



CONTENTS

The CIT looks forward

The CIT spent some time in 2013 thinking about the future. The CIT Executive Committee organised a workshop during the year at which the future of the CIT was considered in some detail. The Executive Committee laid down six key strategic axes for the future work of the CIT, taking the existing statutes and the existing financial and staff resources into account. These key strategic axes were presented to members at the most recent General Assembly on 21 November 2013 and agreed unanimously. They are intended to apply to the medium and long-term and to provide guidance for drawing up the annual programme of work which defines the various tasks and projects which CIT is to undertake and which is confirmed by the General Assembly.

→ [page 8](#)

“Quo vadis CUI?” workshop



Bern, 8 April 2014

→ [Further information / registration](#)

- 2 EU Conference “Logistics in 2030”
- 3 European Parliament vote on the revision of the Air PRR
- 4 Questions on the interpretation of the Rail PRR
- 5 The CIT’s suggestions for the revision of COTIF in 2014
- 6 Railway undertakings’ influence on the conditions of use of infrastructure
- 7 Law in practice
- 7 CIT itself
- 8 The CIT addresses forthcoming challenges
- 9 Conference of Freight Claims Departments
- 10 CIT diary of events



EDITORIAL



Dear Colleague,

This edition of CIT Info has a new, refreshed format. Feedback on the previous CIT Info was generally positive in terms of the breadth of the topics and the detail in which they were covered. We would like to continue down the same path. In some ways it resembles a pair of shoes. We feel comfortable in old shoes; we have become accustomed to them. We know what we have. Nevertheless there comes a time when we have to buy new ones. They may fit perfectly first time but we may also have to wear them in. We hope the new CIT Info fits immediately but we are also very happy to receive criticisms and suggestions. CIT Info should continue to be an important source of information for our members and friends in the future, providing information on current topics and activities from the world of the CIT.

Best wishes from Bern
Cesare Brand
Secretary General of the CIT



EU Logistics Conference “Logistics in 2030 – Challenges and way forward”

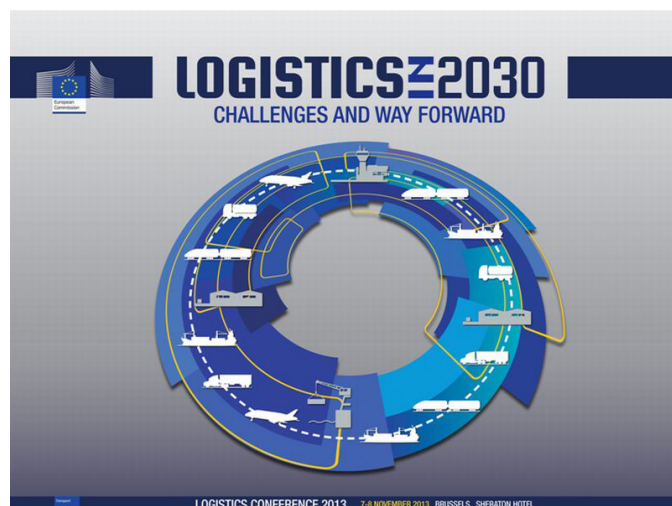
The European Commission has for long time recognised the economic importance of the freight transport logistics sector. The last high-level Logistics Conference took place in Brussels on 7 and 8 November 2013. In session 2, the CIT presented details of the practical work being done on the introduction of the CIM and CIM/SMGS electronic consignment note.

The EU Logistics Conference “Logistics in 2030 – Challenges and way forward” had the long-term objective of covering important aspects of freight transport logistics, addressing current and future challenges, stimulating discussion on the way forward and defining the role of the public bodies in this process. Issues such as simplification and cutting red tape, innovation, integration, infrastructure and interfaces with other transport modes, and last but not least green logistics and the environment, were some of the topics that received the particular attention of the speakers.

The Conference was opened by Commission Vice-President Siim Kallas, who addressed selected topics of particular relevance and importance for the logistics sector. In a keynote speech, Brian Simpson, Member of the European Parliament and Chairman of the Committee on Transport and Tourism, described the current challenges facing the transport sector and the opportunities for further growth and enhancement of the position of the European logistics on the marketplace for global services.

The plenary and panel sessions held on both days of the Logistics conference were attended by a wide range of key stakeholders including EU and national policy makers, representatives of the industry, transport operators and associations and public institutions and offered an open debate on keynote presentations delivered by Frank Appel, CEO, Deutsche Post DHL, Chris Tyas, Group Head of Supply Chain, Nestlé, and Clemence Cheng, Managing Director for Central Europe Division, Hutchison Port Holdings.

It is hoped that the outcome of the discussions will contribute to the formulation of future EU transport policy. Various policy measures were first laid down in the 2007 Freight Transport Logistics Action Plan of the EU Commission and then, as a result of the development of the various transport modes, policy and financial support, evolved into intermodal solutions and initiatives aimed at creating a favourable economic environment, both at EU and international level. The further aim of the logistics conference was to share knowledge, experience and expertise within the sector and to listen to the participants' vision for dynamic, sustainable and competitive logistics in Europe and beyond.



On the second day of the conference, during breakout session 2 on “e-Freight: supporting the change towards more collaborative and flexible freight transport logistics”, the CIT Deputy Secretary General delivered a presentation to inform participants on the progress made to date in the rail sector regarding the CIM and CIM/SMGS electronic consignment note. The general discussions that followed provided a good basis for developing further thoughts on the way forward and the links to the other modes of transport based on a single transport contract and liability rules.

Erik.Evtimov(at)cit-rail.org

Original: DE

Useful link:

➔ [For more information on the opening session and the additional five breakout sessions and presentations](#)



PASSENGER TRAFFIC

European Parliament vote on the revision of the Air PRR

The European Parliament believes that the airline passengers should benefit from even more rights in future. What impact will that have on the rail mode?

The European Parliament adopted a legislative resolution on the proposal to revise Regulation (EC) No 261/2004 (Air PRR) on 5 February. Parliament would like to extend the protection offered to passengers in the event of delays or missed connecting flights and to strengthen the arrangements for enforcement.

Assistance in the event of delay or cancellation

In the event of delay, Parliament would like passengers to be informed of the situation at least within thirty minutes after the scheduled departure time for the flight and to benefit from tangible assistance (refreshments, meals, hotel, etc.) after two hours. Passengers will have the right to compensation for delay of € 300€ to € 600 (depending on the length of the flight) after three hours of delay at the destination or in the event of cancellation. Parliament is considerably stricter than the Commission on this subject but it remains to be seen what position the Council will take up on these issues.

Continuation of the journey in the event of cancellation or missed connecting flight

If passengers have a single contract for the journey they will have a guarantee of arriving in their final destination and being supported by the carrier causing the delay at the time of transfer. Moreover, they will have the right to continue their journey with another carrier and even another mode of transport after eight hours of delay if the original carrier has no alternative plan. If continuation of the journey is by another mode of transport, the Air PRR will be partially applicable and it will be up to the airline to ensure that that is actually the case. That could potentially lead to conflicts of law; that situation will probably have to be resolved by practical means given that the legislator has not given it any attention.

Multimodal air + rail contracts

If passengers have a single multimodal contract including a rail journey in addition to a flight they will have the right to the same protection as passengers having connecting flights. Responsibility for the implementation of the Air PRR to the whole of the multimodal journey will rest solely with the airlines. The air regulation will thus supplant the Rail PRR and clarify the situation for air + rail contracts insofar as liability for delays is concerned. Nevertheless, that will not involve liability for accidents; accidents are covered by the Montreal Convention and EU Regulation (EC) No 889/2002.

The CIT will consider the possible consequences of such a solution on the General Conditions of Carriage for Rail Passengers (GCC-CIV/PRR) because they currently provide for quite a different rule to cover multimodal contracts.



New rights for air + rail passengers

Handling of claims

The Commission and Parliament seem to want to go further and further into regulating passengers' claims. Clear time-scales are set down both for passengers (three months) and for airlines (two months). If the carrier does not reply within the time limit he is deemed to have accepted the claim. In the event that the claim is rejected the passenger will have twelve months to approach an alternative dispute resolution entity (ADR). These entities will have to be different from the national authorities tasked with implementing the Air PRR. They will nevertheless have to cooperate with the national enforcement bodies and inform them of infringements so that the national enforcement bodies can then take action against the carriers in question.

The CIT is in favour of ADR entities providing an initial ruling on disputes in private law between passengers and carriers. Those disputes which are not resolved may then be moved up to the next level, either to the national enforcement body or to the civil courts. Nevertheless it is necessary that the states which set up these three entities define the relationship between these three institutions in a clear and transparent way. If this is not done then there is a risk of confusion and procedural complexity which will not help carriers (although this confusion and complexity can already be seen in the rail mode in certain countries).

Isabelle.Oberson(at)cit-rail.org

Original: FR

Useful links

- ➔ [Regulation \(EC\) No 889/2002 on air carrier liability in the event of accidents](#)
- ➔ [Regulation \(EC\) No 261/2004 \(Air PRR\)](#)
- ➔ [European Commission proposal to revise the Air PRR](#)
- ➔ [European Parliament legislative resolution on the proposal to revise Regulation \(EC\) No 261/2004](#)

Questions on the interpretation of the Rail PRR were on the agenda of the most recent CIV Working Group meeting

How should some of the articles of the Rail PRR be interpreted? To whom should compensation be paid in case of delay if passengers are travelling in a group? Should the booking fees charged by agencies be taken into account when calculating compensation?

The CIV Working Group meeting on 5 & 6 February considered how a number of provisions in Regulation (EC) No 1371/2007 on rail passengers' rights and obligations (PRR) should be interpreted. The CIT supports interpreting the PRR in the most consistent way possible across Europe. Accordingly the CIT provides members with a forum for the regular exchange of information on the questions put by passengers or the national enforcement bodies tasked with implementing the PRR. The objective is to exchange details of current practices and to find solutions which are acceptable to all the stakeholders.



The CIT supports interpreting passengers' rights in the event of delay in the most consistent way possible

What law is to be applied to accidents?

How should Article 11 PRR be interpreted? That article provides that railway undertakings' liability in the event of an accident is governed by the appropriate articles in the CIV Uniform Rules (annexed to the PRR). At the same time it limits the harmonisation it has introduced by qualifying that with the phrase 'without prejudice to applicable national law granting passengers further compensation for damages'.

When the Tribunal de Grande Instance in Paris was recently invited to rule on this issue it decided not to apply the PRR and CIV Uniform Rules but rather French law. However, that cannot be the intention of Article 11 PRR since Article 11 is clearly intended to harmonise the rules for liability between the Member States of the European Union. In the CIT's opinion, national law is essentially only involved in calculating the damages to be paid to passengers as is expressly provided in Article 30 CIV. National law cannot be used to call the liability system itself into question.

SNCF has made it clear that it would like to appeal the case to a higher court.

European Commission's guidelines for interpretation

As it announced in its report on the application of the PRR, the European Commission has started to work on its guidelines for interpretation. Last autumn it sent the national enforcement bodies a set of questions on PRR articles which are not clear. Its objective is to clarify these points for the benefit of passengers, railway undertakings, national authorities, etc. in a future communication. These guidelines for interpretation should be published at the end of 2014. They should deal with varied topics such as exemptions from the PRR, the definition of 'ticket vendor', 'carrier' and 'delay', the extent of passengers' rights in the event of a missed connection, the right to continue the journey 'under comparable transport conditions', and cooperation between the national enforcement bodies.

The CER and the CIT have produced a joint reply to these questions in order to ensure that the views of the railway industry are taken into account by the Commission. Subsequently, these guidelines will provide a source of ideas for revising the PRR (which is expected to be undertaken in 2015).

Isabelle.Oberson(at)cit-rail.org

Original: FR

Useful links

- ➔ [Regulation \(EC\) No 1371/2007 on rail passengers' rights and obligations](#)
- ➔ [Report on the Application of Regulation \(EC\) No 1371/2007 \(PRR\) \(COM/2013/587\)](#)



The CIT's suggestions for the revision of COTIF in 2014

Fifteen years have passed since the last revision of COTIF. Now the first revision of COTIF 1999 is in hand.

The Secretary General of OTIF reported in CIT Info 6/2013 the OTIF Revision Committee will meet in Bern between 23 and 25 June 2014. The CIT has drawn up suggestions for the revision and is submitting those to OTIF as two revision packages.

The 2014 revision of COTIF

As OTIF reported, the twenty-fifth OTIF Revision Committee will meet to examine various proposals for changes to COTIF. The revision will be limited. The proposals for changes may affect all the appendices of COTIF but will be concentrated on the technical appendices (the APTU/ATMF Uniform Rules) and the CIM, CUV and CUI Uniform Rules. In accordance with Article 21 § 1b of the Rules of Procedure (based on Article 16 § 4 COTIF) the Revision Committee will adopt proposals if the number of votes in favour is a majority and equal to at least one third of the Member States represented at the time of the vote. It can therefore be assumed that the OTIF Revision Committee will not only examine the issues that fall within its exclusive competence (in accordance with Article 33 § 4 COTIF) but will also give those for which the OTIF General Assembly is responsible a preliminary examination. The General Assembly itself should take place in September 2015. The changes that come within the powers of the Revision Committee enter into force a year after their approval (in accordance with Article 35 § 3 COTIF). By contrast, changes that fall within the competence of the General Assembly require to be ratified and that can take several years.

Focus and work programme for the CIT's suggestions

In accordance with the CIT Statutes, the Executive Committee is required to approve suggestions put forward for revising COTIF. A staged process was agreed for this at the Executive Committee meeting in September 2013. The staged process permits the CIT's suggestions to be further developed in a flexible and appropriate manner. In order for those CIT suggestions to be considered as proposals for changes and presented to the OTIF Revision Committee for approval they must be supported by the OTIF General Secretariat or at least one Member State of the OTIF Revision Committee.

The first package of CIT suggestions approved by the CIT Executive Committee was submitted to the OTIF General Secretariat on 29 November 2013. These suggestions primarily concerned the CIM Uniform Rules and in particular the replacement of the principle of functional equivalence between CIM paper and electronic consignment notes by specific provisions in a new Article 6a CIM. This new article will confirm that the electronic consignment note has priority. In addition, further suggestions on the law relating

to changes to the contract of carriage and the right to take control of the goods were submitted. In the main, these further suggestions fall within the competence of the Revision Committee. A meeting with international customers' organisations in order to exchange views on the revision of COTIF will take place in the CIT building in Bern on 11 June 2014.

A second CIT package with suggestions concentrated on the CUI Uniform Rules will be sent to the OTIF Secretary General after it has been approved by the Executive Committee on 24 April 2014. These suggestions concern issues which in the main fall within the competence of the OTIF General Assembly. In June 2013 the OTIF Secretary General briefed the Member States and stakeholder organisations on progress made with ratifying COTIF and withdrawing the reservations against the application of the CUI Uniform Rules. Nevertheless, he asked recipients of the letter to inform him of difficulties in applying the CUI Uniform Rules in the Member States. The CIT suggestions on the CUI Uniform Rules were approved by the CIT's CUI Committee at its meeting on 23 October 2013. They concern three sets of issues: extending the scope of the CUI Uniform Rules to movements under national law, the creation of a statutory basis for general terms and conditions for contracts of use of infrastructure in international traffic by rail (EGTC) and an extension of the liability of the infrastructure manager to pecuniary losses arising from payments to compensate for losses which arise from events which have their origin in the infrastructure.

The CIT Group of Experts on the Revision of COTIF has been instructed to monitor the work being done within OTIF groups to revise COTIF over the period 2014-2015. If necessary, it will develop the CIT's suggestions and prepare drafts for CIT position statements on other proposals for changes which have been made. These position statements will likewise be submitted to the Executive Committee for its approval at an appropriate time.

Erik.Evtimov(at)cit-rail.org

Original: DE



The meeting of the Group of Experts «Revision COTIF» in Bern



Railway undertakings' influence on the conditions of use of infrastructure

European Union law provides railway undertakings with rights to be consulted when conditions of use of infrastructure are being negotiated. Changes to the content of the conditions of use of freight corridors must also be channelled through national consultation procedures.

Directive 2012/34/EU establishing a single European railway area provides railway undertakings with the option of commenting on the following infrastructure manager publications before they are finalised:

- Article 8.3 Directive 2012/34/EU gives railway undertakings the opportunity to express their views on the content of the business plan regarding the conditions for access and use of the infrastructure before its approval by the infrastructure manager.
- Article 27.1 specifies that the infrastructure manager is to consult interested parties on the conditions of use of the railway network before they are drawn up and published.
- Article 45.3 requires the infrastructure manager to offer interested parties the opportunity to comment on the draft working timetable allowing them at least a month to present their views.
- Article 51.2 specifies that users of congested infrastructure must be consulted on the capacity enhancement plan which the infrastructure manager is required to draw up within a year from the declaration that the infrastructure is congested.

Railway undertakings have the right to make comments in each of these cases, however, there is no obligation on infrastructure managers to take account of railway undertakings' concerns. Railway undertakings are not involved in the procedures for national regulatory bodies to review infrastructure managers' conditions of use. Only by making a formal complaint that the conditions of using the network discriminate or damage their rights in some other way can railway undertakings approach the national regulatory bodies.

On the freight corridors, Article 10 of Regulation (EU) No 913/2010 concerning a European rail network for competitive freight requires the management board to introduce consultative mechanisms with a view to the proper participation of potential applicants and to ensure that applicants are consulted before the implementation plan is issued. In the European freight corridors which were brought into operation last November the management boards have set up 'advisory boards' for the railway undertakings.



Options to influence the conditions of use of the rail network and the freight corridors will remain restricted as long as the corridor information document only refers to the various national conditions of use and the infrastructure managers do not create any harmonised conditions of use of the freight corridors. For international movements conditions of use that vary from network to network represent an extra administrative burden which can only be resolved by effective harmonisation of the conditions of use. The railways must therefore continue to demand that existing initiatives to harmonise along the freight corridors are implemented. These initiatives have already been negotiated at international level such as, for example, the introduction of the European General Terms and Conditions of use of railway infrastructure with which the appropriate conditions of use can be standardised.

In conclusion, railway undertakings today are simply entitled to comment to infrastructure managers on the conditions of use of the rail network on a national basis. For international movements this can mean that railway undertakings have to examine and then comment on the conditions of use of every network they use.

Myriam.Enzfelder(at)cit-rail.org
Original: DE

Useful links

- [Directive 2012/34/EU](#)
- [Regulation \(EC\) No 913/2010](#)



LAW IN PRACTICE

In this section, we publish details of legal decisions concerning rail transport and related areas of law, statements from public authorities and legal advice from the CIT General Secretariat on the practical legal issues that arise in daily life.

Persons for whom the carrier is liable within the meaning of Article 40 CIM - various issues

In a marshalling yard, a railway undertaking shunts and marshals wagons forming part of another carrier's trains. A payment is made for this service.

What status does that railway undertaking have? Should that railway undertaking be included on the consignment note? Is it liable for loss and damage caused to the goods during the shunting and marshalling activities? Should the work which that railway undertaking does be subject to a contract?

A railway undertaking which undertakes shunting and marshalling of wagons forming part of another carrier's trains on his account must be considered to be a person whose services the carrier makes use of for the performance of the carriage. The railway undertaking is therefore an auxiliary to the carrier within the meaning of a person for whom the carrier is liable in Article 40 CIM.

Only undertakings which act as successive carriers or substitute carriers need to be entered in box 57 of the consignment note (see the explanatory notes in Appendix 2 to the GLV-CIM for box 57). Auxiliaries within the meaning of a person for whom the carrier is liable in Article 40 CIM thus need not be included on the consignment note.

In the event of loss and damage caused to the goods during the shunting and marshalling activities undertaken by the railway undertaking, the railway undertaking is liable to the carrier on the basis of the terms and conditions which they have agreed. In respect of liability to the customer, only the carrier is liable. Liability is on the basis of the CIM Uniform Rules (cf Article 40 CIM). Legal action in tort of course remains an option (also see Article 41 § 2 CIM).

The relationship between the carrier and the railway undertaking providing the services which he makes use of for shunting and marshalling the wagons should be governed by a contract of cooperation. The CIT has the general terms and conditions for this type of contract: General Terms and Conditions Applying to Contracts for Services for Freight Traffic (GTC provision of services). The GTC provision of services provides that the service provider is only liable for loss and damage to the goods in transit if the carrier proves that the loss and damage was caused by a fault of the service provider or his staff (cf. point 35 of the GTC provision of services).

Henri.Trollet(at)cit-rail.org

Original: FR

Useful link

➔ [General Terms and Conditions Applying to Contracts for Services for Freight Traffic](#)



CIT ITSELF

New staff member to look after freight traffic

Henri Trollet will take well-deserved retirement during the course of 2014. Accordingly, the CIT General Secretariat advertised the vacancy for a specialist to work in the freight area of the secretariat.



Joël Forthoffer has been selected for this role. He worked for SNCF and was responsible for international traffic in the Alsace region, based in Strasbourg. He has a commercial background in freight and amongst other jobs he worked as the manager of the freight offices in the port of Bonneuil, as Commercial Attaché responsible for traffic between France and Germany in the Freight Directorate, as the manager for

market studies of freight traffic and in the same directorate as a communications adviser.

Joël Forthoffer will join the CIT on 1 March 2014; we would like to welcome him warmly to our team and look forward to working with him.

Katja.Siegenthaler(at)cit-rail.org

Original: DE

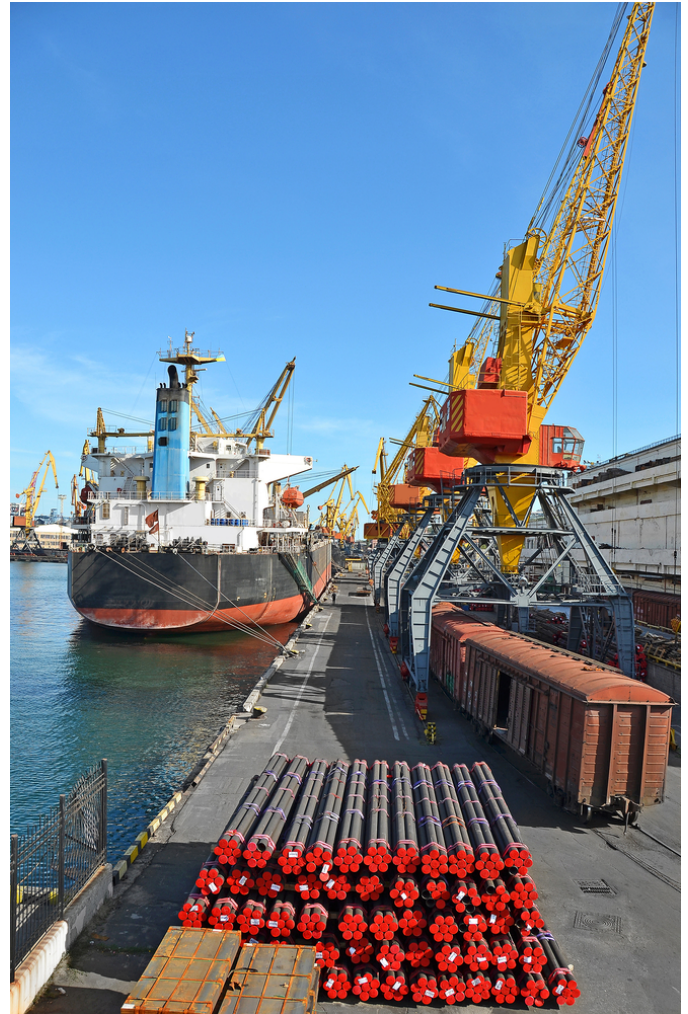
The CIT addresses forthcoming challenges



Last year the CIT Executive Committee considered the future role of the CIT in some detail. The outcome of this work was to define six key strategic axes along which future work of the CIT should be concentrated over the medium and long-term.

These key strategic axes are wholly consistent with the current CIT Statutes and can be followed with the financial and staff resources which are available. The key strategic axes were presented to and accepted unanimously by the General Assembly on 21 November 2013. These key strategic axes should define the priorities for the annual programme of work adopted by the General Assembly (in which the various different CIT tasks and projects for the following year are specified). The six key strategic axes are explained briefly below:

1. **Centre of legal expertise.** The CIT is the railway undertakings' centre of legal expertise. The core of its activities is the application of European transport law (COTIF and EU law) firstly to the relationship between railway undertakings and customers and secondly to the framework of legal relationships between the railway undertakings themselves and between railway undertakings, infrastructure managers and service providers. Contractual relationships must be clearly defined, consistent and balanced. The CIT works closely with partner organisations (OTIF, CER, UIC, OSJD, RNE, etc). The CIT also makes a substantial contribution to developing international transport law even further.
2. **Practical support.** The CIT offers practical help to its members. Thus it draws up documentation, for example, standard documents (general terms and conditions, boilerplate contracts, checklists, etc) and manuals (best practice). In addition, the CIT develops and standardises international transport documents such as consignment notes and tickets. Together with its partners, the CIT defines the legal, functional and sometimes even technical requirements so that railway undertakings can implement the provisions of COTIF and European law.
3. **Links between Europe and Asia.** The CIT participates actively in the work to create uniform rail transport law for passenger and freight traffic between Europe and Asia. Although laws should be interoperable beyond the frontiers of the European Union and the OTIF states they should also include multimodal movements (rail-sea traffic).
4. **Working with other trade associations.** The CIT's prime task is to provide legal services. In addition to its own members it also supports partner railway organisations. It liaises with these organisations in order to avoid gaps and overlaps.
5. **Training and information.** The CIT offers its members professional training on CIT documentation and keeps them up-to-date on current issues concerning international rail transport law.
6. **Networking forum.** The CIT offers its members a forum allowing them to work together when implementing international rail transport law. In doing so, it works within the limits imposed by competition law.



The CIT actively supports movement by sea

For freight traffic, the link between the rail and deep sea modes over long distances is becoming more and more important. Accordingly, the CIT intends to give more attention to movement by sea. In that context the General Conditions of Carriage for rail-sea traffic were developed in 2013. The new 'Multimodal Committee', which is to be set up in 2014, will consider how the various different modes of transport will work together in future.

Jean-Luc.Dufournaud(at)sncf.fr

Original: FR

Conference of Freight Claims Departments, Bern, 28 May 2014

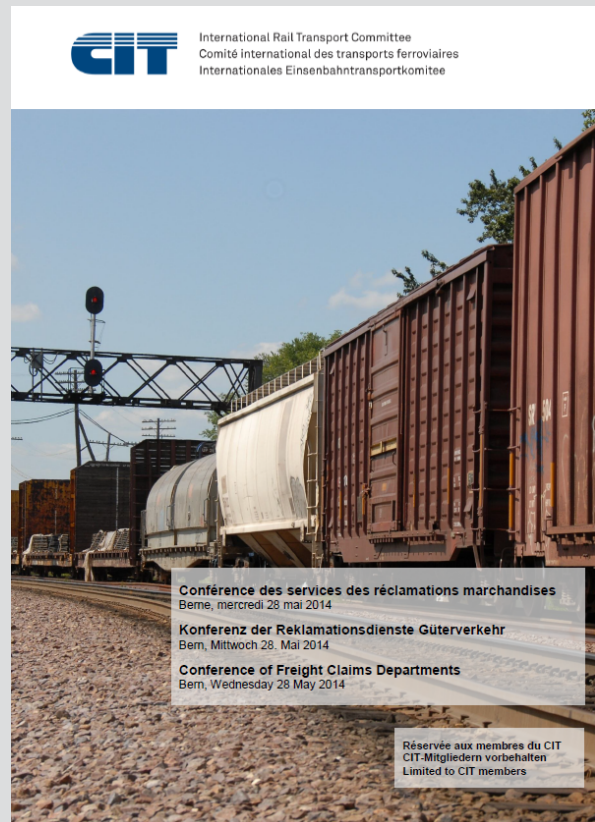
It gives us great pleasure to be able to invite you to the Freight Claims Departments' Conference 2014. The conference will be held on Wednesday 28 May 2014 in the CIT offices in Bern. The conference is designed for members of the CIT, and in particular staff from claims departments, commercial departments and legal departments. As always, the conference will make a contribution to CIT members' continuous professional development programmes and to the development of CIT freight documentation.

Firstly, there will be a follow-up to the discussions in last year's conference, we shall also review the changes being made to CIT freight documentation (including some points that refer to wagon law). We will provide participants with an update on the work the CIT is doing with OTIF to advance the revision of COTIF (this work will start formally this year). Finally, we will examine the procedures for recording loss and damage, identifying the problems which arise in practice and the ways in which IT techniques can help.

In the second part of the conference, issues of general interest will be analysed in syndicate groups. These issues will include: the application of the CIM Uniform Rules and the AIM, identifying loss and damage and the Claims Handling Agreement Checklist. The results of this work will be presented and discussed in the plenary session.

As normal, the last part of the conference will be given over to contacts between participants. This will provide the opportunity to improve working relationships between various departments and to resolve specific outstanding issues. The CIT General Secretariat will be pleased to assist in organising appointments if necessary.

We are already looking forward to being able to greet you in Bern in May.



Further information / registration

➔ www.cit-rail.org



CIT DIARY OF EVENTS

Date	Event	Location	CIT contact
6/7 March	'Berner Tage' on International Rail Transport Law	Bern	
25 March	CIM Committee	Bern	Erik Evtimov
26 March	Experts Group 'multimodality'	Bern	Erik Evtimov
25/26 March	CIV Working Group	Bern	Isabelle Oberson
2 April	Experts Group 'Revision COTIF'	Bern	Erik Evtimov
3 April	Ad-hoc technical group ECN CIM/SMGS	Warschau	Lothar Schneemann
8 April	'Quo Vadis CUI' Workshop	Bern	Myriam Enzfelder
9 April	CUI Committee	Bern	Myriam Enzfelder
24 April	Executive Committee 1/2014	Bern	Cesare Brand
13/14 May	CIV Working Group	Bern	Isabelle Oberson
19/20 May	CIV/SMPS Working Group	Paris-Berlin	Erik Evtimov
28 May	Conference of Freight Claims Departments	Bern	Erik Evtimov
11 June	Conference with Organisations representing Customers	Bern	Henri Trolliet
12/13 June	CIM Working Group	Bern	Erik Evtimov
27 June	CIV Committee	Bern	Isabelle Oberson

Events with CIT participation

Date	Event	Org.	Location	CIT contact
11/12 March	Commercial and technical group	UIC	Paris	Thomas Gyger
13 March	Freight Steering Committee	UIC	Paris	Cesare Brand
14 March	SBB Regulierungskonferenz	SBB	Bern	Cesare Brand
18/19 March	Univeral Rail Ticket (URT) meeting N°5	UIC/ÖBB	Wien	Thomas Gyger
19/20 March	Arbeitsgruppe «Betrug mit Fahrscheinen»	COLPOFER	Bratislava	Thomas Gyger
20 March	4th Lucerne's Transportation and Logistics Days	SSC	Luzern	Erik Evtimov
27 March	Railteam Symposium	Railteam	Brussels	Cesare Brand
2 April	Customer Liaison Group	CER	Brussels	Isabelle Oberson
4 April	1. Rail Shipping Summit	BPRM	Sassnitz	Cesare Brand
3/4 April	Group of Experts on Unified Railway Law	UNECE	Genf	Erik Evtimov
9 April	'Revision CUV' Working group	OTIF	Bern	Erik Evtimov
9/10 April	Univeral Rail Ticket (URT) meeting N°6	UIC/TCDD	Istanbul	Thomas Gyger
10 April	CER Assistants Meeting	CER	Brüssel	Cesare Brand, Isabelle Oberson
15-16 April	Workshop Euromed Transport	EuroMed	Tunis	Henri Trolliet
15 April	eRail Freight Project Manager Meeting	UIC	Paris	Erik Evtimov
15/16 April	SIIFI International	UIC	Paris	Erik Evtimov
29 April	TAP-TSI	UIC	Lyon	Thomas Gyger
5/6 May	5th Annual Middle East Rail Opportunities	SAR	Riyadh	Cesare Brand
13-15 May	UIC Working Group SCIC-NRT	UIC	Breclav	Thomas Gyger
13 May	Steering Committee Freight	UIC	Paris	Erik Evtimov
14 mai	Freight Forum	UIC	Paris	Erik Evtimov

Produced by:
International Rail Transport Committee (CIT)
Secretariat General
Weltpoststrasse 20, CH-3015 Berne

Phone +41 31 350 01 90
Fax +41 31 350 01 99
E-Mail info(at)cit-rail.org
Internet www.cit-rail.org