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International East-West passenger rail transport services

As part of the second stage of the CIV/SMPS Legal Interoperability project, a CIT seminar on international East-West passenger rail transport services will be held on 29 October in Monte Carlo. The main focus of the seminar will be the presentation of the results of the first phase of the project, such as the guidelines on the various liability regimes governing COTIF/CIV – PRR – SMPS international passenger services, with representatives of CIT members, OTIF, OSJD and DG MOVE participating. Future topics, such as the further development of CIT documents for international passenger traffic and their use by RZD/FPC, in addition to a comparison of the tickets to be used on international East-West passenger rail transport services, will also be discussed in detail.

→ [Flyer](#)

General Assembly of the CIT

We are delighted to be able to invite our members to take part in the General Assembly of the CIT. It will take place in Bern in the CIT's building (conference room A on the first floor) at Weltpoststrasse 20. The official part of the meeting will start at 09:00 on 19 November 2015 and will finish at 11:30 at the latest.

In the second part, Péter Rónai, Vice-President of RailNetEurope (RNE), will give a speech on the role and tasks of RNE in the framework of use of infrastructure.



International Rail Transport Committee

**General Assembly
19 November 2015**

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EDITORIAL



Dear Readers,

Two major milestones were achieved in the last half a year in the area of passenger traffic. On 24 June the CIV Committee approved two new CIT documents: the CIT Manual for International Rail Tickets (MIRT) and the CIT Manual for Cooperation Contracts in International Passenger Traffic by Rail (MCOOP). These documents are shortly introduced in the current issue.”

On 3 July 2015, the European Commission published its “Interpretative Guidelines to the Rail PRR (IG PRR)”. On page 4 you will find an initial analysis of these new recommendations, which can be primarily applied by various national enforcement bodies.

Finally, we are reporting on the status of the work in multimodality and CIM/SMGS.

I would like to wish you a good start to the second half year when you return from your summer holidays and I trust you will find this an interesting read!

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



New CIT Manual for International Rail Tickets (MIRT)

The CIT has been busily working in the last 3 years on the merging of the two existing CIT ticketing manuals – i.e. the CIT Passenger Traffic Manual (GTV-CIT) and the CIT Ticket Manual (GTT-CIV) – into one new updated Manual.

The aim of the revision was that CIT members should find it easy to use and find their way through it, that the language is clear and simple and that the Manual provides the information the user requires. In short the new Manual should be more customer-friendly. It also takes into consideration new technical distribution methods, such as e-ticketing, and the new legal framework introduced with the TAP TSI.

Formal approval by the CIV Committee

The new Manual for International Rail Tickets (abbreviation MIRT) will be published in the three CIT languages English, French and German.

It was formally approved by the CIV Committee on June 24 and it will come into force on 13 December 2015 (being the date of the international tariff and timetable change). It will be available in an improved electronic version on CIT's secured website by October 2015 and a first paper version will also be put at the disposal of the CIT members.

Focus on electronic issuing

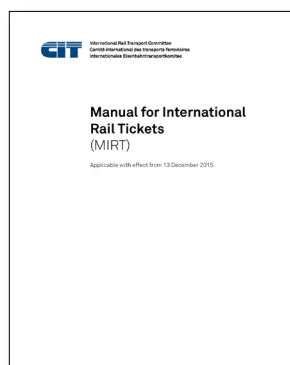
The MIRT puts the main focus on the electronic issuing of tickets and different kinds of e-ticketing solutions, such as tickets with barcodes and mobile phone tickets. Manual tickets in international traffic will only be an exception in the future, which will have to be agreed upon on a bilateral basis between the railway undertakings concerned.

Procedures for ordering the CIT security background

The MIRT deals in detail with the checking, use and handling of the new CIT security background 2012; for example, it describes how the CIT member can order the printing data, which security measures are to be followed, what rules for confidentiality apply, how to deal with the sublicensing of the use and the production of the security background to third parties such as printing companies and external distributors etc.

Ticketing actors and other topics

Other new and interesting topics are the chapter describing the actors in international distribution, including their functions and responsibilities ("who is doing what in international distribution") and the chapters giving an overview of the different organisations in international rail cooperation as well as the statutory provisions and contractually agreed standards in international ticketing. Here particularly the new legal situation with the TAP TSI is presented, as it is a new important statute besides the existing CIV Uniform Rules and Regulation EC 1371/2007 on rail passengers' rights (PRR).



The new CIT Manual for International Rail Tickets (MIRT)

Last but not least, the classic ticket information is not forgotten. The new Manual also describes in detail which information is compulsory on tickets from an international legal point of view and which information is subject to commercial agreements and national legislation. It must be remembered that an international e-ticket (pdf, mobile phone ticket etc.) also needs to comply with these rules. Just because it is no longer

in the classic paper format, the compulsory information on the tickets should not be forgotten!

Finally a new list of endorsements on tickets and distribution terms will be created and the common Glossary for all CIT passenger products will be updated in 2016.

This manual is only available to the members of the CIT.

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Original: EN

New CIT Manual for cooperation agreements between railway undertakings (MCOOP)

Providing an international transport service is relatively complex at contractual level. How can cooperation between railway undertakings be formalised? Which law applies in the event of problems? Are there any new standards that need to be complied with?

Lawyers and managers of the production of international trains now have a new working tool to gain time and improve efficiency: the “Manual for Contracts for Cooperating in International Passenger Traffic by Rail” (MCOOP). The CIV Committee approved this manual at its meeting on 24 June 2015 (see CIT-Info 3/2015, p. 4). It aims to address key legal issues related to cooperation between railway undertakings operating a rail transport service across one or more state borders.

New contract structure

The MCOOP offers a simplified contractual structure for cooperation agreements and provides templates for:

- A basic agreement determining the key objectives and points of cooperation;
- A set of annexes setting out the particularities of cooperation, namely:
 - > *the practical arrangements of the planned transport service: rolling stock, staff, schedules, quality objectives, order for paths and other ancillary services, as well as conditions for modifying or interrupting the service, etc.;*
 - > *various services (rolling stock, staff, paths, ancillary services, etc.);*
 - > *operational exchange points between two carriers (usually on both sides of the state border) and the point where responsibility is transferred from one company to another;*
 - > *exemptions from international CIT or UIC standards in transfrontier carriage;*
 - > *persons qualified to sign or amend the basic agreement and annexes.*

Application of international standards

The MCOOP requires that the cooperation agreement be based on the usual international standards of the CIT (regarding terms and conditions, agreements, etc.) and the UIC (as to forms, agreements, etc.) for international rail transport. It also sets out any applicable COTIF and European Union law, giving undertakings a brief and structured presentation of the legal and operational standards applicable to their cooperation.

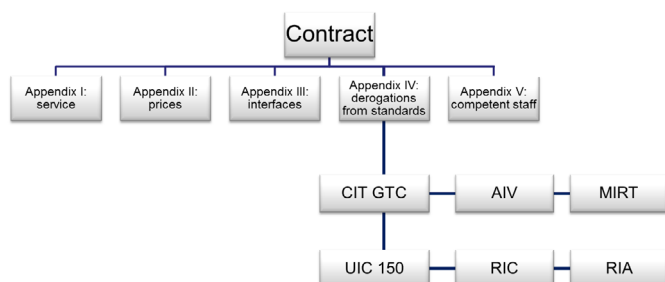


Diagram of simplified model of contract proposed in the MCOOP

Differentiated general conditions for each cooperation model

In addition to the model contract described above, the MCOOP provides CIT members with two new sets of General Terms and Conditions (GTCs) to regulate liability issues. This is between successive carriers or between the principal carrier and substitute carrier. The CIV Uniform Rules (Appendix A to COTIF) indeed provide for only these two cooperation models in international rail traffic. The CIT has decided not to retain any others for the time being. These new GTCs will therefore replace the four sets of GTCs that the CIT had drawn up in the early 2000's.

The “successive transport GTCs” and “substitute transport GTCs” are designed to cover exhaustively all problems relating to damage suffered by one of the railway undertakings partnering with international cooperation, whether as a result of an accident or disruptions. The GTCs stipulate that it is always possible for an undertaking to appeal against its partners, but on different grounds, depending on the damage in question. For example, when a successive carrier has had to compensate customers for delays caused by the previous carrier, recourse between successive carriers is generally governed by the CIT agreements applicable to passenger traffic (AIV) or freight (AIM). Another example is when the engine of a successive carrier is damaged by the previous carrier, the successive carrier may take action against it only if it can prove that the previous carrier is at fault.

Compliance with competition law

The MCOOP is merely a recommendation for CIT members, who are free to decide if they want to apply it in whole or in part. The Guide has been revised by experts in competition law and contains only rules that are neutral in terms of competition. In addition, it clearly indicates the requirement for undertakings involved in international cooperation to ascertain in each case the legality of their cooperation under the competition law applicable to them.

Illustrations and models

The MCOOP comments on and illustrates in diagrams and examples each point in the model contract and GTCs, because they are complex tools for those who are unfamiliar with these areas. The CIT thus hopes to promote the launch of this new product among its members and to make it a widely used instrument for new cooperation contracts to negotiate.

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Original: FR

The European Commission published the Interpretative Guidelines to the Rail PRR

The Interpretative Guidelines to the Rail PRR (IG PRR) were published on 3 July 2015 by the European Commission. The IG PRR aim at clarifying a number of provisions of the Rail PRR to improve their general understanding and implementation; the IG PRR are not legally binding.

Setting the scene

The Regulation on Rail Passengers' Rights and Obligations CE 1371/2007 (also well-known as Rail PRR) was adopted on 23 October 2007 and entered into force on 3 December 2009, thus being in force for the last five years. Back in 2013 the European Commission made an assessment on the implementation of the Rail PRR. In its report of 14 August 2013 on the application of the Rail PRR, the European Commission stated that it considered the overall application and enforcement of the Rail PRR satisfactory, thus confirming the finding of the 2012 Steer Davies Gleave Report. It also noted that the railway industry had shown a positive approach towards implementation and was thus delivering according to the obligations set out in the Rail PRR. At the same time, the European Commission mentioned that as a short term measure to improve the application of the PRR it would consider adopting interpretative guidelines.

Preliminary insights into the Interpretative Guidelines

According to the European Commission, the IG PRR provide additional explanations to several provisions of the Rail PRR, including guidance on best practice. The European Commission mentions that it aims to address only the issues that were most frequently raised with respect to the application of the Rail PRR. Thus, the IG PRR do not include a commentary or an explanation on each and every provision of the PRR. This seems to be a reasonable approach taking into consideration the positive assessment of compliance of the railway industry with the PRR requirements and the existing best practices developed by the railways, which should not be undermined. Importantly, according to the European Commission, the IG PRR do not create any new legislative rules, and do not constitute an official interpretation of the EU law, which belongs to the exclusive competence of the Court of Justice of the European Union (CJEU). Thus, IG PRR are not legally binding.

The IG PRR address, among others, a number of points that are important for CIT members. In terms of scope of application of the Rail PRR, the IG PRR contains a suggestion that the Rail PRR should also apply to a substitute carrier and/or to a traction provider, where a contractual carrier is a non-EU railway undertaking (see point 1.1 of the IG PRR).

This provision is particularly important for East-West passenger services. The IG PRR also addresses several points related to the national exemptions to the Rail PRR. In the Commission's view there should be no exemptions for domestic rail passenger services granted according to Art. 2(4) Rail PRR after 3 December 2024 (see point 1.2.3 of the IG PRR). Further, the Commission clarifies that the notion of urban, suburban and regional services in line with Directive 2012/34/EU also includes cross-border urban, suburban and regional services (see point 1.2.2 of the IG PRR). Exemptions for these services are consequently also possible, as is already the case in Luxembourg. Furthermore, according to the Commission, the exemptions for services with significant part outside the EU should not be indefinitely renewable, although no specific deadline has yet been set. In addition, the European Commission clarifies that in cases of cancellation, passengers are entitled to the same rights as under Articles 16, 17 and 18 of the Rail PRR, unless they were appropriately informed of cancellation well in advance (see point 4.3 of the IG PRR). The European Commission notes that the railway undertakings are obliged proactively to offer assistance where possible. Finally, according to the European Commission, force majeure does not count as exoneration for the costs of assistance under Article 18 PRR (similarly to Article 17 PRR in light of CJEU decision in case C-509/11).

The CIT General Secretariat will thoroughly study the IG PRR and analyse their possible implications over the next months, together with the CER and the experts of the CIV Working Group.

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Original: EN

Useful links

- [The Steer Davies Gleave Report, July 2012](#)
- [The Report of the European Commission to the European Parliament and the Council on the Application of Regulation \(EC\) No 1371/2007, COM/2013/0587 final](#)
- [Interpretative Guidelines on Regulation \(EC\) No 1371/2007 of the European Parliament and of the Council on rail passengers' rights and obligations. Communication from the Commission, C\(2015\) 4089 final, 3 July 2015](#)
- [The official press-release of the European Commission on the Interpretative Guidelines](#)

More interactive tools to support the daily work of CIT members

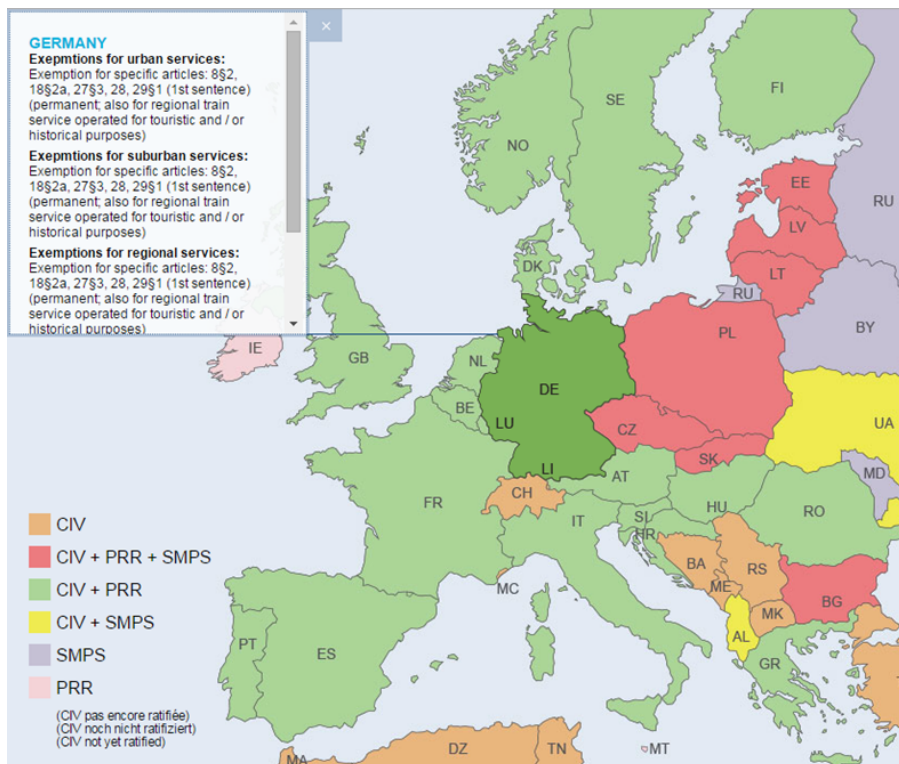
After a successful launch of the CIT Interactive Map on Applicable Legal Regimes and Axes in Through International East-West Passenger Traffic in December last year, the CIV Committee and the CIV Working Group supported the idea of developing an interactive map for passenger traffic on the application of the Rail PRR.

The new interactive map gives an overview of the scope of application of the PRR in the respective member states of the European Union based on the up-to-date information provided to the CIT and CER by their members. According to Article 2, paragraphs (4), (5) and (6) PRR the EU member states can grant exemptions to the application of the PRR, except for international services within the EU. A number of exemptions were granted until 3 December 2014 and most

of the exemptions were renewed for the next period of five years. The interactive map was launched on the CIT website on 1 September and the CIT members can put cross-links to this map on their respective websites.

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Original: EN



The new interactive tool provides CIT members with easily accessible and up-to-date information on the application of the Rail PRR



The CIT Freight Claims Departments' Annual Conference 2015

The one-day conference of the freight claims departments, which was held on 21 May 2015 in Bern, was divided up into three modules. The first module focused on current issues and new CIT freight documents, and included presentations on the revision of COTIF and on the subject of establishing damages and liability in the event of theft. In the second module, participants were given the opportunity of registering in advance for workshops with group work on a variety of topics. The third module once again was traditionally dedicated to networking in order to give representatives from the various companies the opportunity to exchange information and views. Numerous CIT members this year again followed the invitation of the CIT General Secretariat again to attend the conference.

New documents and the CIT's current work, the revision of the COTIF and establishing damages and liability in the event of theft

This year's conference kicked off with a follow-up from last year's conference and the further developments of the CIT freight documents that had been made as a result. Special mention should be made of the introduction of the GTC EurAsia on 1 July 2014, for example, and the GTC Rail-Sea Traffic, which entered into force on 1 January 2015. In addition, E. Evtimov (CIT) reported on the current status of the CIT's work on the electronic consignment note and the electronic formal damage report, which is to be completed next year. In order to take account of the digitisation of transport documents, the CIT will finalise the legal and functional specifications with its members and the technical specifications of the electronic consignment note with RailData. In the field of multimodality, conference participants were informed of the CIT's new Multimodality Committee, which was set up in November and this year in particular will move ahead with the preparation of a boilerplate contract for the implementation of the GTC Rail-Road Traffic and a checklist for the internal relationship between road and rail carriers, while work on finalising the comparative studies between the CMR-CIM-SMGS legal regimes, including the adoption of the revised SMGS rules on 1 July 2015, continues. Particular attention was paid in the first module to the legal examination of the carriage models, which has progressed since the last conference of the freight claims departments with the assistance of freight transport experts from CIT members (see CIT INFO 1-2015). The Head of the Legal Service of OTIF, C. Del Olmo Morand, brought the first module to a close with an overview of the work in progress and the current status of the revision of COTIF 1999.

Another key aspect of the first module focused on the subject of establishing damages and liability in the event of theft. This was explained in practical terms by N. Brottes (SNCF Fret) and in legal terms by U. Polanetzki, lawyer. N. Brottes began by presenting the most frequent damages that result from theft or attempted theft, and then looked at the question of how the risk of larceny and theft can be avoided in advance. With reference to CIT documents, he then explained what is to be done when theft or attempted theft has been established. This was followed by



Ahead of the workshops, which dealt with specific cases, the participants were given details of new documents and the CIT's current activities.

U. Polanetzki, who presented the legal analysis of the theft of goods in the field of rail transport. He began by referring to the applicable national and international rules and regulations, in particular to the carrier's liability as specified in Article 23 CIM, and examined possible grounds for the relief of liability. He then gave a legal analysis of a variety of specific cases of theft and damage, such as the theft of goods from open wagons and wagons covered with tarpaulin, and even the theft of rail vehicle parts and entire rail vehicles.

The theft of metal from the railway infrastructure, by the way, is an extremely topical issue in numerous countries within the European Union. To come up with appropriate ways of dealing with this problem and to provide a coherent response throughout Europe, a cross-sector statement was prepared for EU decision-makers, to which the UIC also gave its support.

Issues of general interest

The second module consisted of group work with three different workshops. This gave participants the opportunity of presenting their own views on the issues to be dealt with, to voice their opinions and to enter into discussion with other participants. The results of the various discussions were presented by one of the participants in the group work to the members of the other groups in the plenary session at the end of the conference.

The group work this year consisted of the following three issues:

- Use of the CIM UR and the AIM: two specific cases offered the possibility of analysing the issues relating to the use of the CIM UR and the AIM. With the aid of specific cases, the participants were able to understand more clearly the importance and usefulness of CIT forms when dealing with claims.
- Total loss during carriage and the allocation of compensation among carriers: the aim in this case was to find an answer to the question of how the compensation paid to the customer is to be allocated among the carriers and specifically between which points of the journey when total loss occurs during carriage and the place where loss occurred when the journey was interrupted.
- The electronic formal damage report – an app for an electronic formal damage report: following a presentation of the initial work, the subsequent discussions with the representatives of the claims departments led to new suggestions and priorities for the CIT's future work on the continuing digitisation of transport documents.

Networking

The third module is organised and proposed by the CIT on an annual basis as a platform for the exchange of opinions; this is an excellent opportunity for the claims departments of the various railways to benefit from the legal expertise of the CIT General Secretariat and from the presence of interpreters to ease the sharing of information between members speaking different languages.

Representatives of new CIT members also took the opportunity to attend this year, which enabled the conference to achieve its two main goals: on the one hand to secure the continuing education of its members and on the other hand to provide a platform for the exchange of views on current issues and to strengthen the relationships between the customer services departments of the CIT members.

The date of the next conference of the freight claims departments has been fixed and we would ask any CIT members' representatives interested in attending to make a note in their diaries - it is to be held on Thursday, 19 May 2016 in Bern, in the CIT's head office building.

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Original: DE

News from this year's meeting of the CIM/SMGS Legal and Experts Group

At its last meeting, which was held at the end of July 2015 in Bern at the headquarters of the Universal Postal Union (UPU), the CIM/SMGS Legal and Experts Group dealt primarily with the revision of the SMGS and its effects on the "CIM/SMGS Consignment Note Manual", in addition to the planning, organisation and carriage of postal consignments by rail from the People's Republic of China to Europe.

Revision of SMGS 1951

The representative of the OSJD and Chairman of the Commission on Transport Law, Mykola Nosenko, presented the revised version of the SMGS, which entered into force on 1 July 2015. A large number of the proposals have accordingly been taken into account in the "CIM/SMGS Consignment Note Manual" (GLV-CIM/SMGS), which was also published by the CIT GS on 1 July 2015 (see CIT-Info 3/2015, p. 3). Other parts of the revised SMGS are related to the design of the SMGS consignment note. The CIM/SMGS Legal and Experts Group considers this work to be necessary, although it would require appropriate preparation time. The CIM experts point out that, as of 2017, modifications to the CIM consignment note are to be expected and will be related primarily to the new customs requirements and the digitalisation of transport documents. Modifications to the

design of the CIM/SMGS consignment note will be made at the same time. This work is to be completed in 2016, to ensure that a decision can be taken for 2017 and/or 2018. Coordinated adjustments to the CIM consignment note, the SMGS consignment note and the CIM/SMGS consignment note makes sense, according to the project managers CIT and OSJD, and received the support of all participants.

The representative of the OSJD also reported on the basic convention for international rail transport law, which is currently being prepared. The OSJD's ad-hoc working group, which was set up for this purpose, completed its work on the text of the new basic convention in June 2015. The new version is currently being translated into English to ensure that it can be made available to all OSJD Member States by September 2015. The provisions of the existing SMGS are to be largely incorporated in the basic convention as an appendix. The signing of the new convention is expected to take place at the end of 2016 during an intergovernmental conference – the aim is obtain the signatures of eight states. When this is done, the ratification process will start.

Postal consignments by rail from China to Europe

On the second day of the meeting, the representatives of the Universal Postal Union reported on the subject of "Carriage of postal consignments by rail between China and Europe". In conjunction with the Universal Postal Union, the CIT intends to set up a pilot project designed to promote postal services by rail from the People's Republic of China to Europa. The parcel consignments are expected to consist primarily of consignments that have been ordered



Design of the first CIM/SMGS consignment note to be used for postal shipments by rail between China and Russia

and processed between the People's Republic of China and Europe on the basis of e-commerce transactions via the Internet. In this regard, the Chair of the Legal and Experts Group, Erik Evtimov, Deputy General Secretary of the CIT, referred to a workshop currently in the planning stage on the subject of "Postal Consignments by Rail", which will be held at the end of the next meeting of the CIT's CIM Committee on the afternoon of 17 March 2016.

Paul Donohoe, Programme Manager Electronic Postal Service, on behalf of the UPU, referred to the presentation entitled "Fulfilling the e-commerce promise" and stressed the importance of "e-commerce at the UPU" and its impact on

the various modes of transport in the global logistics chain. This is an area in which China plays an exceptional role as both an export and import country. Harald M. Weyerich, Director Postal Technology Center at the UPU, followed by presenting the UPU's technical and electronic standards employed to handle the carriage of postal consignments and their interfaces to the carriers and customs offices. Bilal Ahmed Khan, Customs and Transport Programme Manager at the UPU, concluded by presenting the background of the planned pilot consignments from the viewpoint of the UPU and the arrangements that had been made to date with the stakeholders involved from China – the China Post Group, China State Post Bureau, the customs authorities and also the China Railway Corporation, who are very much in favour of the project and will provide their support.

The representative from SBB Cargo, Marc Falconnier, presented the services provided by SBB Cargo for Swiss Post as a best case. The carriage of postal consignments has been a traditional business area for SBB for over one hundred years, which demands the highest standards of quality and punctuality for its transport services. This aspect is one of the competitive advantages of rail transport compared with road transport (65 trains a day).

The representative from RZD/OTLK (United Transport and Logistics Company), Victor Bortsov, Project Development Director, gave a presentation of the shipments of postal consignments completed since the beginning of the year between Russia and China and described the individual phases of the project. In this context, emphasis was given primarily to the revision of the SMGS, which was completed on 1 July 2015, and which now offered the possibility of handling postal shipments by rail. These pilot shipments of postal consignments are to be developed further in the course of this year into regular services using the common CIM/SMGS consignment note.

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Original: DE

The CIT's current activities in the field of multimodality

Following the approval of the GTC Rail-Sea Traffic, they entered into force on 1 January 2015 and have been available to the CIT members since then. Appendix 1 to the GTC Rail-Sea Traffic contains the CIM list of maritime and inland waterway services. Both the CIM and the CIV list of maritime and inland waterway services will be updated annually by the CIT GS and sent to all CIT members at the end of each November by means of a circular letter for information purposes and will include a link to the OTIF website.

Rail-sea traffic

The CIT's GTC Rail-Sea Traffic, which were presented to the "Multimodality" Committee at its meeting on 12 November 2014, entered into force on 1 January 2015. The "Multimodality" Committee additionally instructed the "Multimodality" Working Group to put together its initial thoughts on the implementation of the GTC Rail-Sea Traffic with a boilerplate contract for the organisation of the successive rail carriers and the registered shipping companies. In view of the nature of global logistics services, it is much more appropriate to base multimodal movements today on end-to-end contracts, so as to compensate for the absence of a multimodal convention.

The CIT GS subsequently presented its initial thoughts on such a boilerplate contract to the CIM Working Group on the model of successive carriers mid-June 2015. Representatives of the shipping companies were called in to deal with the rail/sea interface. They confirmed the benefits of using such a boilerplate contract in practice and suggested that the interfaces required between the rail and sea carriers be defined more precisely and included in the appendices to the boilerplate contract.



Development of rail-sea traffic is reflected in the new CIT Documentation on Multimodality

Rail-road transport

Work on comparing CMR-COTIF/CIM and IRU/CIT documents and establishing possible passerelle clauses between the CIT documents for rail freight traffic and the IRU for road transport will be continued in the summer months. During this time, the comparative table will be extended to include the revised SMGS rules (in force since 1 July 2015) as soon as the revised version of the SMGS is available in English (see CIT-Info 3/2015, p. 3).

The initial results of the work involved in these comparative studies are to be presented at a CIT/IRU seminar on 12 November 2015, the day before the second meeting of the "Multimodality" Committee takes place in Bern. Once the comparative table has been completed, the next step will be to prepare a detailed checklist for the rail-road boilerplate contract, supported by real-life examples provided by CIT members.

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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.

Acceptance of the goods for carriage – creating the wagon label

Can Form CIT14, complete with pictograms, be created directly from the customer information system? Is the carrier’s permission required to do this?

After accepting the goods for carriage, the carrier becomes liable for any subsequent loss and damage to the goods (Article 23 § 1 CIM). The goods are considered as having been accepted for carriage when the consignor hands them over to the carrier at the agreed forwarding point and at the agreed time and the carrier has accordingly accepted the goods for carriage (Item 11 GTC-CIM).

The correct handling of the goods accepted for carriage is ensured, for example, by means of the wagon label, which is to be created at the latest before the wagon moves and is to comply with the specimen shown in Appendix 14 GTM-CIT (CIT14). The carriers may agree amongst themselves whether to attach Form CIT 14 or not.

If, however, the wagon label is to be attached by the carrier as a result of an agreement with the consignor, the information included and/or required in Form CIT 14, is to be checked by the carrier on departure (Working sheet 02-05, fourth dash and associated Appendix 14 GTM-CIT).

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Original: DE



CIT ITSELF

Update to the address book on the CIT website

The world is a rapidly changing place and undertaking staff members are constantly evolving. This is why the CIT General Secretariat (CIT GS) has become accustomed to contacting its members each year to keep up-to-date the different lists of addresses (General, Passenger traffic, Freight traffic, Infrastructure and Use of wagons) available in the secured area of its website.

A new more user-friendly form has been created to facilitate the processing of these updates. It is available for download at the top of each page of the address book.

A circular letter has been sent out to CIT members, inviting them to check all of their addresses given in the different lists in the address book. CIT members are, however, asked to keep the CIT GS informed throughout the year of any changes using the above-mentioned form.

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Original: FR

The new form for addresses

The CIT warmly welcomes its new associated member

Tarifverband der Bundeseigenen und Nichtbundeseigenen Eisenbahnen in Deutschland (TBNE)

The TBNE is a cooperation platform for railway undertakings (RUs) that operate regional rail passenger services in Germany. The vast majority of the RUs in the regional rail passenger services market are already represented directly or indirectly in the TBNE. The TBNE's work is primarily "internally" focused and is concerned with regulating the relationships between the various member undertakings, such as the end-to-end continuous recognition of fares and the resultant principles for the allocation of ticket revenue between the RUs.

The TBNE also has the task of setting up rules – for the creation of through tickets, for the sales of such tickets and for the consequent allocation of ticket revenue. To fulfil this task, the TBNE would like to use the CIT's documents (security background, CIV Ticket Manual for international tickets, etc.).

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Original: DE

Announcement of the Multimodality Workshop

In multimodal transport today, there are virtually no limits any more – this means that the benefits of different freight carriers can be combined and their drawbacks avoided. This can result in an increase in the effectiveness of transport chains with a subsequent improvement in both cost effectiveness and climate protection.

There are various practical challenges and legal issues to be overcome when combining different freight carriers. For this reason, the first "Multimodality" Conference was organised by the IRU (International Road Transport Union) and the CIT in September 2013. The aim of this joint undertaking by the two organisations is to harmonise the benefits of road and rail transport, since large quantities of cargo on the one hand can be transported in a single operation by rail in an environmentally compatible manner, while on the other hand the flexibility provided by road transport in distributing the individual consignments at regional level should be used profitably.

In view of the very positive feedback from the first CIT/IRU "Multimodality" Conference in 2013, the two organisations now intend to run another seminar in autumn 2015. The main idea behind the seminar is to develop a basic presentation on the multimodal contract and the new logistics chains. In addition, a discussion on the subject is to follow, in which the focus will be on real-life cases submitted by members of the CIT's "Multimodality" Working Group are to be presented and considered for inclusion in a multimodal transport boilerplate contract. Initial results from the comparative studies of the international legal systems used by the various modes of transport – the uniform rules, the SMGS convention and the CMR agreement- are to be presented.

The seminar will be held ahead of the second meeting of the "Multimodality" Committee in Bern during the afternoon of 12 November 2015 and will be presided over by the Chair of the "Multimodality" Committee, Mrs Maria Kalimeri (ATTICA Group).

More information can be obtained from the programme below.

Keynote Speech - Global logistic contracts and their practical application by road and rail

Multimodality issues for road transport

Multimodality issues for rail transport

Practical experience on aspects of multimodal transport

Findings of the CMR-CIM-SMGS analyses

Final remarks and further questions

Conclusions

W. Verheyen (Erasmus University Rotterdam)

I. Bon-Garcin (IRU)

E. Evtimov (CIT)

N. Stepanova (CCTT)

N. Sziladi-Scherf (CIT), / **S. Tomanin** / **A. Taliberti** (IRU)

I. Bon-Garcin (IRU) / **E. Evtimov** (CIT)

M. Kalimeri (ATTICA)



CIT DIARY OF EVENTS

Date	Event	Location	CIT contact
9 September	Group of Coordinators 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	Berne	Jan Svensson
14 October	CUI Committee	Berne	Myriam Enzfelder
20-21 October	CIV Working group	Berne	Tetyana Payosova
29 October	Seminar CIV/SMPS	Monte Carlo	Erik Evtimov
12 November	Workshop Multimodality	Berne	Nina Sziladi-Scherf
13 November	Multimodality Committee	Berne	Erik Evtimov
19 November	General Assembly	Berne	Cesare Brand
25-26 November	CIM Working group	Berne	Erik Evtimov

Events with CIT participation

Date	Event	Org	Location	CIT contact
7/8 September	IRT Working Group	UIC	Paris	Jan Svensson
8/9 September	Commercial and Technical Group Joint Meeting	UIC	Paris	Isabelle Oberson, Jan Svensson
9 September	Ferroworld Forum 2015	Ferroworld	Geneva	Cesare Brand
10/11 September	VöV General Assembly	VöV	Zürich	Cesare Brand
24 September	CER General Assembly	CER	Oslo	Cesare Brand
24 September	Working group on seals	CER	Olten	Joël Forthoffer
29/30 September	OTIF Generalversammlung	OTIF	Bern	Cesare Brand
1 Oktober	Meeting Eurail - CIT	Eurail	Utrecht	Cesare Brand, Jan Svensson
5 Oktober	CIT/RailData Koordinationssitzung	RailData	Basel	Erik Evtimov
6 Oktober	Passenger Working Group	CER	Brussels	Tetyana Payosova
6/7 Oktober	Conference on Incident Reporting in Land Transport Security at the EU level	EU	Brussels	Erik Evtimov
7 Oktober	Customer Liaison Group	CER	Brussels	Tetyana Payosova
12/15 Oktober	TAG, TAP MD	UIC	Paris	Jan Svensson
14 Oktober	Freight Focus Group	CER	Brussels	Erik Evtimov, Nina Sziladi-Scherf
14/16 Oktober	Unified Railway Law	UNECE	Geneva	C. Brand, E. Evtimov, N. Sziladi-Scherf
21 Oktober	Corridor Rhine-Alpine Conference 2015	EEIG Corridor Rhine-Alpine	Antwerpen	Cesare Brand
22 Oktober	Ad-hoc technical group ECN CIM/SMGS	OSJD/CIT	Warsaw	L. Schneemann
28 Oktober	Freight Forum	UIC	Budapest	Erik Evtimov
3 November	Commercial and Distribution Forum	UIC	Paris	Isabelle Oberson, Tetyana Payosova
10/11 November	XXIV Plenary Meeting	CCTT	Vienna	J.-L. Dufournaud, E. Evtimov

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