

# Introduction to the Luxembourg Rail Protocol

**Looking at some practical issues**

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***Securing the Future for the World's Railways***

# Introduction

How the International Registry will work

Export Credits and the Luxembourg Protocol

The ratification process



# The International Rail Registry

The International Rail Registry is based in Luxembourg, in the Hémicycle building where the Diplomatic Conference for the Luxembourg Rail Protocol was held in 2007.



# The International Rail Registry



The contract with SITA to establish the International Rail Registry was signed in December 2014

Intended to be self financing - charges yet to be published

Working under regulations set out by the Supervisory Authority





# The International Rail Registry

**>135**  
COUNTRIES  
HAVE A SITA  
PRESENCE

**4700**  
EMPLOYEES  
WORLDWIDE

**>2100**  
PEOPLE IN OUR  
OFFSHORE  
OPERATIONS

**>140**  
NATIONALITIES  
REPRESENTED

Operated by Regulis SA, a SITA company

SITA specialises in large-scale, secure systems for the transport industry

SITA's 4,700 staff work in 135 countries



# The International Rail Registry

SITA's expertise in secure border intelligence started in 1996 in preparation for the Sydney

Now used by 27 governments and over 100 airlines to handle 500m passengers

300 million passengers handled through SITA iBorders

SITA iBorders is used in over 60% of G20 members, and in all Gulf Co-operation Countries (GCC)

Over 500 million traveller data records per year are processed using SITA iBorders information products

192 million travellers per year are processed by governments using SITA iBorders intelligence



# How the International Rail Registry operates

A single global registry

Essentially using similar software and structure as for the International Registry for Aircraft, operating in Dublin

Operating entirely online

Will allocate the URVIS number

Open to search registrations by both Transaction Users (parties to transactions) and Professional Users (legal advisors)





# Key Features





# Registering at the Registry

International Interest

Prospective international interests

Notice of sale



# Searching the Registry

Informational Search

Priority Search

Contracting State search



# Export Credit Agencies

Inside and outside the OECD

ECAs and aircraft – the ASU and the 10% “Cape Town Discount”

ECA engagement – a major factor in the adoption of the Aircraft Protocol

Railways now potentially at a competitive disadvantage compared to aviation

Aggressive credit support for railway equipment from non OECD members



# Export Credit Agencies

ECAs – play essential role supporting rail supply contracts

Many examples of ECA cover helping manufacturers get the deal

Will become more critical as procurement through private finance increases

Not so much funding rates but political risk when it comes to Africa

2014 Rail Sector Understanding (RSU) in place

- But runs out in 2017
- Rail Working Group actively working with ECAs and the OECD to find solutions



# The Ratification Process

Signature

Consultation and evaluation process

Ratification and making the (right) declarations

Domestic legislation

- Authorising ratification
- Updating existing legislation where there is a potential conflict
- Primary or secondary legislation





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