



CONTENTS

Conference of Passenger Claims Departments

Bern, 24 September 2015.

The conference will start with an overview of the latest developments in the EU Regulation on rail passengers' rights and obligations (PRR) as well as news on the CIT passenger products.

Following this introduction the focus will be on practical cases from the passenger claims departments' daily business, being dealt with in groups and then discussed in the plenary session. In the afternoon, with aspects such as assistance and commercial arrangements will be highlighted from a practical perspective. Last but not least the conference will offer excellent possibilities for networking.

A detailed conference programme will be made available by the CIT in June.

The CIT Executive Committee held its first meeting this year in Bern

The pleasing end of year result achieved by the CIT for 2014, the progress made in completing the work programme for 2015 that was approved by the General Assembly on 20 November 2014 and the CIT documents to be developed by 2020 were topics dealt with during the Executive Committee meeting that was held on 23 April 2015 in Bern and chaired by CIT Chairman Jean-Luc Dufournaud (SNCF).

More information can be found on [Page 9](#)

- 2 Facilitation of International Railway Transportation in UNESCAP Region
- 3 Challenges and opportunities for East-West passenger rail transport services
- 3 Colpofer and CIT - fighting ticket fraud together
- 4 Implementation of the GTC EurAsia
- 5 The CIM Committee of the CIT
- 6 Cross-border carriage of parcels by rail
- 7 The CIT's new CUI Working Group takes up its work
- 8 Permissibility of limits of liability in the GTCs of the infrastructure manager on the contract of use of railway infrastructure
- 9 CIT Executive Committee 1/2015



EDITORIAL



Dear Readers,

The implementation of the work programme that was approved by the General Assembly on 20 November 2014 is well underway. In this issue, we report on the decisions taken by the CIM Committee, which has approved numerous amendments to CIT freight documents, and on the substantial progress we have made together with the Coordinating Council on Trans-Siberian Transportation (CCTT) in the implementation of the GTC EurAsia. A new project to promote postal services by rail between China and Europe, which will be developed together with the Universal Postal Union, could attract interest. In view of recent developments in e-commerce, the project could offer tremendous opportunities for rail. This issue also includes a report on the first meeting of the Executive Committee this year and an article on the work currently underway in the fields of passenger traffic and infrastructure.

Enjoy this latest issue of our newsletter!

Best wishes from Bern
Cesare Brand
Secretary General of the CIT



Facilitation of International Railway Transportation in UNESCAP Region

The ESCAP Secretariat (United Nations Economic and Social Commission for Asia and Pacific) has been implementing a Project entitled “Enhancing the Operationalization of the Trans-Asian Railway-Costing, Marketing and Facilitation of Railway Services”. The CIT Deputy Secretary General was invited to participate in this work as senior adviser for the implementation of the common CIM/SMGS consignment note in the region.

UNESCAP facilitation of railway transport

Under the project a study was undertaken with the objective of developing a regional framework for cooperation among the member states for the facilitation of international railway transport. The draft framework was discussed during the regional railway meeting held in Bangkok in October 2014 and it was decided to convene an ad hoc Expert Group Meeting to further refine and finalize the regional cooperation framework. The outcome document of the United Nations Conference on Sustainable Development (Rio+20), “The future we want”, as emphasized sustainable transport being central to sustainable development, placing sustainable transport high on the agenda of global development. The growing concerns about adverse environmental impact of road transport on one hand and increasing concerns about energy security on the other have led to a renewed focus on the development of railways as a competitive mode of transport. Furthermore, the entry into force of the Intergovernmental Agreement on Trans-Asian Railway Network has provided the necessary framework for coordinated development of railway transport in the region.

This has provided a renewed impetus to develop environmentally sound railway transport that is efficient, competitive and also complements other modes of transport. The new analysis draws attention to two primary elements that are driving the global intermodal freight transportation market: innovative progression and the increase in liberalization of the trade and capital market. While innovative progression helps reduce the cost of transportation, increases in liberalization of the trade and capital market increases export and import activities.

Trans-Asian Railway Network

The growing intra-regional trade on one hand and increasing concerns about energy security and the adverse effects of transport on the environment on the other have made countries of the Asia-Pacific region more appreciative of the role of railways as an efficient, safe and environmentally sound mode of transport. The entry into force of the Intergovernmental Agreement on the Trans-Asian Railway



(TAR) Network⁽¹⁾ in 2009 signalled the readiness of member countries to cooperate on railway projects of international importance and work together on the development of efficient railway transport corridors to serve growing intra-regional trade.

Creation of the harmonized international legal regime for Eurasian traffic has been declared as a long term legal and political goal for the next ten to fifteen years. Whilst waiting for the states to create this new uniform legal framework the UN Economic Commission for Europe (UNECE) is encouraging the railways and the trade associations involved to achieve harmonised solutions on a contractual basis. The third phase of the project, “Legal Interoperability of CIM/SMGS”, includes the creation of standard rules for uniform rail transport law on a contractual basis. A Political Declaration on Euro-Asian Rail Transport Law was signed in February 2013 by 37 representatives of the participating countries of UNECE and UNESCAP, which undertook a commitment to officially start activities on the harmonization of rail transport law within the UN framework. In addition, it invites all interested railway freight companies, other stakeholders and international railway organizations to develop interim standard rules for Eurasian rail transport contracts.

The Regional Cooperation Framework in connection with the use of the common CIM/SMGS consignment note may be used by member states and their development partners in harmonizing requirements for international railway transport across the region with the ultimate objective of having a regional agreement on the facilitation of international railway transport.

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Original: EN

(1) To date the TAR network is comprised of slightly over 117,500 km of rail routes that have been selected for their potential to serve international trade within the ESCAP region, as well as between Asia and Europe.

Useful link

- ➔ [Trans-Asian Railway UNESCAP page](#)
- ➔ [Trans-Asian Railway Network Map](#)



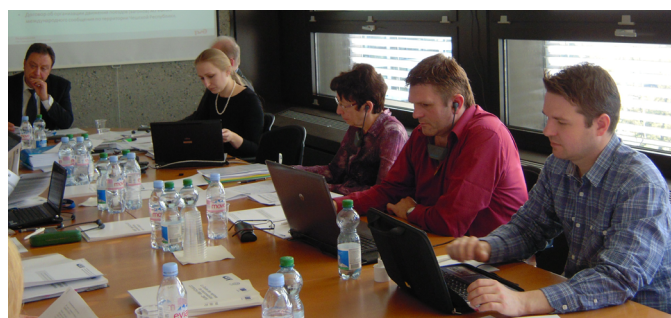
PASSENGER TRAFFIC

Challenges and opportunities for East-West passenger rail transport services

The challenges of the digital age, passengers' rights on international East-West passenger rail transport services, tickets for CIV/SMPS passenger rail transport services and new multimodal solutions that satisfy passengers' expectations – these were issues dealt with by the CIV/SMPS Working Group at its last meeting on 15 April in Bern.

At its 10th meeting, the CIV/SMPS Working Group dealt on the one hand with the further development of existing CIT documents – the leaflet on the CIV/SMPS liability regimes and the interactive map for the applicable legal regimes, both of which have been available to CIT members since 1 October 2014, and on the other hand with a variety of new issues that are important for the smooth handling of international CIV/SMPS passenger rail transport services.

The experts dealt, among other things, with the question of the planned reform of the data protection regime in the EU, particularly in the light of possible effects on East-West passenger services resulting from its extended geographical scope of application. This also raises an important issue relating to the possible future use of the new CIT Ticketing Manual for CIV/SMPS passenger rail transport services operated by SMPS railway undertakings who are also CIT members. The new manual is expected to come into force (following approval by the CIV Committee) on 13 December 2015. Of particular importance for CIT members are the legal and functional specifications for international tickets



The experts CIV/SMPS dealt, among other things, with the further development of existing CIT documents and with a variety of new issues.

(Chapter 6 of the new Manual) and also the use of the CIT security background, which provides a high degree of security for the tickets and also prevents counterfeiting. This means that use of the new CIT security background 2012 would also be of advantage for East-West passenger rail transport services. To simplify the day-to-day business of CIT members, the GS CIT completed an initial comparative analysis of the various security features of specimen FPC tickets (based on SMPS requirements) and the specimen CIT ticket and presented its initial findings at the meeting.

The next meeting of the CIV/SMPS WG will be held in the form of a workshop on International East-West Passenger Services on 29 October 2015. According to preliminary plans, it will be held at the SNCF railway station in Monte Carlo. The workshop will be led by the CIT Chairman, Jean-Luc Dufournaud, and actively supported by the GS OTIF with the participation of CIT members, international organisations (OSJD and CER), and DG MOVE.

Tetyana.Payosova(at)cit-rail.org

Original: DE

Colpofer and CIT - fighting ticket fraud together

Colpofer (Collaboration des Services de police ferroviaire et de sécurité) is an independent special group of the International Union of Railways (UIC), set up in 1980, which cooperates on various security measures such as metal theft, graffiti, terrorism, ticket fraud etc. The CIT supports actively one of the Colpofer working groups, which specialises in fraud and ticket forgery issues, with special knowledge in ticketing and the CIT security backgrounds.



The Colpofer fraud/ticket forgery group, now chaired by Mr. Attilio Ingravalle from Trenitalia, held its first meeting of the year in Leiden (the Netherlands) on March 18 and 19. The main conclusions were that fraud with paper tickets is declining, while fraud with e-tickets is on the rise.

The Eurail group presented their work on fraud prevention where the use of the new CIT security background 2012 is one of the key elements to reduce the number of fake rail passes (the CIT security background 2012 being used by more and more railway undertakings as well as by the Eurail Group for the issuing of Eurail and InterRail passes).

The CIT presented the new Manual for International Ticketing highlighting especially the CIT security background 2012, the procedure for ordering it and confidentiality aspects, which will improve control over the quality of paper tickets and make it more difficult to forge these tickets.

Eurostar and Trenitalia then gave very interesting presentations on credit card fraud and on how the railway undertakings can fight this kind of fraudulent activity. The chairman of the Colpofer group declared that credit card fraud will be

one of the key issues on the agenda for the future meetings as this kind of fraud becomes more and more frequent with the introduction of e-business and e-ticketing solutions in the European passenger rail business.

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Original: EN



FREIGHT TRAFFIC

Implementation of the General Terms and Conditions for Eurasian carriage by rail (GTC EurAsia)

Further progress in the completion of the CIT/OSJD “CIM/SMGS Legal Interoperability” project will be based on two cornerstones – on the one hand the implementation and further development of the “CIM/SMGS Consignment Note Manual”, including the creation of the CIM/SMGS electronic consignment note (GLV-CIM/SMGS), and on the other hand the speedy implementation of the recently developed General Terms and Conditions of Eurasian carriage by rail (GTC EurAsia) in collaboration with the Coordinating Council on Trans-Siberian Transportation (CCTT).

Further development of the CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS)

At the last meeting of the CIM/SMGS Coordinators and Steering Group in Warsaw, the representative of the OSJD Committee informed those present at the meeting of the progress made with respect to the SMGS revision, which had begun in 2005. The revision affects the entire SMGS, complete with all the relevant appendices, including the new Appendix 6 to the SMGS on the CIM/SMGS consignment note. The aim was to bring the SMGS Convention [as far as possible] in line with the CIM Uniform Rules. This is yet another step towards unification of the two rail transport law systems that currently exist.

The CIM/SMGS Steering Group discussed in depth the amendments made to the SMGS that affect CIM/SMGS

consignments at its last meeting. The amendments were subsequently approved by the OSJD Committee's II Commission on Transport Law at its meeting, which took place from 14 to 17 October 2014, and were taken note of by the CIM Committee of the CIT on 26 March 2015. In addition, supplements to the GLV-CIM/SMGS and to Appendix 6 to the SMGS were examined in depth by an ad-hoc editorial group mid-February 2015 in Warsaw, together with experts from the OSJD and the CIT. The new version of the GLV-CIM/SMGS will be published on 1 June 2015 by the CIT in all four languages (German, French, English and Russian) and will enter into force as of **1 July 2015**.

Implementation of the GTC EurAsia in collaboration with the CCTT

Further efforts are currently being made at state level by the UNECE Expert Group to harmonise international rail transport law. The work is based primarily on the COTIF/CIM UR and the SMGS Convention, in addition to the relevant EU regulations and directives. This work has been influenced to a large extent by the work carried out by the CIT on the GTC EurAsia and the use of the CIM/SMGS consignment note (item 3 of the Political Declaration of the UNECE). Supported by these positive developments at state level, the CIT GS has now finalised the General Terms and Conditions of Eurasian carriage by rail (GTC EurAsia). They were unanimously accepted by the CIM Committee of the CIT in March 2014 and published on **1 July 2014** by the CIT.



The CIT participated in the discussion on Eurasian transportation organised by the CCTT.

The GTC EurAsia are applied when the individual contracts of carriage refer to them specifically (opting-in principle).

For this reason, the development and execution of an implementation strategy is vital for the success of the GTC Eur-Asia. An important aspect for speedy implementation is a good rapport with the customer representatives from the various committees and organisations. In addition to that, their compatibility with the compulsory provisions of the relevant national law – in particular on the trans-Siberian corridors – must not be ignored. To this end, initial steps have been prepared in collaboration with the Coordinating Council on Trans-Siberian Transportation (CCTT). A corresponding work programme for implementing a single uniform contract of carriage for Eurasian rail transport services, in particular for package consignments from China, was prepared on 21 April 2015 in Moscow with the participation of the CCTT.

As part of the implementation of this work programme, the CIT is currently preparing an interactive map designed to display international freight transport routes in the CIM and SMGS areas of application. It is intended to show which corridors and border crossings could be considered when using the GTC EurAsia. The interactive freight transport map will be made available on the CIT website to all members of the CIT, OTIF and the OSJD. The first version of the interactive map will be presented at the next meeting of the CIM/SMGS Legal and Experts Group on 7-8 July 2015.

Erik.Evtimov(at)cit-rail.org

Original: DE

The CIM Committee of the CIT approves modifications to manuals relating to the revision of COTIF and the SMGS

At its 18th meeting, the CIM Committee unanimously approved the work that had been completed on updating CIT documents and agreed to the proposed operational solutions. It also supports the continuation of the work in 2015, in particular the work on the electronic formal report / mobile app and the barcode on the consignment note.

CIM Committee

The 18th meeting of the CIM Committee of the CIT was held on 26 March 2015 at the CIT's head office building in Bern and was chaired by Ms. Motherby, General Counsel at DB AG. In view of the multi-faceted agenda and the importance of the issues to be dealt with, a large number of interested parties attended the committee's annual working meeting.

Revision of COTIF – electronic consignment note

The CIM Committee approved the modifications to the CIT manuals relating to the introduction of the electronic consignment note, which the CIM Working Group had begun in 2014 and had now completed. In the course of the revision work, the "CIM UR" Working Group last March had shared the view of the EU Revision Committee, which was of the opinion that it was perhaps too early to give priority to the electronic consignment note, since current legislation provided no legal basis for adding accompanying documents such as sanitary and phytosanitary certificates.

In anticipation of the resolution on the principles of the CIT's proposed provision in Article 6a CIM being passed, the CIT General Secretariat, together with CIT members in the various working groups, will finalise the legal and functional specifications for the electronic consignment note. This will enable the CIT to demonstrate what it will be possible to achieve in 2016 at sectoral level, based on operational targets and the content required for the electronic consignment note.

Further development of the CIM/SMGS Consignment Note Manual

The CIM Committee approved the applications to amend the GLV-CIM/SMGS and its appendices as submitted by



From left to right: Jean-Marie Sié (SNCF), Marianne Motherby (DB), Erik Evtimov (CIT), Nina Sziladi-Scherf (CIT), Joël Forthoffer (CIT).

the CIM Working Group. The CIM/SMGS steering group had examined the changes to the SMGS, which also affect CIM/SMGS consignments, in detail beforehand at its last meeting on 12 September 2014. The corresponding amendments to the GLV-CIM/SMGS were subsequently submitted to the II OSJD Commission on Transport Law of the OSJD Committee, which met from 14-17 October 2014, for acceptance. At the end of the two-month appeal period, the amendments were accepted; they will now come into force on 1 July 2015.

The amendments to the GLV-CIM/SMGS that had been accepted were examined in detail by an ad-hoc editorial group, together with experts from the OSJD and the CIT mid-February in Warsaw at the headquarters of the OSJD Committee, before being submitted to the CIM Committee of the CIT.

The new version of the GLV-CIM/SMGS will be published on 1 June 2015 in the four working languages and enter into force on 1 July 2015.

Who can act as carrier – the substitute carrier and his auxiliaries?

The CIM Committee approved the conclusion of the Working Group, which answered the question: “Does the substitute carrier also have to be a railway undertaking (RU) and is it permissible for him to instruct further substitute carriers to participate in the carriage (i.e. a substitute carrier’s substitute carrier)?” This question had been dealt with in depth in debates and in a detailed examination by experts in 2014, which had ended with the conclusion “that a carrier (only an RU) – a substitute carrier within the meaning of general law – delegated by a performing carrier to participate in the carriage is qualified on a contractual basis to act as an additional performing carrier if all the parties involved in the contract of carriage (including the consignor) have agreed to this arrangement.”

To bring this question to a final conclusion, the CIT General Secretariat was instructed to send a circular letter to all members.

Operational issues

The CIM Committee unanimously approved the work described below, which has already commenced, and operational solutions that had been proposed by the CIM Working Group in 2014 regarding the further development of CIT freight documents:

- Electronic CIM consignment note / electronic CUV wagon note, including the revision work on the two GLV-CIM and GLW-CUV manuals for the “general public”;
- The further development of the functional specifications, including the two manuals to be used by members only: GTM-CIT and GTW-CUV;
- Amendment to Item 3.3.5.3 AIM regarding the question of assigning customs and tax penalties;
- Adjustments to the GTM-CIT to harmonise the terminology with RID 2015;
- The Freight Claims Departments’ Conference 2015, including the three modules designed to determine the pace of the conference.

In terms of the digitisation of transport documents and data protection, the Committee will support companies in the work to be carried out on the electronic formal report / mobile app and the barcode on the consignment note, which is to be intensified in 2015.

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Original: FR

Cross-border carriage of parcels by rail

For a cross-border carriage of parcels by rail from Beijing to Bern, the question has been raised as to how this is to be organised. Can the common CIM/SMGS consignment note be used in this case?

A quick look into the unimodal conventions of the 20th century for rail and road transport makes it absolutely clear that the carriage of such articles was the prerogative of the postal authorities ((Article 4(b)) COTIF/CIM 1980 and SMGS 1951, as of 1 September 2011 Article 4(1)(2) in accordance with Appendix 1 or for carriage by road in accordance with CMR 1956 Article 1(4)(a)). The priority of application given to the Constitution of the Universal Postal Union of 1964 has now been removed *ex lege* from the scope of application of the CMR Convention.

The international carriage of goods by rail – this also includes COTIF/CIM 1999 (in force since 1 July 2006) and the revised SMGS (in force since 1 July 2015) – in view of the booming e-commerce, provide the possibility⁽¹⁾ in the 21st century of transporting goods without limitation –including the carriage of parcels within the scope of application of the CIM Uniform Rules (CIM UR – Appendix B to COTIF) and the SMGS, since the monopoly of the postal authorities to

carry parcels has now been lifted⁽²⁾. Providing the consignor, consignee and carrier so agree, the CIM UR also provide the possibility of organising a cross-border carriage under the CIM UR in which only the place of handing over or taking over of the goods is situated in a COTIF Member State (in casu Bern).

The CIM/SMGS Consignment Note Manual also offers CIT members and SMGS participants who are included in Appendix 1 the possibility of using standard transport documents, providing such an arrangement has been agreed between the customer and the carrier, and between the carriers themselves. The use of a CIM/SMGS consignment note is regarded as an agreement. In the SMGS area, the provisions of this manual apply only to traffic axes determined by those SMGS participants who use this manual (Item 4 of the GLV-CIM/SMGS and Appendix 6 of the SMGS that came into force on 1 July 2015).

Erik.Evtimov(at)cit-rail.org

Original: DE

(1) According to the February 2015 issue of DVZ, the German newspaper for transport and industry, the Chinese online commerce company Alibaba reported a 40% increase in revenue year on year 2013 – 2014 to US\$4.2 billion. Online shoppers in Europe, on the other hand, triggered 3.7 billion parcel deliveries in 2013, see ITJ February 2015 issue, p. 16.

(2) See also the article on the carriage of express parcels by H. Trollet, published in CIT-Info 3/2012, p. 11.



USE OF THE INFRASTRUCTURE

The CIT's new CUI Working Group takes up its work

The CIT's new CUI WG has now taken up its work. It is tasked with examining issues to be dealt with by the CIT's CUI Committee on the use of infrastructure and preparing the decisions to be taken. The first meeting was held at the invitation of CER in Brussels and was chaired by Marie-Ghislaine Hénuset, SNCB/NMBS.

Preliminary work on the partial revision of the CUI Uniform Rules (CUI UR)

The CUI WG discussed recent developments and a preliminary draft of a new version of the scope of the CUI UR, which had been prepared by the OTIF Secretary General (SG). The members presented valuable suggestions for improving the CIT's position and for the discussion at the 2nd meeting of the CUI WG of the OTIF SG. The draft prepared by the OTIF SG will be sent to the OTIF members on 8 June as a working document for the meeting of its CUI Working Group on 8 July in Bern.

New CIT documents for the use of infrastructure in collaboration with RNE

Together with RailNetEurope (RNE), the CIT is preparing two new documents designed to harmonise the use of infrastructure for the international carriage of goods. On the basis of RNE drafts dating back to 2004-2005, boilerplate contracts are being updated to be brought in line with developments in the law that have taken place since then and will then be renegotiated with the railway undertakings in order to provide the parties involved with a way of simplifying their legal relationships for the international carriage of goods and a balanced approach for the rail sector. One of the documents is a framework contract for multianual capacity allocation within the meaning of Article 42 of

Directive 2012/34/EU⁽¹⁾ (formerly Article 2001/14/EC), while the other is a boilerplate contract for the use of infrastructure that can be used together with the E-GTC-I.

Harmonisation is achieved by designing the contracts in such a way that the contract can be concluded for different railway infrastructures as a multilateral contract by one (or more than one) railway undertaking(s) with more than one infrastructure manager. Harmonisation is also achieved by the use of boilerplate contracts for bilateral legal relationships as successive contracts for the use of infrastructure with one of the infrastructure managers involved in each case.

A question from a CIT member that was discussed in the CUI WG meeting on the use of the CUI Uniform Rules is addressed in the Section "Law in Practice" of this Newsletter.

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Original: DE

(1) Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (recast)



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.

Permissibility of limits of liability in the GTCs of the infrastructure manager to the contract of use of railway infrastructure

Situation and legal issue

A CIT member contacted the General Secretariat of the CIT with a question as to whether the limits of liability in the GTCs of the infrastructure manager were consistent with the mandatory provisions of the CUI Uniform Rules (CUI UR). The carrier uses the infrastructure in question for the international carriage of goods, which he performs himself along the entire route in open access. The GTCs of the infrastructure manager stipulate that the carrier can only claim compensation for damages over and above a specified minimum amount.

Permissibility of limits of liability

Article 4 of the CUI UR (Mandatory law⁽¹⁾) makes it clear that the CUI UR specify a mandatory and closed liability regime and derogate from national liability law with the exception that the CUI UR (1) do explicitly authorise the parties to the contract of use of railway infrastructure to agree on other arrangements or (2) EU law (or national law implementing EU law) overrule the CUI UR⁽²⁾. Where this is not the case, any parts of the contract to this effect are invalid. Article 4 CUI contains an authorization for the parties to agree on limits of liability in the contract of use.

This raises the question as to whether Article 4 CUI permits the parties to agree on both upper and lower limits. In the grammatical interpretation, it is clear from the English and French versions that Article 4 authorises the parties to agree on upper limits of liability only. As a lower limit of liability, such a limitation of liability is therefore invalid.

(1) Unless provided otherwise in these Uniform Rules, any stipulation which, directly or indirectly, would derogate from these Uniform Rules, shall be null and void. The nullity of such a stipulation shall not involve the nullity of other provisions of the contract. Nevertheless, the parties to the contract may assume a liability greater and obligations more burdensome than those provided for in these Uniform Rules or fix a maximum amount of compensation for loss of or damage to property.

(2) See Article 5bis and explanatory remarks (from p. 181).

Permissibility of agreements on the waiver of claims for compensation

Article 20 of the CUI UR (Agreements to settle⁽³⁾) does however authorise the parties to conclude agreements on the waiver of claims for compensation.

In conclusion

In the sense of a limitation of liability, the provision in the GTCs of the infrastructure manager mentioned above is invalid when Article 4 CUI is applied. It is permissible, however, only as a litigation agreement on the waiver of the claim for compensation.

What remains unsatisfactory from the carrier's point of view in cases where there is a contractual deviation from the CUI UR is the fact that the GTCs of the infrastructure manager are non-negotiable, so that any authorisation granted on the basis of the CUI UR to deviate from the provisions of the CUI UR represents a risk for the railway undertakings as the clearly weaker party when the contract is concluded.

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Original: DE

(3) The parties to the contract may agree conditions in which they assert or renounce their rights to compensation from the other party to the contract.

Useful link

➔ [Article 5bis and explanatory remarks](#)



The CIT Executive Committee held its first meeting this year in Bern

The first meeting of the CIT Executive Committee this year was held on 23 April 2015 in Bern and was chaired by CIT Chairman, Jean-Luc Dufournaud (SNCF). Current developments in international rail transport law were the focus of discussions with the CIT team.

Pleasing final account for 2014

The 2014 income statement ended with a net income for the year amounting to CHF 27309. The audit company examined the financial statements of the CIT and recommended their approval by the General Assembly.

CIM Committee

The application of Ms. Marianne Motherby, General Counsel at DB AG, for a second term of office as Chair of the CIM Committee, was supported by the Executive Committee.

The CIT General Assembly will meet on 19 November 2015 to take a decision on this nomination.



The CIT Chairman, Jean-Luc Dufournaud (3rd from the left), chaired the Executive Committee meeting in Bern.

Work programme for 2015

The Executive Committee noted with satisfaction the information included in the General Secretary's report that the work programme for 2015, which was approved by the General Assembly 2014, will be implemented as scheduled.

CIT documents in 2020

The Executive Committee discussed the further development of CIT documents within the 2020 time horizon and laid down eight key areas, which will be presented to CIT members at the meeting of the General Assembly in November 2015.

Berner Tage 2016

The CIT's traditional Berner Tage Conference will take place on 3-4 March 2016 in the CIT head office building in Bern.

The key topics are expected to focus on the various kinds of legal relationships to be found in cross-border passenger and freight transport services and on the use of infrastructure. Ahead of the two related passenger and freight workshops, which are to be held during the morning of the second day, an introductory workshop on the basic principles of international rail transport law is to be organised for all the new employees of the railway undertakings.

The final version of the programme for the 8th Berner Tage Conference in 2016 will be available in time for the Autumn Meeting of the Executive Committee.

Autumn Meeting of the Executive Committee to be held in Basel

The Autumn Meeting of the Executive Committee has been scheduled for 17 September 2015 in Basel in the Port of Switzerland. Together with the Director of the Port of Switzerland, the Executive Committee would like to obtain a first-hand appreciation of the legal issues at the interface between rail and inland waterway.

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Original: DE

The CIT warmly welcomes its new members

IDS Cargo a.s.

IDS Cargo a. s. is currently one of the most important private railway undertakings engaged in freight traffic in the Czech and Slovak Republics. It carries more than a million tonnes of freight annually. IDS Cargo a.s. serves numerous private sidings, provides ancillary logistics services and offers individual and personalised tailor-made solutions to logistics problems.



WestfalenBahn GmbH

WestfalenBahn GmbH, with a registered office in Bielefeld, was set up in 2005 by four shareholders:

- moBiel GmbH from Bielefeld,
- Mindener Kreisbahnen GmbH,
- Abellio GmbH from Essen, and
- Verkehrsbetriebe Extertal GmbH.

WestfalenBahn covers 4.1 million train kilometres annually on the 300-kilometre long Teutoburger-Wald network. Some 10.8 million passengers each year are expected to travel on the 1,124 train journeys provided by the company each week.



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Original: DE/EN



CIT DIARY OF EVENTS

Date	Event	Location	CIT contact
16 June	CUI Working group	Bern	Myriam Enzfelder
17-18 June	CIM Working group	Bern	Erik Evtimov
24 June	CIV Committee	Bern	Isabelle Oberson
7-8 July	Legal and experts group CIM/SMGS	Bern	Erik Evtimov
9 September	Coordinators group CIM/SMGS	Warsaw	Erik Evtimov
10 September	Steering group CIM/SMGS	Warsaw	Erik Evtimov
17 September	Executive Committee 2/2015	Basel	Cesare Brand
24 September	Conference of Passenger Claims Departments	Bern	Jan Svensson
14 October	CUI Committee	Bern	Myriam Enzfelder
20-21 October	CIV Working group	Bern	Tetyana Payosova
29 October	CIV/SMPS Workshop	Monte Carlo	Erik Evtimov

Events with CIT participation

Date	Event	Org	Location	CIT contact
4 June	Passenger Working Group	CER	Brussels	Tetyana Payosova
9-11 June	NRT Working Group	UIC	Budapest	Jan Svensson
10 June	20th Anniversary of RAILDATA	RailData	Mulhouse	Erik Evtimov
10-12 June	UNECE Unified Railway Law	UNECE	Geneva	C Brand, E Evtimov, N. Sziladi-Scherf
11 June	Workshop Safe Loading	UIC	Paris	Erik Evtimov
12 June	SBB Regulationskonferenz 2015	SBB	Bern	Cesare Brand
15-17 June	Assistants Meeting	CER	Riga	Cesare Brand
25 June	TAP-TSI CSG Meeting	CER	Roma	Jan Svensson
30 June – 2 July	EWT Working Group	UIC	Kosice	Tetyana Payosova
2 July	3rd Workshop on Rail Cargo Theft	UIC	Brussels	Erik Evtimov
8 July	2. Sitzung der Arbeitsgruppe CUI des GS OTIF	OTIF	Bern	Cesare Brand, Myriam Enzfelder
16 July	FSM Steering group	FSM	Brussels	Jan Svensson
8-9 September	Commercial and Technical Group Joint Meeting	UIC	Paris	Tetyana Payosova, Jan Svensson
9-10 September	Ferroworld Forum 2015	Ferroworld	Geneva	Cesare Brand
15-16 September	TAF/TAP-TSI CCM	ERA	Brussels	Jan Svensson
21-24 September	CER General Assembly	CER	Oslo	Cesare Brand
24 September	Working group on Seals	CER	Olten	Joël Forthoffer
6 October	Passenger Working Group	CER	Brussels	Tetyana Payosova
7 October	Customer Liaison Group	CER	Brussels	Tetyana Payosova
12-15 October	TAG, TAP MD	UIC	Paris	Jan Svensson
22 October	Meeting of the joint technical group	OSSH/CIT	Warsaw	Lothar Schneemann
3 November	Commercial and Distribution Forum	UIC	Paris	Isabelle Oberson, Tetyana Payosova

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