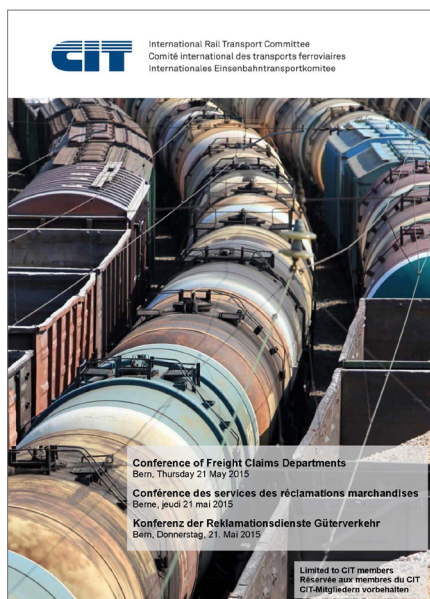




CONTENTS



Freight Claims Departments' Conference: 21 May 2015 in Bern

An overview will be presented of the latest developments in CIT freight documentation and a summary of the progress made in the revision of COTIF. Examples of legal and practical experience will then focus on damage due to theft.

Topics will initially be dealt with in groups and then discussed during the plenary session. They relate to the handling of claims, total damage to goods in transit – allocation of compensation payments and formal damage report in electronic form.

A detailed conference programme will be made available for download from the CIT website.

➔ www.cit-rail.org

- 2 Italy's ratification of COTIF 1999
- 3 EU-Commission clarifies conditions of access to railway infrastructure
- 3 Protection of passengers' personal data
- 4 New CIT Document on Carriage of Dangerous Goods by Passengers
- 5 CIT & IRU experts' work on the CMR – CIM comparative table incl. new SMGS
- 6 International Rail Conference in Prague, 18-20 March 2015
- 6 News from the CIM Working Group
- 7 Railway organisations present the updated E-GTC-I to the EU-Commission
- 8 How are transit periods calculated in international freight traffic?
- 9 CIT itself



EDITORIAL



Dear Readers,

It gives me great pleasure to present the first CIT-Info newsletter this year. We report in freight traffic on our collaborative efforts with the IRU (International Road Transport Union). The CIT not only wants to speak about multimodality, we want to make it happen. For this reason, we are working with the IRU to create legal documents (general terms and conditions, boilerplate contracts, etc.) that will simplify transfer from one transport mode to another in the logistics chain in terms of both administrative and legal procedures.

In passenger traffic, we are introducing data protection. With the increasing digitalisation of documents and processes, particularly for distribution purposes, data protection law is also growing in importance for the work of the CIT. In infrastructure, we report on the efforts being undertaken to get the new E-GTC-I off the ground, true to our motto of "CIT documents are only good when they are being used!"

Enjoy this issue!

Best wishes from Bern!
Cesare Brand
Secretary General of the CIT



Italy's ratification of COTIF 1999

The national ratification procedure in Italy was concluded on 20 October 2014 once the Senate had approved the ratification act. Following the formal countersigning by the President of the Republic and publication in the official journal at the end of 2014, the instrument of ratification was deposited with the Secretary General of OTIF at the beginning of 2015.

A circular dated 5 February 2015 from the Secretary General of OTIF, as the Depositary, announced that for the Italian Republic, COTIF, as amended by the Protocol of 3 June 1999 modifying the Convention concerning International Carriage by Rail (COTIF) of 9 May 1980 (COTIF 1999) applies from the day on which the instrument of ratification was deposited, i.e. 5 February 2015. The instrument was deposited with no reservations according to Art. 1 § 6 CIV and CIM or Art. 42 COTIF.

A full list of Member States and the status of ratifications, acceptances and approvals of COTIF 1999 is available on the OTIF's website, see under "Publications".

Erik.Evtimov(at)cit-rail.org

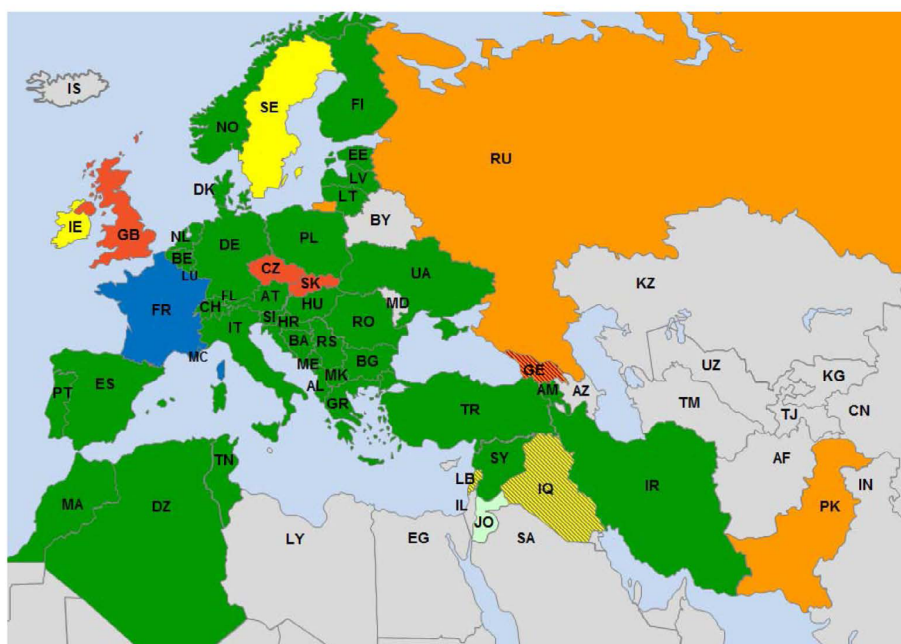
Original: DE



Champ d'application géographique de la COTIF et ses appendices Geografischer Anwendungsbereich des COTIF und dessen Anhänge Geographical scope of COTIF and its appendices

Etat au 5 février 2015
Stand 5. Februar 2015
Situation on 5 February 2015

- Tous les appendices de la COTIF (36)
Alle Anhänge des COTIF (36)
All COTIF appendices (36)
- Sans ATMF (2)
Ohne ATMF (2)
Without ATMF (2)
- Sans CUI/APTU/ATMF (3)
Ohne CUI/APTU/ATMF (3)
Without CUI/APTU/ATMF (3)
- Sans CUV/CUI/APTU/ATMF (1)
Ohne CUV/CUI/APTU/ATMF (1)
Without CUV/CUI/APTU/ATMF (1)
- Sans CIV/RID/CUV/CUI/APTU/ATMF (2)
Ohne CIV/RID/CUV/CUI/APTU/ATMF (2)
Without CIV/RID/CUV/CUI/APTU/ATMF (2)
- COTIF 1999 pas encore ratifiée (2)
COTIF 1999 noch nicht ratifiziert (2)
COTIF 1999 not yet ratified (2)
- Suspension de la qualité de membre (2)
Ruhe der Mitgliedschaft (2)
Membership suspended (2)
- Membres associés (1)
Assoziierte Mitglieder (1)
Associate Members (1)



Useful links

- ➔ [Geographical scope of COTIF and its appendices](#)
- ➔ www.otif.org

European Commission clarifies conditions of access to railway infrastructure for new international passenger services

The new Implementing Regulation of the European Commission clarifies the procedural steps and substantive criteria of the principal purpose and economic equilibrium tests relevant for access to railway infrastructure of the new international passenger services.

Directive 2012/34/EU establishing a single European railway area envisages conditions for access of an RU licensed in the EU to the railway infrastructure in all European Union Member States. Namely, Article 10 of the Directive provides that RUs shall be granted the right of access to railway infrastructure in all Member States for the purpose of operating an international passenger service. To this end, the RU has the right to pick up and set down passengers at any station located along the international route, including stations located in the same Member State. According to Article 10(3) of the Directive the main purpose of such service should be to carry passengers between stations located in different Member States. Article 11 of the Directive specifies that Member States may limit the right of access on services between a place of departure and a destination, which are covered by one or more public service contracts. Such a limitation is only permitted where the exercise of that right would compromise the economic equilibrium of a public service contract. Articles 10(4) and 11(2) of the Directive charged the Commission with adopting by 16 December 2016 measures establishing the details of procedures and criteria to be followed for the analysis of the principal purpose of the new service and its effects on the economic equilibrium of a public service contract. In line with these provisions the European Commission adopted an Implementing Regulation (EU) No 869/2014 of 11 August 2014. This Implementing Regulation is applicable as of 16 June 2015.

The Implementing Regulation confirms that the introduction of new, open-access international rail passenger services with intermediate stops should not be used to open up the market for domestic passenger services, but should merely focus on stops that are ancillary to the international service. Further, the Implementing Regulation defines a “new international passenger service” as “international passenger service that is proposed to be introduced on the market or implies a substantial modification in terms of increased frequencies or an increased number of stops of an existing international passenger service”. Finally, it clarifies that the applicant shall notify the regulatory bodies concerned of its intention to operate a new international passenger service before requesting infrastructure capacity from the infrastructure managers. The Implementing Regulation introduces the detailed procedural rules and the respective substantial criteria for (i) analysis of the principal purpose (i.e. is it an international or rather a domestic service), and (ii) analysis of the effects of a new international passenger service on the economic equilibrium of a public service contract (i.e. whether it causes any detriment to the economic equilibrium of a public service contract). Importantly, the evaluation of new international passenger services is conducted not *ex officio* by the regulatory body, but only upon request of the entities defined by the Implementing Regulation.

Tetyana.Payosova(at)cit-rail.org

Original: EN

Useful links

- ➔ [Directive 2012/34/EU](#)
- ➔ [Commission Implementing Regulation EU N°869/2014](#)



PASSENGER TRAFFIC

Protection of passengers' personal data: a far-fetched demand or a digital age need?

Digital solutions for services offered by railway undertakings to their passengers open up new opportunities for rail transport business, but also require more prudence with respect to personal data of passengers collected and processed by the railways.

Railway undertakings involved in the rail passenger transportation business deal with passengers and their personal data on a daily basis. Personal data can be collected by the railways for purely commercial purposes (analysis of consumer preferences), or in order to comply with their obligations under the Rail PRR, e.g. in case of compensation for delays. Today, data protection is already of great importance in the domestic railway business (especially with respect to Internet sales), and is increasingly becoming an issue in international passenger traffic (both in sales and ticketing processes, as well as after-sales activities).

The Member States of the European Union recognize a general right of every person to protection of his/her personal

data (Article 16 TFEU, Article 9 of the Charter of Fundamental Rights of the EU). Moreover, the right to protection of personal data constitutes an element of the human right to respect for private life, home and correspondence (Article 8 of the European Convention on Human Rights). Currently, in the EU Member States the actual implementation of the right to data protection is provided for by national legislation, primarily implementing EU Directive 95/46/EC on processing of personal data and free movement of such data. Facing the challenges of the Digital Age, the European Commission decided to improve the EU data protection framework and started preparing its reform in 2009. In 2012 it proposed among others to put in place a new Regulation (replacing Directive 95/46/EC) setting out a general EU framework for data protection. This would mean that instead of 27 national data protection frameworks, there will be one EU-wide regime. The European Parliament voted for the legislative package in the first reading on 12 March 2014. However, the new Regulation is not expected to be adopted before 2016.

The changes in the EU legislation on data protection may have an impact on the future passenger-related activities of the railways, especially in the areas of ticketing and after-sales. However, it should be noted that some EU Member States already have rigorous data protection laws that are more or less equivalent to the upcoming Regulation. Thus, the exact legal implications of the data protection legislative reform will depend upon existing national data protection regimes. The CIT General Secretariat together with the experts of the CIV Working group will further study possible legal implications of the data protection reform in the EU for the rail transport business.

Tetyana.Payosova(at)cit-rail.org

Original: EN

Useful link

➔ [Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data, OJ L 281](#)

CIV Working Group drew up the New CIT Document on Carriage of Dangerous Goods by Passengers

The new CIT document on carriage of dangerous goods by passengers as hand-luggage, registered luggage or in or on board vehicles on trains should assure more clarity for passengers and more legal certainty for the CIT members.

The amended version of the RID, which deals with the carriage of dangerous goods in freight traffic, but also in passenger traffic, entered into force on 1 January 2015. In the course of amendments undertaken by the OTIF RID Committee, Chapter 7.7 of the RID dealing specifically with the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles (car on train) by passengers was deleted. Instead, the respective rules are contained in RID 1.1.3.8, which simply refers to a number of other provisions that apply to the carriage of dangerous goods in passenger trains (for more detailed information see CIT-Info 6/2014).

In comparison, in the air sector information for passengers on the specific conditions of carriage of dangerous goods is an indispensable part of every trip by air. A lot has been done to standardize the signs of dangerous items and make this information available to passengers on numerous occasions (check-in at the counter or online, security control etc.). This is also due to the more serious nature of potential consequences of carriage of dangerous items on board during the flight. While the rules for the carriage of dangerous goods by passengers travelling by rail are far less stringent and accidents related to the carriage of dangerous goods are not that frequent, passengers must still be



The CIV WG suggests to include an additional appendix in the GCC-CIV/PRR on the carriage of dangerous goods by passengers.

aware of those rules. This is important for the security of the passenger service, but also in terms of liability of the carrier for possible damages to passengers and liability of the passenger for damages caused to the carrier due to carriage of dangerous goods by the passenger himself or by other passengers (Articles 26 §2, 32 §2 and 53 CIV).

The provisions on the carriage of dangerous goods in RID 1.1.3.8 are too technical for passengers. Following preliminary discussions with the CIV Working Group and the OTIF representative responsible for RID-related issues, the CIT General Secretariat proposed several options for a document for passengers on the carriage of dangerous goods in passenger trains. The CIV Working Group discussed the drafts at its last meeting on 4 – 5 February 2015 and decided to include an additional appendix in the GCC-CIV/PRR on the carriage of dangerous goods by passengers. The summary of those rules will be available in a tabular form, which can also be used by carriers to inform their passengers about the applicable rules. The new documents cover the RID requirements, but in simpler language. The new annex to the GCC-CIV/PRR and the summary table will be submitted to the CIV Committee in June 2015 for approval.

Tetyana.Payosova(at)cit-rail.org

Original: EN



CIT and IRU experts continue to work on the CMR – CIM comparative table – including the new SMGS

The aim of the collaboration between the CIT and IRU is to make concrete progress in the implementation of multimodality in practical terms. The two associations are working together on the creation of new legal documents designed to establish passerelle clauses at contract level between the various legal regimes and thus help to remove legal and administrative barriers in the transport chain. To provide the basis for the implementation of such passerelle clauses, the first step taken by the CIT and the IRU is the preparation of a comparative table of CMR-CIM-SMGS documents for the legal models of the collaboration between road and rail.

Interaction between COTIF/CIM and CMR

Since their creation, the COTIF/CIM and CMR conventions covering international carriage have had a mutual impact on each other and have thus contributed to their continuing development in legal terms. The CMR Convention for the international carriage of goods by road was developed in 1956 under the influence of the CIM of 1952 that was applicable at that time and subsequently contributed to its further development as part of the COTIF reform in 1999, which aimed in particular at achieving greater harmonisation between the CIM and CMR conventions.

However, for practical reasons, harmonisation between the two legal systems is limited. On the one hand, the principles of operation for rail transport differ from those for road haulage services: the truck driver has a “closer relationship” to the goods being transported, as he is closely involved in the loading and unloading of the vehicle, than is the case with the train driver, who in some cases collects fully loaded wagons or trains from the railway siding. On the other hand, deviations between the CIM and CMR conventions have been accepted because the provisions of the CIM convention tend to be more favorable to customers or provide greater legal clarity. In view of this situation, the performance of the carriage by a substitute carrier is covered in the CIM UR (Article 27 CIM), but not in CMR. There are deviating grounds for exemption from liability as stipulated in Article 23 § 3, Article 24, Article 25 CIM and differing limits of liability in the event of loss or damage to the goods (Article 30 § 2, Article 32 § 2 CIM) and in the event that the transit period is exceeded (Article 33 CIM⁽¹⁾).

CMR-CIM-SMGS comparative table

Legal solutions at intergovernmental level take some time to establish and therefore contractual solutions timely allow for a suitable and flexible basis for the implementation of multimodal transport projects. However, for the preparation of a boilerplate contract for rail-road traffic – as a consequence of the joint CIT-IRU conference in Sep-



Road and rail go hand in hand in the CIT work on multimodality

tember 2013 – additional investigations and harmonisation efforts relating to the existing interfaces between the two legal systems are required. The issue relating primarily to liability when transferring containers from truck to rail in the container terminal and to liability when loading onto piggy-back trains remains unclarified. To obtain first-hand knowledge of the existing operational procedures, the CIT, accompanied by the IRU, visited the HUPAC Terminal in Busto Arsizio on 11 November 2014.

To provide an additional basis for the harmonisation work, a comparative table of IRU/CIT documents was prepared by the CIT and IRU, which will also serve as the basis for initial proposals relating to the boilerplate contract for the internal relationship between road haulage companies and rail carriers. The comparative table will include a synthesis of the most important information derived from this comparison of the legal systems.

At the last meeting of the CIT Multimodality Committee on 12 November 2014 in Bern, it was agreed that the comparative table would be extended to include the revised SMGS rules and the associated staff instructions. The initial results of the work involved in these comparative studies are to be presented at a CIT/IRU seminar on 12 November 2015 before the second meeting of the Multimodality Committee in Bern.

(1) Cf. the basic principles of the COTIF reform as stated in the Vilnius Protocol of 1999, the report published by the Central Office on the revision of the Convention concerning International Carriage by Rail (COTIF) on 9 May 1980 and explanatory notes on the texts accepted by the 5th General Assembly.

International Rail Conference in Prague, 18-20 March 2015

The International Rail Transport Conference ERRIC/IRFC 2015 will take place in Prague, 18 – 20 March 2015, in the Clarion Hotel, headed by the company OLTIS Group.

It will be an event of extraordinary importance, organized under the auspices of the Ministry of Transport and major international organizations such as UNIFE, UIC, CER and OSJD. The new Shift2Rail Joint Undertaking will be introduced for the first time since its establishment.

On the first day of the conference, the top-managers, leading representatives of international railway organisations and major companies will speak about topics related to research and innovation, railway competitiveness, liberalisation and the possibilities for cooperation.

The second day of the conference will continue in two parallel sections (ERRIC and IRFC). The ERRIC section (European Railway Research and Innovation Conference) will offer the opportunity to get acquainted with the SHIFT²RAIL initiative and its goals, frame work and individual innovation programmes.

The IRFC section (International Rail Freight Conference), which is in its fifth year, will introduce its experiences and successful projects, which are connected to international railway transport, especially between Europe and Asia.



The third day will be devoted to a technical excursion to the dispatching centre of the Prague underground and a trip on a historical tram through the capital city. The partner on the third day is the company AŽD Praha.

Participation in the conference will bring new information and knowledge and will show how to get involved in European rail research in the period 2015-2020, and participants will also have a unique opportunity to meet key experts of the Euro-Asian railway world.

The CIT will participate with a presentation on the Legal framework for Eurasian Rail Transportation.

Erik.Evtimov(at)cit-rail.org

Original: EN

News from the CIM Working Group

At its meeting on 3/4 December 2014, the CIM Working Group dealt primarily with issues relating to the electronic consignment note in CIT freight documents and with individual carriage models taking the performing carrier specifically into account with respect to international rail transport law and customs law.

CIM electronic consignment note

The deliberations on the CIT's suggestions relating to the CIM UR, which focus primarily on establishing a legal basis for the electronic consignment highlighted the need for an additional, more formal dialogue with the EU Commission in order to be able to clarify possible interfaces to the new EU customs code. At the initiative of the Secretary General of OTIF, a coordination meeting took place on 19 September 2014 in Brussels with the participation of DG MOVE, DG TAXUD, DG SANCO, and the CIT. In the course of the meeting, an agreement was reached on the question of principle and the date for the coming into force of the new Article 6a CIM in coordination with the EU Commission.

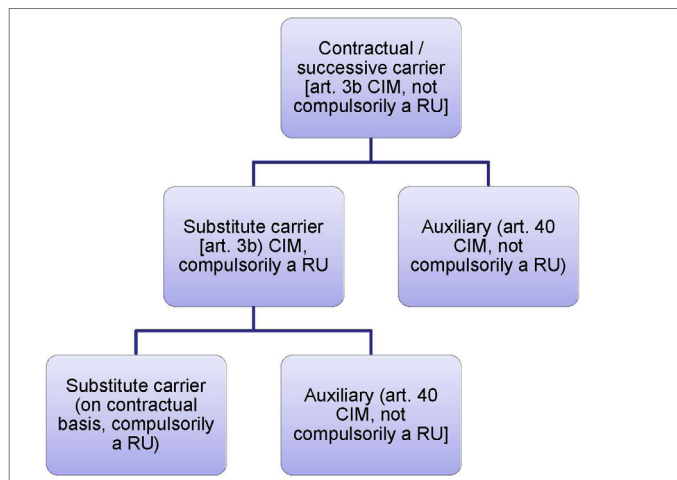
The additional work required to implement the electronic consignment note consists mainly of developing a parallel procedure for the paper-based consignment note and electronic consignment note in the CIT Freight Traffic Manual (GTM-CIT), since a final decision on the new Article 6a CIM has still to be made. New versions of the CIM Consignment Note (GLV-CIM) and CUV Wagon Note (GLW-CUV) that have been revised with the addition of functional specifications

in accordance with Annex 1 are expected to be published by the CIT on 1 January 2017. The technical specifications will be updated on the basis of the legal and functional specifications in collaboration with and under the responsibility of UIC/RailData.

Models for the performance of the carriage – who can be a sub-contracting carrier?

The definition of the carrier in the CIT freight documents was supplemented on 1 July 2014 in order to make it clear that if the carrier is not a railway undertaking (where national law permits that), he is to entrust the performance of the carriage by rail to a railway undertaking which acts as a successive carrier, substitute carrier or an auxiliary to the carrier within the meaning of (a person for whom the carrier is liable under) Article 40 CIM (see CIT-Info 2/2014, p. 6).

The discussion that followed on the subject dealt with the question raised at the meeting of CIM Working Group on 11/12 June 2014 as to whether the substitute carrier is required to be a railway undertaking and whether it may authorise another railway undertaking to perform the carriage as a substitute carrier.



Models for the execution of international carriage of goods by rail

According to the definition of a substitute carrier in Article 3 b) CIM, the substitute carrier may not be entrusted with the performance of the carriage by rail. Due to the requirements relating to the right to use the railway infrastructure in the Member States of OTIF, it is mandatory that the substitute carrier be a railway undertaking.

Only a carrier referred to in Article 3 a) CIM (contractual carrier or subsequent carrier) may entrust, in whole or in part, the performance of the carriage to a substitute carrier.

If the substitute carrier then entrusts the performance of the carriage in whole or in part to another company, the latter is regarded as being a sub-contractor in the normal legal sense (auxiliary within the meaning of Article 40

CIM 1999) and not as a substitute carrier in its relationship with the person entitled under the initial contract of carriage (cf. footnote1 on page 3 of the GTC Sub-Contract). A railway undertaking entrusted with the performance of a contract of carriage by a substitute carrier, however, may also be contractually qualified as a substitute carrier at any time, provided that all the parties to the contract of carriage, including the consignor, give their consent. Such a need is sometimes experienced in relation to the simplified transit procedure by rail in force in the EU and EFTA Member States, according to which only an authorised railway undertaking may comply with the customs obligations as a substitute carrier.

It is also important to note that a road haulage company that provides transport services under the CIM Uniform Rules (cf. Article 1 § 3 CIM) cannot be a substitute carrier. Road haulage companies are subsequently regarded as auxiliaries within the meaning of Article 40 CIM.

These conclusions of the CIM Working Group will be submitted for approval by the CIM Commission at its next meeting on 26 March 2015.

Erik.Evtimov(at)cit-rail.org
Original: DE



USE OF THE INFRASTRUCTURE

Railway organisations present the updated E-GTC-I to the European Commission

Under the auspices of the CER, representatives of the CIT, RailNetEurope (RNE), CER and EIM met with representatives of the European Commission on 27 November 2014 in Brussels for a presentation of the updated E-GTC-I. The Commission expressed its interest in this solution for the rail sector and announced it would be making comments to specific details at a later date.

RNE presented the solution for the sector

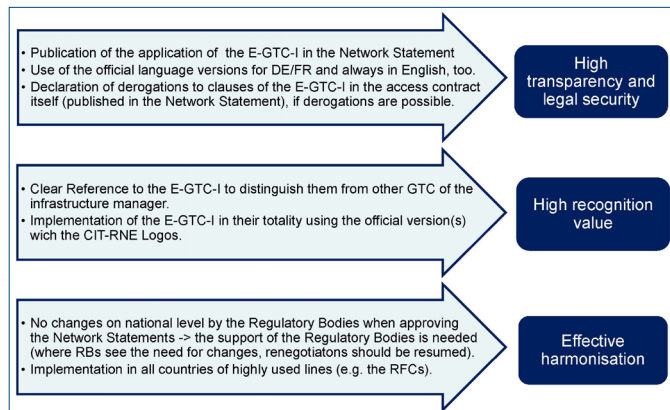
In her presentation, the Chair of the "Legal Matters RNE" Working Group presented the core content of the E-GTC-I and improvements resulting from the update. RNE emphasised the importance of the customers' needs on the European rail freight corridors and the considerable efforts to achieve harmonisation by the corridor organisations and the RNE. Despite the work involved, the implementation of the E-GTC-I has still not been given priority.

The European Commission welcomed the sector's initiative

The European Commission welcomed the sector's initiative and stressed that it wished to give the sector the opportunity to find its own way of dealing with the matter first and to introduce regulations only if implementation measures proved to be inadequate. In this context, the representatives were particularly interested in the current status of the implementation and the reasons why the E-GTC-I were hardly being used.

The CIT highlighted the need for harmonisation

The Secretary General of the CIT seized this opportunity to express the wish of its members that the E-GTC-I be implemented on the rail freight corridors and in this way contribute to the harmonisation of legal practice. He also pointed out that the E-GTC-I were clearly designed to achieve a high degree of transparency and should be used in their entirety so as not to jeopardise the balanced nature of the provisions by cherry picking.



Recommendations and wishes for the implementation of the E-GTC-I

It was crucial, however, that the Commission also supports the national regulators in their efforts to implement the E-GTC-I and resolve any concerns through dialogue. Since the sector would be able to settle such concerns by developing the E-GTC-I further, this would prevent individual provisions being altered in the course of approving the Network Statements and jeopardising the harmonisation process as a result.

The legal service of the European Commission offered its recommendations

In the discussion that took place, the representatives of the legal service of the European Commission showed interest in the background details of individual solutions (such as the place of jurisdiction at the registered office of the infrastructure manager) and provided valuable legal advice. The European Commission also announced to the representatives of the rail organisations that it would provide them with further comments at a later date.

Those present at the meeting were delighted with the interest and goodwill shown by the representatives of the European Commission with respect to the negotiated E-GTC-I.

The railway organisations CER, CIT, RNE and EIM are also planning to present the E-GTC-I to the "Independent Regulators' Group – Rail (IRG)" in the course of 2015.

Myriam.Enzfelder(at)cit-rail.org

Original: DE



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.

How are transit periods calculated in international freight traffic?

For the international carriage of goods, transit periods, as a matter of principle, are agreed between the parties to the contract of carriage – consignor and contractual carrier. In the absence of such an agreement, the maximum transit periods apply in accordance with Article 16 § 2 CIM and Item 9 of the GTC-CIM of the CIT.

What is meant by the term maximum transit periods? How do the maximum transit period and the period for carriage differ?

When the period for carriage initially appears understandable in each language, what is actually meant by the forwarding period? Is the loading time also included?

Article 16 § 2 CIM initially postulates *ex lege* that different maximum transit periods apply to wagon-load consignments (a) and less than wagon-load consignments (b). This difference in terms of the object of the contract of carriage, however, is the same with regard to the way the maximum transit periods are composed. For wagon-load consignments and less than wagon-load consignments, they are made up of the forwarding period and the period for carriage for the distance travelled in kilometres (and not in any other unit of measurement) in each case.

In addition, the forwarding period differs from the loading time, which refers to the last rail-specific operating procedures before the goods are accepted by the carrier for the carriage. Loading (and unloading) and the associated activi-

ties, such as stowing of cargo, intermediate storage, packaging and repackaging of goods, are included in the overall term "handling of goods" at a specific location⁽¹⁾. The loading time is accordingly governed by the relevant national law at the place of acceptance.

The forwarding period on the other hand is a component of the transit period and therefore one of the decisive factors regarding liability for delay in the event that the transit period is exceeded⁽²⁾. The carriers involved are notified in the event that the transit period is exceeded in accordance with Article 33 CIM using the specimen form in Annex 1 to Item 3.2.2.2 AIM.

Erik.Evtimov(at)cit-rail.org

Original: DE

(1) cf. R. Freise, "Der Güterumschlag im Eisenbahnverkehr", TranspR 2013, p. 260

(2) For more detailed information on forwarding period and period of carriage (transit period) in accordance with CIM see J. Wick, "Das Internationale Eisenbahnfrachtrecht", Vienna 1974, p. 123, Issue 11.



The CIT warmly welcomes its new member

CER Hungary Zrt.

CER Hungary Zrt was established in 2004 as one of the first private railway companies in Hungary. In the course of the last 10 years, it has developed into the leading and most well-known private sector railway undertaking. According to the figures published for the year 2012, the transport



performance of the CER group was approximately 2 million tonnes of freight, increasing from 1.5 million tonnes of freight moved in 2013 - despite the decline in grain shipments, which had been one of CER's key business areas. The same level was also achieved in 2014.

The object of the CER Hungary Group is linked to its key business area – to strengthen its presence in Central and Eastern Europe by providing key international rail transport services. To this end, the owner of the company has also set up railway companies in neighbouring countries.

As a result of its overall management skills, combined with its knowledge and expertise, CER Hungary Zrt is able to provide competitive and effective solutions in all areas of railway logistics.

Katja.Siegenthaler(at)cit-rail.org

Original: EN

The UIC/CIT e-Ticketing Workshop in Utrecht on 21-22 May 2015

The UIC and CIT members will meet for the second time to discuss the latest developments in the e-Ticketing world.

After a successful e-Ticketing workshop in 2012 in Frankfurt-on-Main, UIC and the CIT are pleased to announce the new edition of the event in 2015. The Digital age offers many new opportunities, but also entails a lot of challenges on the way to smooth implementation of innovative e-ticketing solutions. The UIC/CIT e-Ticketing Workshop 2015 will provide participants with the most up-to-date information about the new technologies and rail ticketing innovation and also inform them about the existing legal setting for e-ticketing.

During the second day the organizers will traditionally offer a number of challenging workshops to discuss the most pertinent practical issues. The hosts are the Dutch Railways (NS), who will kindly provide the conference facilities at their Utrecht headquarters. The final programme for the workshop will be available in March.

Useful links

➔ www.cit-rail.org

➔ www.uic.org



CIT DIARY OF EVENTS

Date	Event	Location	CIT contact
10 March	CUI Working group	Brussels	Myriam Enzfelder
25 March	Multimodality Working group	Berne	Erik Evtimov
26 March	CIM Committee	Berne	Erik Evtimov
15 April	CIV/SMPS Working group	Berne	Erik Evtimov
23 April	Executive Committee 1/2015	Berne	Cesare Brand
28-29 April	CIV Working group	Zürich	Tetyana Payosova
21 May	Conference of Freight Claims Departments	Berne	Joël Forthoffer
21-22 May	E-ticketing Workshop	Utrecht	Tetyana Payosova
17-18 June	CIM Working group	Berne	Erik Evtimov
24 June	CIV Committee	Berne	Isabelle Oberson
7-8 July	CIM/SMGS legal and experts group	Berne	Erik Evtimov

Events with CIT participation

Date	Event	Org	Location	CIT contact
10-11 March	Commercial and Technical Group meetings	UIC	Paris	Jan Svensson, Tetyana Payosova
11 March	Working group on seals	CER	Paris	Joël Forthoffer
11-13 March	Expert Group Meeting - Facilitation of Int. Railway Transport	UNESCAP	Bangkok	Erik Evtimov
17 March	CER Assistants Meeting	CER	Brussels	Erik Evtimov
17-18 March	Fraud and Ticket Forgery Working Group	COLPOFER	Leiden	Jan Svensson
18 March	OTIF AG CIM	OTIF	Bern	Erik Evtimov, Nina Sziladi-Scherf
18-20 March	International Rail Freight Conference	OLTIS	Praha	Cesare Brand
24 March	ERFA Annual Event	ERFA	Brussels	Cesare Brand
30-31 March	UIC RAME International Conference on Railway Inter-operability and Standardisation	UIC	Doha	Cesare Brand
31 March	Meeting of NEB on PRR	DG MOVE	Brussels	Tetyana Payosova
31 March	„Wagon Users“ Study Group	UIC	Paris	Erik Evtimov, Nina Sziladi-Scherf
1 April	CER-IATA Workshop	CER	Brussels	Tetyana Payosova
8 April	UIC Steering Committee	UIC	Paris	Erik Evtimov
9 April	UIC Freight Forum	UIC	Paris	Erik Evtimov
15-16 April	Rectification of Euro Rail Transit Summit	UIC	Paris	Cesare Brand
16 April	Commercial & Distribution Forum	UIC	Paris	Cesare Brand
16 April	2nd Workshop on Rail Cargo Theft	UIC	Paris	Erik Evtimov
20-21 April	Implementation GTC EurAsia	CCTT	Moscow	Erik Evtimov
23 April	Ticketing Group	CER	Brussels	Jan Svensson
28 April	Freight Meeting with RCA	RCA	Vienna	Erik Evtimov, Nina Sziladi-Scherf
29 April	Meeting of the joint technical group ECN CIM/SMGS	OSJD/CIT	Warsaw	Lothar Schneemann
5 May	FSM Steering Group Meeting	FSM	Brussels	Cesare Brand

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