specified by the consignor. The rights can be transferred by means of the endorsement, in other words by specifying person, the rights of possession and disposal are transferred to; **the bearer bill of lading** which is issued for each person, which possesses the original of bill of lading; the transfer of rights is conducted by handing over the physical document. Therefore, this type of bill of lading is regarded as fraught with the risk. In addition to the above mentioned types of bill of lading there are the other ones, which can be specified, for example, as **through bill of lading** depending on method of operation (it is issued in case of the shipment by one ship from loading port to the destination port) and **transshipment bill of lading** (shipment with reloading). The bills of lading can also be categorized as a **clean bill of lading** and a **dirty bill of lading**. It depends on whether the cargo was damaged when loaded on board for shipment. The loss of one of the originals of the bill of lading always results in problems and brings about the need to complete the procedures prescribed for delivery of the cargo.

- Air waybill (ABW) – is applied for transportation by air. The ABW is a document which confirms the conclusion of a contract with the air carrier and the acceptance of the cargo for shipment. The carrier is obliged to hand over the cargo to the consignee specified in the ABW. The ABW is issued in English as a set of three originals and several duplicates. In accordance with the rules in force, the green sheet of ABW is intended for the carrier, the pink one for the consignee and the blue one for the consignor. The document has an 11-digits number which specifies the carrier (three digits). The ABWs are categorized into 2 types: the HAWB (House Air Waybill) – is issued by the forwarder for the consignor. It is intended for the shipment of consolidated cargo and includes the list of goods. It includes also the information concerning the carriage costs. The MAWB (Master Air Waybill) – is issued by the carrier, in this case the forwarder shall be regarded as the consignor. The MAWB is intended for the consolidated cargo to be carried to one joint destination point. This document specifies the conditions for the shipment.

- The CMR consignment note – is applied for the transportation by road. The international consignment note CMR is a standard contract of carriage by road. It is issued as a set of three originals in a language of the loading country (one per the consignor, the consignee and the carrier). It is issued by the consignor who is liable for all damages caused by disclosing wrong information in the consignment note. The carrier is obliged to check whether the cargo complies with the data included in the consignment note. The CMR is signed confirmation of the concluded contract of carriage based on the CMR Convention. Its provisions are binding for international, commercial transportation of cargo by road between countries providing that one of these countries is the Party to the Convention. The issuance of the consignment note is not mandatory. However, because of its proof, legitimacy, guidance and information functions, issuance of consignment note can be recommended for increasing efficiency of the carriage process.

- The CIM and SMGS consignment notes are applied for the transportation of goods by rail. The CIM and SMGS consignment notes prove the acceptance of goods for carriage in the international railway traffic. The CIM consignment note is applied when the goods are sent to the West European countries, on the other hand the SMGS consignment note is intended for the traffic to/from East Europe, Asia, Far East in the OSJD member states. The CIM consignment note is a set of five sheets, while the SMGS

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<sup>8</sup> Information source <https://www.chinskiraport.pl/blog/list-przewozowy/>, of the 3.10.2022.

consignment note is composed of six sheets. Beside the language of the loading country<sup>9</sup> the consignment notes are also completed in other languages. The rules for the completion of the CIM<sup>10</sup> consignment note are determined by the COTIF<sup>11</sup> Convention, while those for SMGS<sup>12</sup> consignment note – by the SMGS Agreement<sup>13</sup>. Both types of the International Rail Consignment Note confirm the conclusion of the contract of carriage with the railway company.

**The Rail consignment note as an instrument for the harmonization of the customs formalities in the international rail traffic<sup>14</sup>**

The main aspect which determines the competitiveness of the rail transport is the process of railway business digitalization. The digitalization means introduction and use of digital technologies by the railway undertakings and other bodies, for example, by the customs offices. The main objective of digitalization is to ensure compatibility between the digital and the business processes technologies being used by the freight railway companies and those being implemented by the consignors, the consignees as well as between railway companies and the governmental bodies concerned, for example, at the border crossing points. The goal of the railway business digitalization is the increase of its competitiveness at the transportation and logistics services market. It's worth mentioning that one of the main reason for introduction of the digitalization is the capability to create the most sophisticated customer offer based on the reliable, secure, efficient and attractive rail services, increased route capacity, reliability, and efficiency. It's being done by the means of automatization of processes or efficient use of data. The brand new data banks (libraries of message data) are developed at the moment in the compliance with international standards, for example, SMGS, in order to reduce the time required for the completion of commercial procedures, border crossing and customs clearance formalities and to make unnecessary the paper documents circulation. The use of above-mentioned data banks (libraries of data) would also decrease the amount of usable documents, optimize delivery time and speed and enable railway companies to offer additional services to meet the highest expectations of its customers. They are also used as a basis for conclusion of bilateral agreements by applying EDI<sup>15</sup>. The means, making the cooperation at the railway border crossing stations more efficient, are very important for the whole railway business

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<sup>9</sup> For example, CIM consignment notes shall be translated into Italian, French or German when the SMGS consignment note shall be issued additionally in Russian or Chinese version.

<sup>10</sup> The CIM international consignment note is a document confirming the conclusion of contract of carriage with the railway undertaking. The contract is fully concluded when the railway accepts the cargo and the consignment note is stamped with the date stamp of the dispatch station. The consignment note shall be signed by the consignor and the carrier, or bears the stamp. The CIM consignment note has not the function of the bill of lading. The CIM consignment note consists of five sheets: the original consignment note intended for the consignee; the duplicate of the consignment note intended for the dispatch station, the invoice which accompanied the goods and is intended for the destination station; the arrival note/customs which accompanied the goods like the invoice to the destination station; the duplicate of the consignment note intended for the consignor. The consignment note and the duplicate consignment note can be issued as electronic data.

<sup>11</sup> **the Convention concerning International Carriage by Rail (COTIF) Bern.1980.05.09.**

<sup>12</sup> The SMGS consignment note determines the requirement for freight carriage by rail. It consists of: the original intended for the consignee, the invoice intended for the destination station, the duplicate of the consignment note for the consignor, the delivery note, the arrival note, the additional invoice intended for statistical evaluation. The SMGS consignment note is a personalized, untransferable, not commercially available document. It means that the goods are intended for the determined consignee who ordered the goods and has it to accept personally or by the proxy. The title of the goods can be transferred to the other person by the means of cession.

<sup>13</sup> Agreement on International Goods Transport by Rail (SMGS).

<sup>14</sup> The source: M. Antonowicz: „Same comments on the implementation of electronic data exchange for the harmonization of the customs formalities in the international railway transportation”, presented during the workshop at the Szczecin University Szczecin 2021, elaborated on the basis of the materials of the Organization for Co-operation between Railways and the UN ESCAP. The materials cover also the issues of documents harmonization at the border crossing points, Bangkok 2022.

<sup>15</sup> Automated data and documents exchange between different computer systems by the means of appliance of fixed message formats.

community. The railway transport shall become interoperable in technical, economical and legal terms<sup>16</sup> for its sustainable development and its increased competitiveness by applying digital technologies. The digitalization changed market schemes, business models of the carriers, as well as customers and users' behavior, also relations resulting from the completion of commercial and border crossing procedures. It causes sufficient changes in the operational, transportation and commercial processes. The railway transport keeping up with the technological progress and making the rail transportation chains as well as the interaction between different supply chains more efficient, shall in full extent implement the digital solutions. These digital customer-tailored solutions can be also applied for the business partners at the bottlenecks, for example, at the border crossing points. Generally speaking, they are aimed at the final users and involved actors. They tackle with different operational problems ensuring optimal price performance ratio, permanent and safe access to data and availability of qualified staff. Taking into account the fact that the information exchange and the application of digital technologies are needed for the interchange processes between railway and customs, the basic principles of the concept developed by the World Customs Organization (WCO) deserve to be better known. This concept for the railway transport promotes processual approach towards the data harmonization during the carriage process taking account of the customs requirements. The significance of the data harmonization process for the railway operation is confirmed by the outcome of "Railway project"<sup>17</sup> launched by the World Customs Organization in 2019. The results of researches carried out in the framework of above-mentioned project show the importance of the transit declaration for the international rail traffic. The special attention is also paid to the responsibility for the handover of the transit customs declaration and other additional documents attached to the consignment note. The increased importance of the digitalized information exchange and the requirements for exchange of electronic information during carriage of goods by rail are also not overlooked. More detailed information concerning data exchange process is given at diagrams 1 to 5.

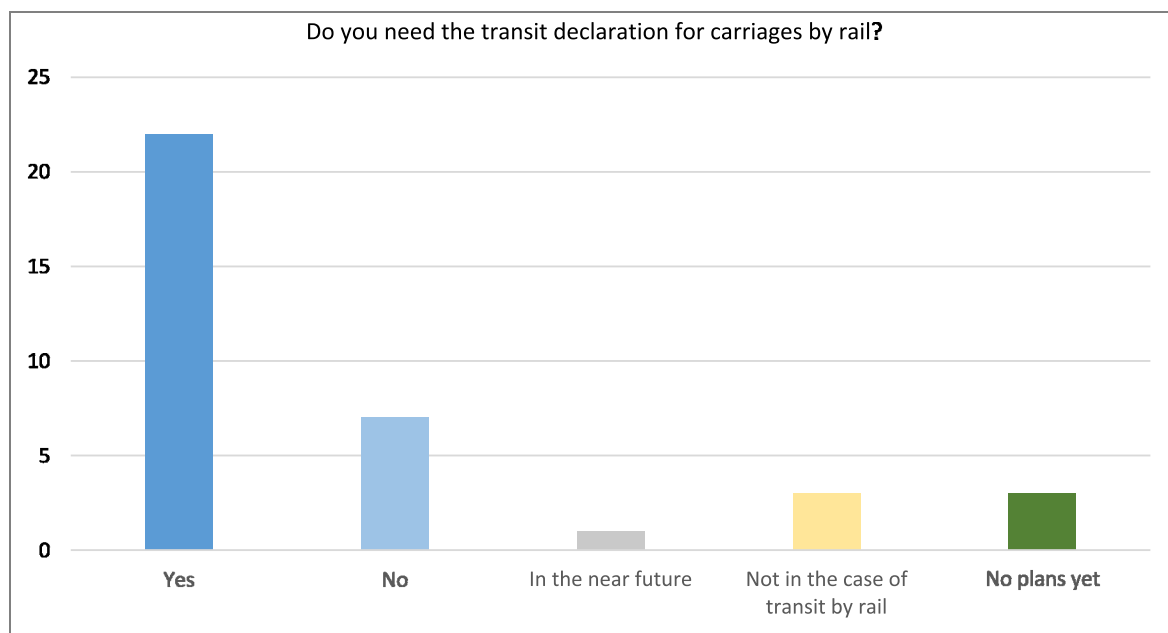


Diagram 1. Do you need the transit declaration for carriages by rail?

Source: Kyunghyang Park, "Railway Guidance (Draft)", WCO Workshop. "Practical use of the CIM/SMGS consignment note", Warsaw 2021

<sup>16</sup> See. S. Gołębiewski, *Kształtowanie taryf kolejowych i międzynarodowych*, Wyd Poligraf, Warszawa 2020.

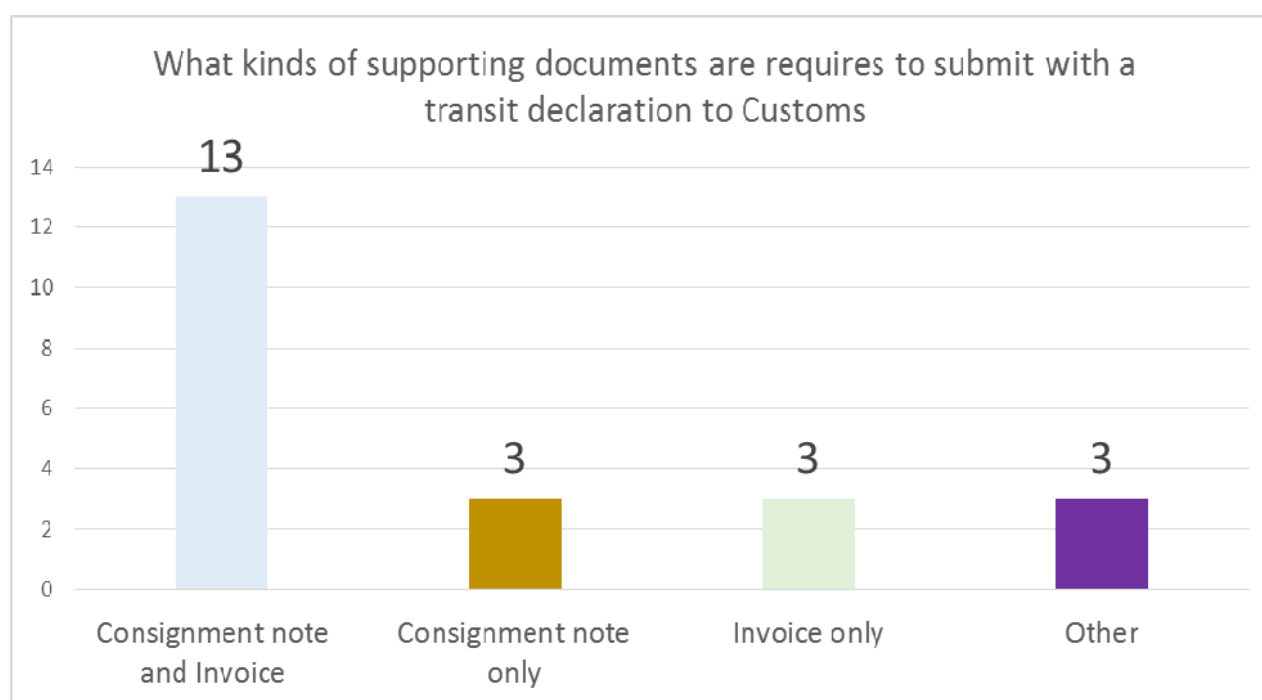
<sup>17</sup> The project seeks to prove the practicality of the data harmonization for the actors of the railway transport process. In the framework of the project, the on-line survey was conducted in 2020. Its goal was to diagnose the situation and the problems as well as to analyze the key issues being important for the customs procedures. Over 51 states participated at the workshop. 29 states answered the survey viz. 56,9%. The survey participants have to answer 33 questions.

*The role of consignment note in rail transport chains*



*Diagram 2. Responses to the question  
Who should submit declaration for railway transportation?"*

Source: Kyunghyang Park, "Railway Guidance (Draft)", WCO Workshop. "Practical use of the CIM/SMGSconsignment note", Warsaw 2021



*Diagram 3. Responses to the question "What kinds of supporting documents  
are required to submit with a transit declaration to Customs?"*

Source: Kyunghyang Park, "Railway Guidance (Draft)", WCO Workshop. "Practical use of the CIM/SMGS consignment note", Warsaw 2021

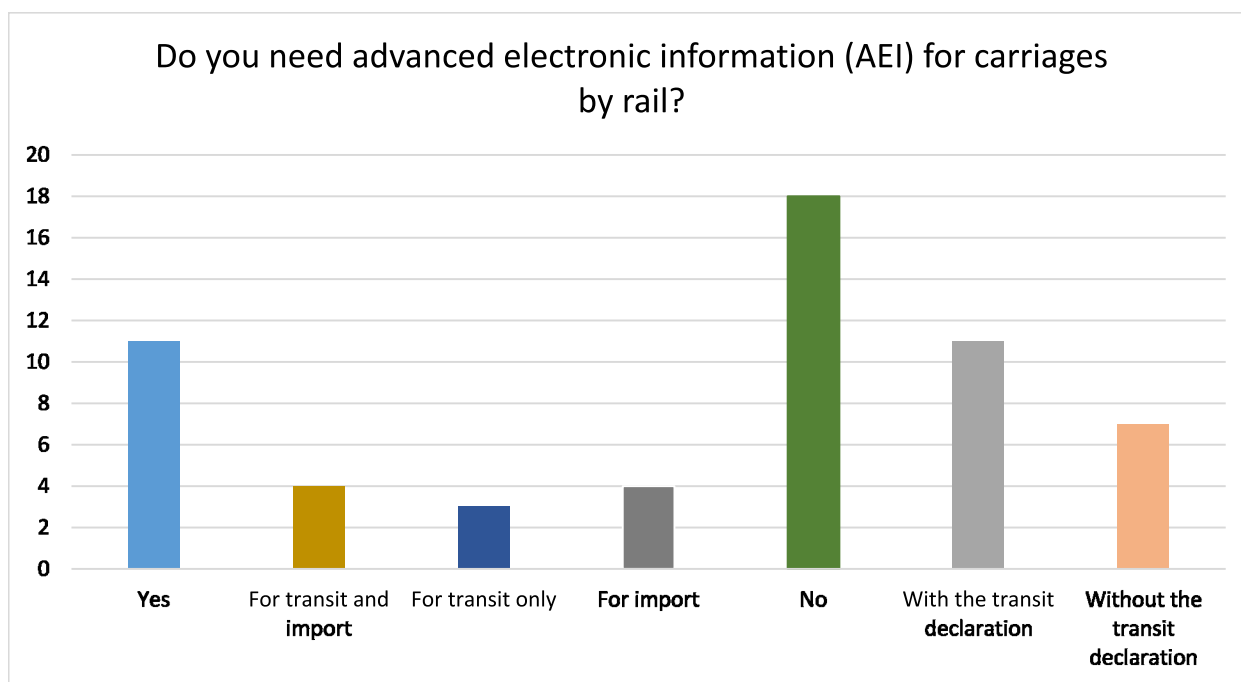


Diagram 4. Responses to the question “Do you need advanced electronic information (AEI) for carriages by rail?”

Source: Kyunghyang Park, “Railway Guidance (Draft)”, WCO Workshop. “Practical use of the CIM/SMGS consignment note”, Warsaw 2021

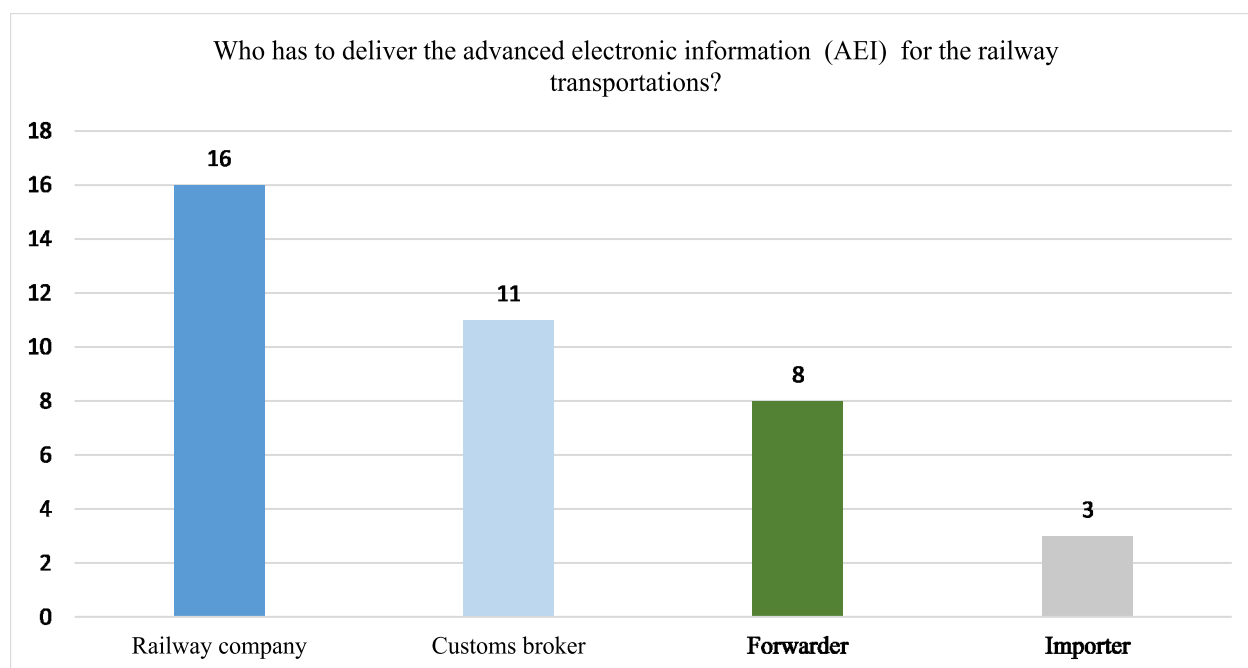


Diagram 5. Responses to the question “Who has to deliver the advanced electronic information (AEI) for the railway transportations?”

Source: Kyunghyang Park, “Railway Guidance (Draft)”, WCO Workshop. “Practical use of the CIM/SMGS consignment note”, Warsaw 2021

Finally, it should be noted that the implementation of new technologies and up-to-date control methods not only ensures the high efficiency of the procedures required at the rail border crossing points but also harmonizes the customs formalities.

It's worth mentioning that these solutions ensure the availability and integrity of information and data for the systems of railway undertakings and control bodies at the time of train arrival. The implementation of automated systems and its integration creates an environment, which contributes to the harmonized completion of customs formalities for the train controls within a shorter timeframe. Therefore, the completion of technical and commercial controls as well as controls in compliance with national legislation of the states concerned become evidently more efficiently. Due to the use of new technologies by the railways and to the interaction between its systems and the information systems of customs offices, the railways can support ensured information exchange required for the completion of law prescribed formalities.

#### **The railway consignment note as a customs declaration<sup>18</sup>**

The recognition of the consignment note as a customs declaration is one of the ways to harmonize the requirements for exchange of information. As a rule the customs provisions prescribe that the transit declaration has to be issued for the goods carried across a territory of the transit state. The information included in the consignment note have to be once again used for the issuance of the transit declaration. In order to avoid the data rewriting from the consignment note into the declaration, the consignment note is more and more often recognized as a customs document because it includes all information data required by customs bodies<sup>19</sup>. This approach enables the optimized handling of formalities at the border crossing points and brings about a decrease of time and costs required for the customs formalities completion. The consignment note recognition as a customs declaration covers the paper consignment note and the consignment note's data being electronically transferred. It's also applicable in the case when the transit declaration shall be issued in accordance with the national legislation in both forms as a paper document and as an electronic data. A good example for this is the improvement of legal rules and documents concerning the international traffic in the Eurasian area. The parallel existence of two legal systems: the Agreement on International Goods Transport by Rail (SMGS) and the Uniform Rules Concerning the *Contract of International Carriage of Goods by Rail (CIM) being applied* in Asia and Europe is caused by the geopolitical, economical and legal reasons. These documents determine the interactions between the parties to the contract of carriage of goods. They differ significantly not only in regards to its design, but also in the field of individual provisions of the transport law. The fact of the existence of two legal systems adversely affected the development of international carriages by rail between Asia-and Europe. The joint project of OSJD/CIT/OTIF resulted in the elaboration of the CIM/SMGS uniform consignment note, which enables almost seamless border crossing by rail. The implementation of the CIM/SMGS consignment note is based on<sup>20</sup>:

- 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 in the Member States as well as any intergovernmental regional economic integration organisation having competence to adopt its own customs legislation.

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<sup>18</sup> Source: M. Antonowicz., The container carriages in the Euro-Asian area, future challenges, Konin Forum for Logistics and Transportation issues, Konin 2021.

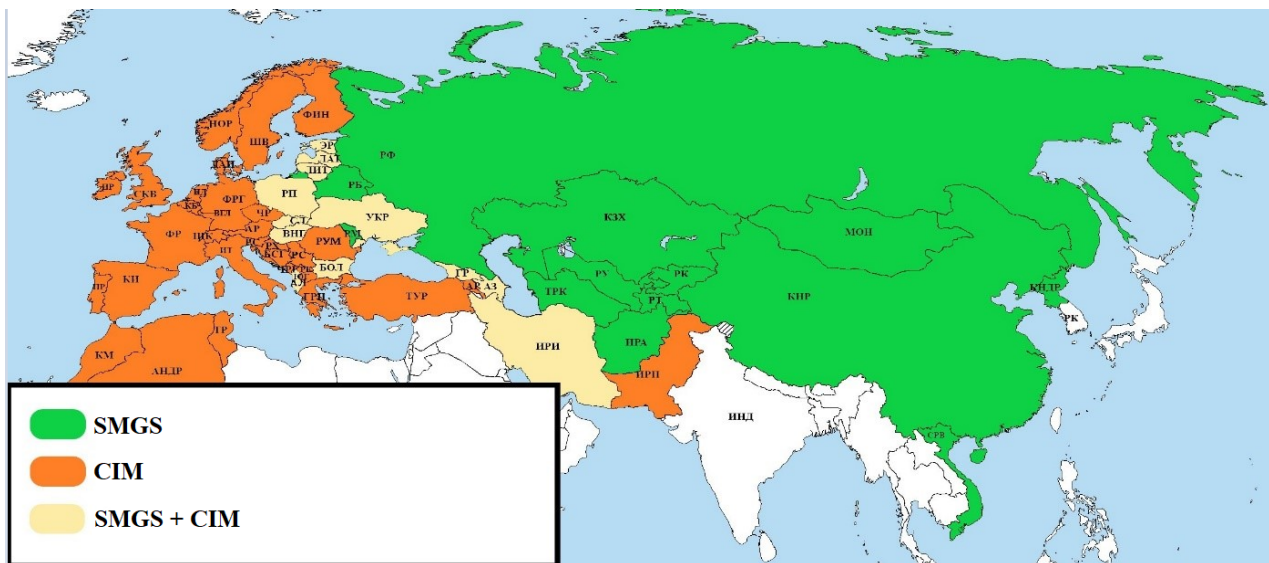
<sup>19</sup> The use of the consignment note as a customs transit declaration is specified by the art. 9 of the Annex 9 to the International Convention on the simplification and harmonization of Customs procedures, by the Agreement on features of customs transit of the goods moved with railway transport over the Eurasian Custom Union, by the EU Customs Code and by the national legislation of certain states.

<sup>20</sup> Oleksiy O. „Legal provisions applicable to the railway transportations under CIM/SMGS consignment note”, Materails of the international workshop on „The use of the CIM/SMGS Consignment Note on TRACECA railway routes”, BAKU 2022.



▪ Article 13 Carriage of goods with the CIM/SMGS Consignment Note The goods can be transported with the CIM/SMGS Consignment note. The sample consignment note and rules for its completion can be found in the CIM/SMGS Consignment Note Manual (See Annex 6 to this Agreement).

The CIM/SMGS consignment note presents an uniform consignment note being applied for the carriage of goods in the states with different transport legal systems for international traffic (SMGS and CIM). The consignment note is issued for the whole transportation route. The re-consignment at the interface between two transport legal systems is not needed. The CIM/SMGS consignment note confirms the conclusion of the contract of carriage under CIM and SMGS between states applying these two legal systems. It is recognized as a customs document and facilitates the border crossing procedures when the goods are carried by rail. Nowadays, the CIM/SMGS consignment note is used by railway undertakings of 19 OSJD Member-States<sup>21</sup>. (See the picture No. 1 below).



*Pictuer 1. Scope of the application of the SMGS and COTIF – transport law systems*

Source: Khudoyorov O.: Overview of different legal frameworks for the international goods transportation under the CIM/SMGS consignment note in the SMGS contracting states , Materials of the Workshop on Practical use of the CIM/SMGS consignment note, Warsaw 7–8 July 2021

The CIM/SMGS consignment note is applied on a voluntary basis. The whole railway business community welcomed the implementation of this consignment note for the international carriage of goods by rail. The key advantages resulted from its use are as follows:

- significant decrease of the train stoppage time at the border crossing stations;
- improvement of service quality and decrease in transportation costs;
- no need for transport documents rewriting at the borders;
- elimination of costly reissuance of transport documents required for further carriage via rail networks where other transportation law provisions are applicable;
- absolute absence of errors, incorrect or unprecise data in the transport documents due to the fact that the rewriting isn't needed anymore; guarantee of high level of compliance with law standards for the goods delivery period for the parties involved into the carriage process;
- decrease of delivery time due to the reduction of the cargo handling times at the reconsignment points.

<sup>21</sup> There are following states: Azerbaijan, Belarus, Bulgaria , Hungary, Georgia, Kazakhstan, China, Latvia, Lithuania, Moldova , Mongolia , Poland , Russia, Slovakia , Ukraine, Estonia, Iran, Turkey, Turkmenistan.

The common CIM/SMGS consignment note is also available since 1 July 2019 in the electronic form. The main features ensuring the mutual recognition of the common CIM/SMGS consignment note are shown in the table No. 1.

*Table 1*

**Common basis for the electronic consignment note**

| <b>ELECTRONIC CONSIGNMENT NOTE</b>   |  |
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| <p><b>CIM – Functional equivalence as the legal basis (CIM Article 6 § 9)</b></p> <p>The consignment note and its duplicate may be created in the form of an electronic data record which can be transformed into legible written symbols. The procedures used for data storage and processing must be functionally equivalent to those for the paper system particularly in so far as the evidential value of the consignment note represented by that data is concerned.</p> | <p><b>SMGS – Agreement between carriers, consignors and consignees who apply the SMGS as the legal basis</b></p> <p>The contract of carriage may be concluded using an electronic consignment note. The electronic consignment note fulfils the function of the paper consignment note and is an electronic data record which is identical to the data record of the paper consignment note. If necessary, this electronic consignment note and any supplementary sheets may be printed on paper as a Appendix. The original data is to be retained in addition to any altered data where data input to the electronic data record is altered in accordance with the provisions of the SMGS.</p> |

Since 1 July 2019, date of the entry into force of the electronic CIM/SMGS consignment note, the railway undertakings actively apply it for the interstate carriages of containers between China and Europe. It gives new opportunities for the use of CIM/SMGS consignment note, contributes to the increase of its popularity among the customers of the international rail services.

**Summary**

The improved operational parameters along with the digitalization of services and routes (electronical consignment note, harmonization of the transport law) strengthen additionally the competitiveness of the rail transport. The exchange of information plays also a significant role in this process. The information data can be transferred in several ways, for example, as an electronic message sent in parallel to the railway companies, customs offices and other governmental bodies of the adjacent states, directly delivered to the railway undertaking of the neighboring state or can be submitted by the representative of the railway undertaking from the neighboring state. The most efficient way for the message delivery is the electronical pre-notification. The exchange of such advance information requires the harmonization of the message format between the railway undertakings as well as between the railway companies and the border control bodies. The railway electronic systems intended for the handling of transit carriages, commencement and finalization of transit procedures, submission of advance shipment information and transit insurances management are based on the exchange of the electronic messages between the parties<sup>22</sup> involved. There are some preconditions as a determination of mandatory messages and harmonization of its format between the railway undertakings of different states, which shall be met in order to ensure the flawless information exchange and the same interpretation of the messages by the railways involved into the transportation. The messages applied in the new customs transit systems in the combination with the initiatives launched by the International Rail Transport Committee (CIT) for the

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<sup>22</sup> Information on the clearance status of goods/wagons being under customs control at the transshipment station can be delivered by the means of electronic systems, for example, it is in use in Georgia.

further implementation of the common electronic CIM/SMGS consignment note paves the way for the bright future and strengthens the role and importance of the international transport as a basis of the international trade and the exchange of goods and services<sup>23</sup>.

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#### РОЛЬ НАКЛАДНОЇ В ЗАЛІЗНИЧНИХ ТРАНСПОРТНИХ ЛАНЦЮГАХ

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Міжнародні залізничні організації, що функціонують у світі, такі як, наприклад, Міжнародний комітет залізничного транспорту (CIT), Міжурядова організація міжнародних залізничних перевезень (OTIF), Організація співробітництва залізниць (OSJD), активно

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<sup>23</sup> See . Gołomska E. Gołomski M., Transport w logistyce, CEDEWU Warszawa 2020, s. 143–156.

працюють і співпрацюють над покращенням функціонування міжнародних залізничних перевезень і залізничних транспортних ланцюгів. Їхнє головне завдання полягає у сприянні, співпраці, розвитку, покращенні та полегшенні міжнародного залізничного транспорту як транспортного засобу, який може відповідати викликам мобільності та сталого розвитку. Метою є прагнення до постійного вдосконалення залізничного транспорту шляхом спрощення прикордонних процедур та гармонізації транспортних документів. Особливістю є єдина накладна організацій CIT та OTIF, тобто накладна CIM/ SMGS. Мета статті – вказати на роль основного транспортного документа – товарно-транспортної накладної – у розвитку сучасного міжнародного залізничного транспорту. Товарно-транспортна накладна є важливим документом у міжнародних перевезеннях. Стаття базується на аналізі наявних джерел, дослідженнях Всесвітньої митної організації та досвіді у сфері його впровадження в практику господарської діяльності суб'єктів ринку залізничного транспорту.

Покращені робочі параметри разом із цифровізацією послуг і маршрутів (електронна накладна, гармонізація транспортного законодавства) додатково посилюють конкурентоспроможність залізничного транспорту. Важливу роль у цьому процесі відіграє обмін інформацією. Інформаційні дані можуть передаватися декількома способами, наприклад, у вигляді електронного повідомлення, надісланого паралельно залізничним компаніям, митницям та іншим державним органам суміжних держав, безпосередньо доставленого залізничному підприємству сусідньої держави або може бути подано представником залізничного підприємства сусідньої держави. Повідомлення, застосовані в нових системах митного транзиту, у поєднанні з ініціативами, започаткованими Міжнародним комітетом залізничного транспорту (CIT) щодо подальшого впровадження загальної електронної накладної CIM/SMGS, відкриває шлях до світлого майбутнього та посилює роль і значення міжнародного транспорту як основи міжнародної торгівлі та обміну товарами та послугами.

Ключові слова: накладна, міжнародні залізничні перевезення, CIM, SMGS.