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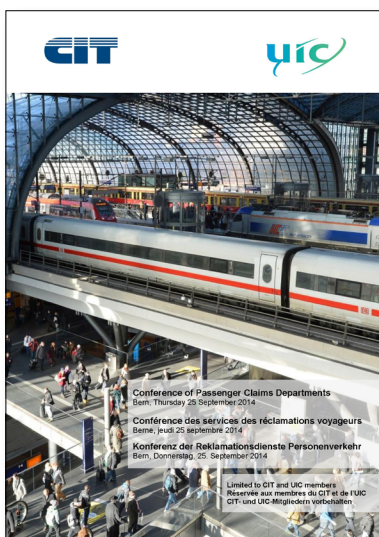
Passenger Claims Departments' Conference: Bern, Thursday 25 September 2014

In the morning we will brief participants on how the European Union's Passenger Rights Regulation is evolving and what the European Commission thinks about the progress the railways are making to implement it. The Czech Railways (CD) will describe how they implements the PRR in practice. We will demonstrate the progress made with the Train Information System (TIS) and how it works.

In the afternoon the focus will be on data protection and data security. What conditions do customers and railway undertakings require electronic distribution and sales channels to meet?

Please register your interest in attending by 12 September 2014

→ [Flyer / registration](#)



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EDITORIAL



Dear Reader,

In the Passenger Traffic section of the newsletter you have before you, we report on the CIV Committee meeting that was held on 27 June. The Committee approved the work completed by the CIV Working Group in the course of the last 12 months and has now included the amendments in the relevant CIT documents. Under Freight Traffic, we report on the successful Conference of Freight Claims Departments, which was held on 28 May. With the meetings of the CIM Working Group on 12 und 13 June, the Conference with Organisations representing Customers on 11 June and the meeting of the CIM-SMGS Working Group on 2 and 3 July, the Freight Traffic sector put in a final spurt before we break for the summer holidays. This issue of our newsletter also includes a report on the meeting of the OTIF's Revision Committee from 25 to 27 June in Bern. And finally, I would highly recommend the most interesting and informative article contributed by Adriaan Hagdorn, Legal Counsel Dutch Railways (NS), on liability in the Dutch contract on the use of infrastructure.

May I take this opportunity to wish you very pleasant summer holidays!

Best wishes from Bern
Cesare Brand
Secretary General of the CIT



TRANSPORT LAW AND POLICY

CIT topics discussed by the OTIF Revision Committee

After consulting with the EU Commission, the suggestions put forward by the CIT to modify the CIM Uniform Rules relating to the electronic consignment note are to be submitted as OTIF revision proposals to the General Assembly next year for approval. CIT's suggestions relating to the CUI Uniform Rules are to be discussed in greater depth by a working group set up by the Secretary General of OTIF.

The OTIF Revision Committee met from 25 to 27 June in Bern. In addition to modifications of the basic agreement and several modifications to the technical appendices relating to the "Entity in Charge of Maintenance", there were also discussions on the suggestions put forward by the CIT.

In terms of the suggestions relating to the CIM Uniform Rules, which primarily affect the introduction of a legal basis for the electronic consignment note, the deliberations resulted in the need for an additional formal consultation with the EU Commission to ensure that possible interfaces to the new EU Customs Code can be clarified. The Secretary General of OTIF plans to convene a meeting, with the CIT attending, to discuss the matter after the summer holidays. This will pave the way for a decision to be taken by the OTIF General Assembly next year.



The Secretary General of OTIF, François Davenne, will provide information on the progress made in the Revision of COTIF at the CIT General Assembly on 20 November.

The result of the deliberations on the suggestions made by the CIT relating to the CUI Uniform Rules was also pleasing. The CIT has interest in specifying the scope of the CUI UR, in the establishment of a legal basis for the European General Terms and Conditions of use of railway infrastructure (E-GTC-I) and the establishment of a balanced liability regime between the railway undertakings and infrastructure managers have attracted the interest of the OTIF Member States and the European Commission. The Secretary General of OTIF has been authorised to set up a working group with the aim of discussing the issues in detail and preparing appropriate

proposals. The first meeting of this working group is to be held at the end of the year. No success has been achieved as yet, but a start to the discussions has been made!

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Original: DE



PASSENGER TRAFFIC

Sixteenth meeting of the CIV Committee

The CIV Committee held its annual meeting on 27 June 2014 in Bern, where it considered the most pertinent issues related to the rights of rail passengers and their implementation, as well as a number of important issues related to further development of the CIT products for passenger traffic. Decisions taken by the CIV Committee will have to be implemented during the next few months by the CIT members to ensure timely and accurate application, foremost of the new documents.

Revision of the GCC-CIV/PRR and the AIV

The CIV Committee adopted some minor changes in the GCC-CIV/PRR general conditions of carriage and revised the AIV agreement. The minor amendments of the GCC-CIV/PRR were necessary due to the recent changes to the RID with respect to the carriage of dangerous goods as hand luggage, registered luggage, and luggage in or on board vehicles carried on trains.

The amendments of the AIV resulted from the adoption of the UIC leaflet 918-7 that contains technical specifications for handling claims and sharing compensation paid for IRTs. In addition, the CIV Committee adopted two new documents that will be annexed to the AIV. First, a new three-language form to facilitate the exchange of files between customer services departments will be introduced. Second, a new section will be added to Appendix 2 of the AIV.

This section stems from the rules drawn up by the UIC RCF1 Group with slight adjustments and deals with accountancy rules to be observed in sharing out compensation for delay according to Chapter 4 AIV.

All amendments to the GCC-CIV/PRR and to the AIV adopted by the CIV Committee will come into effect on 1 January 2015.

Evolution of the rights of airline passengers

The CIV Committee took note of the most recent developments with respect to revision of the Regulation on Air Passenger Rights No 261/2004/EC. Currently, the Commission's proposal is being discussed by the Council and the



The CIV Committee, chaired by Carmen Filipescu

Parliament in the first reading. The concerns expressed by the industry with respect to the extension of the Air PRR to the rail leg (see CIT-Info 4/2013) were partly addressed in the amendments introduced by the European Parliament in February 2014. Namely, the extension of the scope of the Air PRR to other modes is limited only to the cases of missed connections. A position of the Council, which may take even a more balanced approach, is expected later this year.

Exemptions to the application of the Rail PRR

Finally, the CIV Committee took note of the updated list of exemptions from the Rail PRR as of May 2014. Notably, some of the existing exemptions were granted until 3 December 2014. The Regulation on rail passenger rights 1371/2007/EC provides for a possibility to exempt certain services from the application of the Regulation. According to Article 2(4) of Regulation 1371/2007/EC domestic rail passenger services can be exempted for five years and extended twice for five years. Also urban, suburban and regional rail passenger services can be exempted from the application of Regulation 1371/2007/EC according to Article 2(5). Thus, the application of Regulation 1371/2007/EC after December 2014 will to a large extent depend on the decision and the respective requests of the EU Member States to extend exemptions that already exist.

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Original: EN

The CIV/SMPS Working Group has finalised the guideline on the COTIF/CIV-PRR – SMPS liability regimes

At the last meeting of the CIV/SMPS Working Group at the end of May, the results of the first phase of CIT's "CIV/SMPS Legal Interoperability" project were presented in the form of a guideline on the COTIF/CIV-PRR – SMPS liability regimes governing international passenger services.

First CIT meeting held in a train running between Paris and Berlin

The 8th meeting of the CIV/SMPS Working Group was held at the invitation of FPC AG on board train no. 24 travelling between Paris Gare de l'Est and Berlin Central Station. The President of the CIT, Jean-Luc Dufournaud, welcomed those participating in the meeting at Gare de l'Est on behalf of the CIT Executive Committee and emphasised the future role of international East-West passenger rail services. The Deputy General Director of FPC AG, Oleg Nikitin, also welcomed all participants of the meeting and invited them to board the train. He pointed out the unique character of this meeting that was to be held on board FPC's train no. 24 travelling between Paris and Moscow. On arrival at Berlin Central Sta-



The CIV/SMPS Working Group, led by the Chairman of the CIT, Jean-Luc Dufournaud, and the Vice-Director of FKP, Oleg Nikitin, boards the train in the Gare de l'Est in Paris

tion punctually at 21:01 at the end of a thirteen-hour journey and having completed their work, the Working Group was given a festive reception by the Vice President of the CIT, Maria Sack.

FPC (a subsidiary of the Russian Railways RZD and member of the CIT) currently provides passenger services in 20 European and Central Asian countries, in addition to China and Mongolia. The Moscow-Nice and Moscow-Paris train services are known as the basic elements of the company's "Window to France" project. The two trains cross the bor-



The train arrived, on time at 21:01, in Berlin Hauptbahnhof

ders of seven countries and are an excellent example of a successful Europe-wide rail service. The high-quality of the operations is to a large extent dependent on the collaboration and coordination between the partner railways involved.

The meeting held on board the train was not only a unique opportunity for those involved to experience first-hand how cross-border passenger services are handled on the Paris - Berlin line, but also to examine in detail the key issues and their impact on international East-West passenger transport services from a variety of viewpoints. The GS CIT would like to thank all those involved most sincerely for an extremely successful event.

Guideline on the COTIF/CIV-PRR – SMPS liability regimes

The guideline on the COTIF/CIV-PRR – SMPS liability regimes will be published by the CIT and OTIF in three languages (German, English and French) and made available to CIT members in electronic form. It will begin with a synthesis of the most important findings obtained from the comparative table of the various liability regimes and will also include an interactive display of the individual traffic routes lying within the scope of COTIF/CIV-PRR – SMPS. This results in a systematic and coherent understanding of the various legal systems governing international passenger traffic. The publication of the guideline is scheduled for 1 October 2014, ahead of the CIT General Assembly.

In close collaboration with the OSJD Committee, the guideline will also be published in Russian and Chinese.

The General Secretariat of the CIT has additionally developed computer-based solutions for an interactive map for the visual display of international passenger traffic. The interactive passenger traffic map not only takes into account applicable international law, but also EU law, specifically the PRR regulation, complete with all exemptions granted in the EU Member States. It is available on the CIT's website to all members of the CIT, OTIF, the EU and the OSJD.

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Original: DE



FREIGHT TRAFFIC

Annual Freight Claims Departments' Conference

This event is organised into three distinct parts, firstly consideration of topical issues, then syndicate workshops to discuss particular issues and lastly networking to foster working relationships.

Representatives of freight claims and legal departments of CIT members took an active part in the conference held in Bern on 28 May 2014. Jean-Marie Sié, who chaired the event, said that he was delighted to see a number of new members amongst the participants. The conference had two objectives: firstly to inform participants and provide continuous professional development and secondly to liaise on topical issues and strengthen links between railway undertakings' after-sales departments.

2014 was a year of change

A survey of the use that railway undertakings are making of consignment notes provided the opportunity to consider the most recent developments (CIM Working Group) and emphasised the need to revise the CIM Uniform Rules (Article 6a). The implementation of the electronic consignment note should be matched with other changes such



Jean-Marie Sié (3rd from the left), who chaired the event, presents the programme

as the consignee's right to amend the contract of carriage once the consignment arrives in the destination state (Article 18 § 3 CIM) and the carrier's right to return the goods to the person entitled or to destroy them (Article 22 § 6 CIM). Amongst other issues, the suggestions for amendments to the CUI Uniform Rules to clarify their scope and to extend infrastructure managers' liability (to cover loss and damage other than to property) are being studied.

To support multimodal chains and to move towards making the CIM and SMGS interoperable, CIT documentation was supplemented by the GTC EurAsia on 1 July 2014. These

general terms and conditions should contribute towards making it easier to use rail transport.

2014 will be distinguished by the creation of the Multi-modal Committee. It will work on road-rail interfaces for international traffic and on the CIT/IRU initiative to create a standardised contract. Contractual models to provide for the hypothesis that the carrier does not necessarily have to be a railway undertaking will also have to be developed and tested. A series of interdependent liability relationships will have the effect of weakening the chain of liability.

Issues of general importance

The participants were split into syndicate groups to consider specific topics, participants in the first group exchanged views on the application of the CIM Uniform Rules and the AIM to address specific issues such as those arising from settlement of non-tangible loss and damage and damage to packaging. The second group considered making out formal reports to report damage to wagons which had been discovered. The third group examined the Claims Handling Agreement Checklist to improve the quality of after-sales service and to make savings by simplifying claims handling.

Recording of loss and damage

A legal analysis of reporting of loss and damage in transit was made. A diagram of the relationships helped to clarify issues. It showed that the railway undertaking plays a central role in the relationship between the loader, wagon keeper and infrastructure manager. The railway undertaking must take action quickly to protect its interests but allow more time when legal action is taken against it and must also retain evidence.

Networking

The third section was organised by the CIT as an opportunity for claims departments from the various undertakings to discuss issues of mutual interest. As appropriate they could make use of the CIT General Secretariat's legal expertise and the presence of interpreters to facilitate discussions.

The date of the 2015 conference was also fixed; it will be held on Thursday, 21 May 2015.

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Original: FR

Meeting between the CIT and representatives from customs organisations and trade associations representing customers

After a break, a further meeting with these organisations took place in Bern on 11 June 2014. Current issues and work in hand provided the key topics for the programme.

Clear motivation

International associations of carriers are to establish uniform model consignment notes in agreement with customers' international associations and bodies having competence for customs matters in accordance with Article 6 § 8 CIM. Given that background, the participants were briefed on the work, projects and main tasks of the CIT that affect them. That also provided the opportunity for them to provide the CIT with details of their aspirations and proposals for the various activities.

A well filled programme: revision of COTIF, multimodality and e-RailFreight

Several presentations updated participants on the changes planned in the project to revise COTIF 1999; the project to

make the CIM and the SMGS legally interoperable including the publication of the GTC EurAsia; the multimodality project using the GTC Rail-Sea Traffic and on the results of other CIT activities. These other activities included suggestions for widening the scope of the CUI Uniform Rules to include international movements so as to harmonise liability between infrastructure managers and carriers.

Moving forward, the meeting concentrated on the practical implementation of the electronic consignment note stressing the technical specifications for the CIM consignment note. The messages to be used must contain all the information currently shown on the paper consignment note. Development of CIT freight documentation does not only include the exchange of messages in the context of the contract of carriage but also the exchange of data between carriers and customs described in the GTM-CIT. The participants were reminded that whilst the objective was to prioritise the electronic consignment note, the use of paper consignment notes would continue for several years to allow railway undertakings to update their systems.

Lastly, participants were briefed on the changes made to CIT freight documentation in the last two years.

Representatives of organisations representing customers together with those representing customs welcomed these projects and hoped that the e-RailFreight project would improve the quality of data required for international freight



On the photo, left to right, are Joël Forthoffer (CIT), Ralf Gutbrod (Raildata), Lothar Schneemann (DBSR DE) and chair of the meeting Erik Evtimov (CIT)

traffic by rail and allow it to be exchanged more rapidly. Representatives from DG TAXUD (customs) and FIATA gave brief details of the work they were doing.

An encouraging outlook

The CIT and the organisations representing customers agreed to continue to work together. Cooperation would be organised as a function of requirements and liaison arrangement would remain the same. A further meeting could thus

be envisaged if the work to revise COTIF was extended or as a function of the new Customs Code entering into force. Until then, the CIT General Secretariat will provide customer organisations with regular briefings in writing on the issues that affect them.

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Original: FR

The CIM Working Group meeting in June 2014

The meeting held on 12 and 13 June started with a report on the progress being made on the development of projects to support freight traffic. It continued with the examination of further legal and operational problems. The working group will make proposals to the CIM Committee's next meeting in March 2015 for changes to CIT documentation in order to resolve these issues.

Projects

This item started with a presentation of the revision of COTIF and the suggestions that the CIT was making. The CIM Working Group reviewed progress with drawing up the technical specifications for the electronic CIM/SMGS consignment note. The CIM Working Group welcomed the various proposals and the proposed creation of the Multimodal Committee which will take over the development of CIT documentation for rail-sea traffic.

Legal issues

In this area the group examined the contractual model for providing carriage when accepting the hypothesis that the carrier was not necessarily a railway undertaking. In doing so they gave particular attention to the legal position of the substitute carrier and his auxiliaries.

Operational issues

In this area the CIM Working Group took note of the decision of the CIM Committee on 25 March 2014 on retaining information relating to the transport of dangerous goods.



The CIM Working Group deep in discussion of numerous new issues

The CIM Working Group supported the work on the electronic CIM consignment note and electronic CUV wagon note and encouraged the further work planned. This work includes deciding what existing documentation has to be amended. The group is likewise supporting the work being done by the CER Customs Group and instructed the CIT General Secretariat to participate in the work of the group of experts mandated to examine the rail aspects. The working group is examining a new simplified transit procedure for rail based on the electronic consignment note and the new Customs Code.

The next meeting of the CIM Working Group will be held in the CIT offices in Bern on 3 & 4 December 2014.

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Original: FR



Liabilities in the contract of use in the Netherlands

The CIT workshop “Quo Vadis CUI” provided an interesting overview of legal aspects of the contracts of use of railway infrastructure to be concluded between the infrastructure manager (IM) and the railway undertaking (RU). One of the issues has been legal fragmentation, as an access agreement is subject to international law (COTIF/CUI), European law (Directive 2012/34/EU) and national law. As a consequence, liabilities of the IM and the RU can be different, depending on whether the CUI or national law applies. In this brief contribution the liabilities in the relations between ProRail (the Dutch IM) and the RUs are described. The main theme is the harmonisation of liability clauses with COTIF/CUI.

In 1995 ProRail and NS became legally independent entities, first within a holding structure and as from 2003 as separate legal entities. Therefore, it became necessary to design a system for liabilities between ProRail and RUs. In 1996 talks started on such a liability system that had to be implemented in the GTC of the contract of use. Those talks were supervised by the Ministry of Transport in the starting phase. However, parties realized that it was in their best common interest to reach an agreement. Otherwise, they would have run the severe risk that the Dutch State might have used its statutory power to impose a GTC by a governmental decree.

One of the main principles has been to avoid (as much as possible) legal complexity. This resulted in the introduction of a threshold for bagatelle damages less than (now) € 5,000 and the explicit, reciprocal exclusion of liability for the loss of profit or turnover. Another important principle has been - and still is - compliance with international and European law, especially COTIF1980 and as from 2006, COTIF as amended by the 1999 Protocol.

Agreement on the content of the GTC was reached in 1997. Since then the GTC has been amended almost every year. The last major change to the GTC has been the incorporation of the European General Terms and Conditions of use of Railway Infrastructure (EGTC) in order to harmonize the GTC with COTIF/CUI and with EGTC. An important step was the agreement that CUI is also applicable on domestic rail services.

Those amendments are part of an annually recurring procedure for the realization and publication of the Dutch Network Statement. ProRail is obliged to consult RUs on the draft Network Statement that includes the GTC. The right to make comments gives RUs an opportunity to amend a proposal or to make proposals themselves, which is often done. Nevertheless, the obligation to conclude an access agreement, to publish the Network Statement in time and to treat every RU in the same, non-discriminatory manner, leave little room for manoeuvre.

Liability clauses

ProRail accepts liability to the RU for:

- personal injury (death or any other form of bodily or emotional harm),



Adriaan Hagdorn (1958) started his career as an advocate in Rotterdam (contracting, liability, insurance and criminal law). As from 1990 he worked as a legal counsel with Dutch Railways (NS) in several positions. Now he is general advisor regarding international and national railway regulation. He publishes regularly on railway law.

- property damage, namely the destruction of damage to movable and immovable property and
 - financial loss,
- provided the cause lies in the railways and has been inflicted upon the RU or its auxiliary staff during the use of the railways.

“Railways” are defined as the railway infrastructure including facilities, the management of which has been assigned to ProRail. A “loss event” is an event or series of events, resulting in loss, following on from one and the same cause.

An important restriction is that liability for loss of turnover and profit is excluded. This restriction is considered necessary and reasonable as it is almost impossible to conclude a third-party liability insurance which covers such costs. Also it would give rise to long discussions about the extent of the loss of turnover and profit and the causal relationship between the event leading to liability and such damages.

Also “financial loss” is limited to the loss of the following four components:

- the compensation owed by the RU to parties with which it has concluded transport agreements or other third parties, excluding the compensation that the RU is obliged to pay to these parties under the terms of national, European or treaty law, such as the Dutch Civil Code, the Passengers’ Rights Regulation (EC) No. 1370/2007, the COTIF/CIV or the COTIF/CIM. The Passengers’ Rights Regulation is applicable not only to the international transport of passengers, but also to the domestic transport of passengers, as the Dutch government did not exempt application of the regula-

- tion to domestic rail passenger services. As a result, the main part of the COTIF/CIV is also applicable to domestic rail passenger services in the Netherlands, the CIV being annex I of the regulation;
- the reasonable costs of salvage, evacuation, determining the liability and the extent of the loss;
 - the costs of replacement transport (for instance by coach) and handling costs, subject to the condition that the RU is unable during a period of at least eight consecutive hours to make full use of its allocated capacity, calculated from the start of the cause attributable to ProRail;
 - the costs of replacement transport for those passengers and freight shipments, meaning those passengers and freight shipments that make use of a rail vehicle directly involved in the event of loss as well as those passengers and freight shipments that make use of a rail vehicle that experience a comparable degree of hindrance. This clause is applicable to railway vehicles that are not directly involved in an incident but do suffer delay due to a train that is involved in an incident and obstructs their track.

ProRail is relieved from liability:

- a) in case of personal injury and financial loss ensuing from the compensation owed by the RU under the following terms of the CUI:
 - > *if the loss event was caused by circumstances outside the operation of the IM which he, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof;*
 - > *insofar as the loss event can be attributed to the person who has suffered the loss;*
 - > *if the loss can be attributed to the behaviour of a third party, which ProRail, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof;*
- b) in case of personal injury and financial loss ensuing from the compensation owed by the RU under the terms of the CUI, whereby the loss is caused by a RU or an instruction by the RU that cannot be attributed to ProRail or by circumstances that he could not avoid;
- c) in case of financial loss other than referred to under a) and b) above:
 - > *if the loss event can be attributed to the RU or to an instruction given by the RU that is not attributable to ProRail,*
 - > *if the loss event was caused by circumstances, such as force majeure or behaviour by a third party, which ProRail, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof.*

Grounds for relief a) and b) are literally based on Article 8 § 2 of the CUI.

ProRail is authorised by governmental decree to give

instructions to (employees of) the RU to perform its statutory task. Therefore, ProRail accepts no liability for damages or loss as a result of a lawfully given instruction within the scope of its task, under the condition that the instruction is necessary, reasonable and causes as little hindrance as possible to the normal operational activities of the RU.

On the other hand, ProRail can be held liable for loss resulting from late, incorrect or incomplete information provided to the RU, such as historic and real time information on (international) train movements. This liability is limited to the amount agreed upon by parties under the relevant service level agreement and also with an exemption for loss of profit or turnover.

As indicated, the RU will not submit any claim less than € 5,000 (to be increased to € 10,000) per loss event. However, ProRail offers an option to agree upon a threshold of € 100,000, to be calculated over the duration of the access agreement of one year.

Conversely, the liability of the RU towards ProRail follows the same structure, principles and wording. A clause is added that in case of damage to the railways, a settlement of benefit is applied if ProRail should benefit from repair if the damaged infrastructure has already been scheduled to be replaced.

An article is also added regarding liability amongst RUs. A RU has a contractual relationship with the IM. Regarding the access to the railway, there is no contractual relationship between the RUs. Therefore, a “third-party” clause has been added in the GTC. The RU accepts that another RU that has also accepted the GTC has the right to directly invoke the relevant (liability) clauses of the GTC against him. The liability amongst the RUs follows the same principles and structure as described above.

The Dutch GTC offers the RUs a fairly balanced and reasonable liability structure. Legal procedures are scarce; disputes are often settled. An advantage is that national and international law is harmonized. This leads to a common and broadly accepted liability system that is applicable to both domestic and international carriage of goods and passengers by rail. This is not only in the best interest of the IM and the RU, but also in the interest of the customers of the RU.

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Original: EN

Useful links

- www.prorail.nl
- www.keyrail.nl
- www.rne.eu
- [EGTC](#)

New version of the “European General Terms and Conditions of use of railway infrastructure”

Supported by legal experts from EIM and CER, the GS CIT and RNE have held negotiations since March 2013 for a new version of the EGTC (available in English only). The focus was on preparing an updated version of the EGTC, which was based on European Directive 2012/34/EU establishing a single European railway area (recast) that came into force at the end of 2012.

Trilingual version and a new name

As an additional measure to promote the application of the harmonised GTC of use of railway infrastructure, the language of the English version has been improved and official translations of the text in German and French have been provided. The abbreviation is also new, and has the same structure in all three languages⁽¹⁾ :

- EN: E-GTC-I;
- FR: E-CG-I;
- DE: E-AGB-I.

The new version of the E-GTC-I will be available as of 1 September 2014

The majority of the suggestions made by the CIT during the negotiations were approved. From the viewpoint of the carriers, further optimisation remains limited to modifications to the recast and will not be required until after its implementation date (16.06.2015).

The relevant CIT and RNE committees approved the new version in spring 2014. The E-GTC-I will enter into force on 1 September 2014 and will be made available to the general public as a trilingual version on the CIT's website. The English version will be published on RNE's website.

With the completion of the update and the publication of the trilingual version, a major contribution can now be made to the continued and extended application of the harmonised GTC of use of railway infrastructure.

Information for the European Commission and national regulators

In conjunction with the organisations involved, the CER intends to present the E-GTC-I to the European Commission at a CER event in Brussels, together with the RNE, CIT and EIM.

They are also to be presented next year to the national regulatory bodies who approve the changes to the network statements.

Adoption in the agreements

The railway undertakings are cordially invited to contact the infrastructure managers whose infrastructure they use and request that the E-GTC-I be applied and included in the network statement. This can be done during national consultations on the network statements, for example, or at meetings of the European rail freight corridor advisory groups (“RFC Advisory Groups”).

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Original: DE

(1) The prefix “E” is used for all language versions to enable the international harmonised GTCs to be identified immediately and to distinguish them from the national GTCs/network statement (additionally agreed as necessary) of the infrastructure manager. The suffix “-I” is designed to show that the GTCs/network statement govern/governs the use of infrastructure. In the future, it is conceivable that the designation of additional negotiated harmonised legal provisions relating to the use of infrastructure between the railway organisations will adopt this principle.



New addition to the General Secretariat staff

As a result of changes to the standard European regulatory conditions for ticketing, there has been an increase in the demand placed on the CIT in this area. To meet our members' needs in ticketing issues, the GS CIT has been looking for a proven specialist in this field.

This challenge has now been taken up by Jan Svensson. He has worked for many years with the General Agency

of Deutsche Bahn AG in Sweden and Finland, where he was responsible for both the freight and passenger transport sectors.

He acquired the qualifications required for the position at the CIT as "Manager International Sales & Marketing" at SJ AB in Sweden. He began his career there in 1989 and was responsible for all areas relating to international rail transport, e.g. international fares, ticketing and international collaboration.

Mr Svensson was also Chairman of the CIT's CIV Working Group from 2007 to 2012 and Vice Chair of the CIT's CIV Committee.

Jan Svensson will take up 80% of his duties in his new position at the CIT on 1 September. We wish him a very warm welcome to our team and look forward to an excellent working relationship.

Katja.Siegenthaler(at)cit-rail.org

Original: DE



Farewell to Dominic Quiel

Dominic Quiel joined us in August 2013 on a temporary basis to provide legal assistance in the CIT's freight traffic sector, which was undermanned at the time following the departure of Michel Libis.

As a result of his legal know-how and his interest in the freight traffic sector, he soon became familiar with the

work involved. His professional attitude and experience certainly helped to ease the workload in the freight traffic sector.

We would like to thank Dominic Quiel for his commitment and wish him all the best and lots of success for the future and particularly for his new position.

Katja.Siegenthaler(at)cit-rail.org

Original: DE



CIT DIARY OF EVENTS

Date	Event	Location	CIT contact
28 August	«Revision COTIF» group of experts	Bern	Erik Evtimov
11/12 September	Co-ordination and Steering group CIM/SMGS	Warsaw	Erik Evtimov
18 September	Executive Committee 2/2014	Luzern	Cesare Brand
25 September	Conference of Passenger Claims Departments	Bern	Thomas Gyger
2 October	Ad-hoc technical group ECN CIM/SMGS	Warsaw	Lothar Schneemann
21 October	CIV/SMPS working group	Bern	Erik Evtimov
28 October	CUI Committee	Bern	Myriam Enzfelder
12 November	Multimodality Committee	Bern	Erik Evtimov
12/13 November	CIV working group	Geneva	Tetyana Payosova
20 November	CIT General assembly	Bern	Cesare Brand
3/4 December	CIM working group	Bern	Erik Evtimov

Events with CIT participation

Date	Event	Org	Location	CIT contact
3 September	Ticketing Group	CER	Brussels	Jan Svensson
4/5 September	Generalversammlung VöV	VöV	Leysin	Cesare Brand
4/5 September	XXIII Plenary Meeting of the Coordinating Council on Trans-Siberian Transportation	CCTT	Ekaterinburg	Erik Evtimov
9 September	Project Group on Simplified transit declaration by means of using an Electronic transport document	EU	Brussels	Cesare Brand
10/11 September	Workstream Leaders Meeting	FSM	London	Jan Svensson
16/17 September	Commercial Group and Technical Group	UIC	Paris	Jan Svensson / Tetyana Payosova
22 September	General Assembly	CER	Berlin	Cesare Brand
23 September	FSM Steering Board	CER	Berlin	Cesare Brand
25 September	Coordination meeting CIT-IRU	IRU	Geneva	Erik Evtimov
29 September	Meeting "Friends of the Chair"	UNECE	Geneva	Cesare Brand
4/5 October	Erweiterte Präsidiumssitzung der IVT	IVT	Belgrade	Cesare Brand
7/8 October	Railway Days	Club Feroviar	Bucharest	Erik Evtimov
8 October	High Level Passenger Meeting	CER/UIC	Utrecht	Cesare Brand / Isabelle Oberson
9 October	Steering Committee Freight	UIC	Paris	Erik Evtimov
14/15 October	Rail Freight Conference	FIATA	Istanbul	Erik Evtimov
21 October	Seals working group	CER	Bucharest	Joël Forthoffer
22 October	Customer Liaison Group	CER	Brussels	Tetyana Payosova
23 October	Passenger Working Group	CER	Brussels	Tetyana Payosova
30/31 October	Group of Experts towards Unified Railway Law	UNECE	Geneva	Cesare Brand / Erik Evtimov
6 November	Passenger Commercial and Distribution Forum	UIC	Paris	Cesare Brand
24/26 November	(SC.2) Working Party on Rail Transport	UNECE	Geneva	Cesare Brand / Erik Evtimov
25 November	Study group - wagon users	UIC	Paris	Erik Evtimov

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