

Editorial

Everyone has a wish-list



More than 150 railway lawyers, lawyers in general practice, insurance experts and risk managers took part in this year's "Bernier Tage" and there was indeed more than one topic to stimulate the spirits.

As one example, the issue of "general terms and conditions". Participants were agreed that this legal device was indispensable for traffic by rail if reasonable order, effectiveness and safety were to be ensured. It is a long way from the lawyer's and tariff expert's desk to ticket machines and sales staff on the front-line and much can go wrong along it.

In the passenger traffic session, when the new EU passengers' rights Regulation was being considered, customer interests advanced the concepts of *one* contract of carriage (even in the case of several tickets), *just one* contractual party (even when several trains are being used), the *same* general conditions of carriage (even when carriage is provided by a variety of undertakings), complete refund of the fare in the case of delay (even when just one transport service caused it)! This could all be an expensive business, quite apart from the question of what that leaves from freedom of contract.

The bold demands made by associations representing customers caused the Chairman of the CIT to direct a couple of requests to legislators themselves. As readers will be aware, railway undertakings now find themselves facing three different legal regimes for international passenger and freight traffic: European law in the shape of EU Directives and Regulations (for twenty-seven states), COTIF law of carriage (for forty-three states) and the law of carriage in accordance with SMPS and SMGS for traffics towards Russia and Asia.

Considering this background, the CIT would like to propose a (modest) wish-list to legislators: the railway undertakings require standardised law of carriage with standardised legal terminology for carriage under standardised circumstances in order to meet the expectations of customers. Legal regimes that overlay each other must not compete with each other or block each other; rather they should be harmonised so that they complement rather than contradict each other. Last, but not least, all provisions should be simple, comprehensible and should have a certain durability.

The CIT Secretary General still has one more small wish: "less is often more".

Thomas Leimgruber
Secretary General to the CIT

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CIT Diary of Events

Date	Event	Location
17/18 March	CIV Working Group	Bern
31 March	CIM Committee	Bern
1 April	Drafting Group GTC-CIV/PRR	Bern
28 April	CIM/SMGS Group of experts	Warsaw
29/30 April	CIM/SMGS Legal Group	Warsaw
30 April	CIV Committee	Bern
28 May	Conference of Freight After-Sales Service Departments	Bern
10 June	Executive Committee 2/2009	Varna (BG)
17/18 June	CIM Working Group	Bern
30 June	Workshop on "New Passengers' Rights"	Paris
7 July	CIM/SMGS Co-ordination Group	Bern
8 July	CIM/SMGS Steering Group	Bern

“Berner Tage” 2009

The joint sessions

A full house

The “Berner Tage” event, now in its fourth year, took place on 4 & 5 February 2009. There is ever more interest in the event, this year there were more than one hundred and fifty participants.

The Berner Tage reflect the most recent developments in international rail transport law. They are specially designed to appeal to railway lawyers, specialists from claims and claims prevention departments, insurance experts, specialist lawyers, risk managers and representatives from governmental administration and justice departments.

The “Berner Tage” not only provide participants with the most recent information and thinking on these issues but also constitute a unique opportunity for exchanges of views and experiences between international experts.

General terms and conditions of contract as a key legal tool

The focus of the 2009 event was on the standardisation of legal relationships by means of general terms and conditions of contract. *Professor Andreas Furrer* (University of Luzern) gave a presentation on the principles of this subject. We will examine his remarks in detail in a future edition of CIT Info.

A second important theme was intermodality in transport law. *Professor Isabelle Bon-Garcin* (University of Lyon II and IDIT) considered the forms this took in passenger and freight traffic, the international legal principles of *de lege lata* and *de lege ferenda* and the function and liability of the various service providers (travel agencies, forwarding agents, “combined transport” operators, etc).



More than 150 delegates took part in this year's “Berner Tage”.

In the second part of the event, the participants were separated into two groups, passenger and freight, so that they could consider current issues in those areas. One report is included below in this CIT Info, the other report will be left to the next edition of CIT Info.

Fragmentation of the international law of carriage by rail

The final part of the event, which was again joint, consisted of a round table discussion at which senior representatives of international institutions and larger railways discussed current issues in the law of carriage by rail. Amongst the issues discussed were complementarity and competition between various legal systems, the subsidiarity principle in Community law, consumer protection in the law of carriage together with the scope and degree of detail in current regulation. The Chairman of the CIT and chairman of the round table discussion, *Professor Rainer Freise* (University of Frankfurt am Main) made an

appeal,

at the end of the event to the legislators concerned with legislation for railway undertakings (EU, OTIF, UNECE, OSJD) to coordinate and harmonise their legislative activity in the areas of law which overlap.

Through rail traffic, which is not to be held up at frontiers, also requires continuous, standard law. Up to now, that hasn't been achieved, instead in addition to national law, up to three international systems of law are used and in many respects these three systems are not compatible:

- European law in the form of EU Directives and Regulations (applying to the twenty-five EU Member states with railways),
- International transport law within the scope of OTIF (in which forty-three states are represented),
- For much Eurasian traffic, the SMPS and SMGS Conventions in addition.

By contrast, international freight traffic by road, as rail's main competitor, does have continuous standard law in the shape of the Convention on the Contract for the International Carriage of Goods by Road (CMR) and this standard law reaches right into Asia.

Divergent legal regimes for international rail traffic (which even go so far as conflicting with one another) hinder rapid and simple frontier crossing using standard and certain legal principles; they also make the implementation of systems for recourse more difficult as the non-application of the CUI Appendix to COTIF in most EU Member States shows.

Customers of the railway, passengers and shippers of goods, press more and more for through rail services on the basis of a single contract with all the railway undertakings taking part and with standard conditions from end to end.

In summing up, the Chairman of the CIT made the following demands to legislators:

1. The railway undertakings require standardised law of carriage with standardised legal terminology to guarantee standardised conditions of carriage.
2. Legal regimes that overlay each other must not compete with each other or block each other; rather they should be harmonised so that they complement rather than contradict each other.
3. The railways require simple, comprehensible law which can be easily applied both by them and by their customers even when several legal regimes complement each other.
4. Given the differing economic circumstances in individual states standardised legal minimum standards will suffice (particularly for liability and limits to compensation); they may then be increased by statute in individual states or regions, perhaps restricted to individual traffic flows. This also follows from the subsidiarity principle.
5. Once statutes have been passed, the law must remain unchanged and long-lasting for a certain period of time in the interests of legal certainty.

Lastly, Professor Freise asserted that users of transport services could choose between the services of competitive undertakings; railway undertakings as “users of law” however have



Two professors and two questions: firstly general terms and conditions and secondly legal integrity for the international law of carriage by rail.

no choice between competitive legal regimes since each legal regime claims its own validity. They are therefore impelled to invite the various legislators to work together and regard their legislative work as a joint task.

The next “Bernertage”

The internal coherence of the international law of carriage by rail is of crucial importance for rail traffic and accordingly this topic will remain the key topic for the next “Bernertage”. The next “Bernertage” will be held on 4 & 5 February 2010. Put the date in your diary now!

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Original: DE

Passenger traffic

In the “Bernertage” in November 2007 *Michaela Strohschneider*, Policy Officer in DG TREN of the European Commission, presented Regulation (EC) No 1371/2007 on rail passengers’ rights and obligations. At this year’s “Bernertage” the CIT was likewise able to present the General Conditions of Carriage for Rail Passengers (GCC-CIV/PRR) to a wider public for the first time. These new GCC-CIV/PRR bring EC law and COTIF law together into a unified contractual document.

Consumer protection for passengers too

In his presentation, *Ákos Érsek*, the CER’s Senior Policy Advisor, Passenger, set out the political environment in which the passengers’ rights regulation was developed and described the original intentions of EU transport policy. This consisted of creating transparency by separating railway infrastructure from railway undertakings, permitting competition for traffic by rail and ensuring the protection of consumers of rail services. For public-service traffic, competition is ensured by inviting tenders. In other areas, passengers are to have a choice between various providers of services, a choice which is particularly relevant for high speed trains and for international and long-distance traffic.

Surveys made by the CER lead to the conclusion that significant differences exist between the rights enjoyed by passengers within the EU. These differences are not only between the new and old Member States but also between old Member

States themselves. This will lead to EU Member States making extensive use of the option to use exemptions. A clear overview will only be possible during the summer however and perhaps indeed not until the autumn.

The CER also pointed out that implementation required the railway organisations (CER, UIC and CIT) to work closely together, and that included maintaining a dialogue with the associations representing customers.

Far reaching changes

The Chairman of the CIT’s CIV Committee, *Enrico Trapazzo*, explained the rudiments of the passengers’ rights Regulation and its transposition into the new GCC-CIV/PRR. In doing so, he made the following observations:

- The passengers’ rights Regulation will change the life of railway undertakings;
- If the railway undertakings behave sensibly, they will be able to use opportunities and consciously influence the changes;
- In that process, legal standardisation by means of general conditions of carriage (GCC) will play a crucial part;
- If the majority of carriers agree to these new GCC, they will become a standard for passengers’ rights;
- All those involved with traffic by rail must adjust their arrangements to accommodate the new situation;

- In order to do this, a comprehensive new start and an integrated communications policy with common means of supplying information (database, websites) is essential.

The GCC-CIV/PRR provide a reference point, without restricting the commercial freedom of the marketing groups (whether in the traditional TCV arrangement or as business units).

Clear demands from passengers



Rian van der Borgt, Treasurer of the EPF (European Passenger Federation), gave the draft GCC-CIV/PRR (as it then existed) a critical examination. To begin with, he set down very clearly what the customer expects:

- one contract of carriage (even for a journey using several trains and several tickets)
- just one contractual party (even when several undertakings take part in providing carriage)
- standard general conditions of carriage (which apply to the whole journey and not just the train in question)
- complete refund in the case of delay (based on the fare paid for the whole journey).

He represented the view that although the passengers' rights regulation will bring improvements in various areas, it also contained inconsistencies and gaps. These included basing rights on trains rather than passengers, the long timescale for full implementation and the option to exempt particular transport services permanently from the scope of the Regulation. The EPF would also like to have seen a consultation and arbitration procedure together with precise rules for taking bicycles.

Deficiencies in the GCC-CIV/PRR in the view of the EPF

In general, the EPF wanted the GCC-CIV/PRR to be centred on the passenger, that ambiguities should be eliminated and that clear concepts should be used. The following were rejected: (i) the possibility that the passenger had to conclude several contracts for his journey, (ii) that compensation for delay is based on the delay to a train rather than the delay to a passenger, (iii) that the passenger can be stranded if the carrier does not consider that he is liable and (iv) that the passenger must submit his original ticket when applying for refunds and claiming compensation. In addition, the EPF thought that the GCC-CIV/PRR limited the legal position of the passenger compared with the passengers' rights regulation in that:

- in the case of delay (over 60 minutes) the passenger was only able to continue his journey by another route within 48 hours instead of within an unlimited period;
- continuation or return is only possible using the original carrier instead of with any carrier;
- the carrier may cite force majeure to exclude his liability where the last connection of the day has been missed.

In the EPF's view, the GCC-CIV/PRR likewise contain similar steps backward compared with the CER/UIC/CIT Charter on Rail Passenger Services. In this respect, the solutions offered should be improved, and action needs to be taken to ensure that passengers know their rights.

Case studies

Subsequently, the consequences for passengers' rights in the event of delays and missed connections were studied in small workshops with the help of specific examples.

In one of the three workshops, the liability of the carrier for personal injury was examined. The passengers' rights regulation extends the strict CIV liability to domestic traffic (and without the ability to agree exceptions too). For many states, this will be a significant change. The requirement to make an advance payment to the passenger or to his dependents in these cases was also analysed.

The principal issue: one or several contracts

In the final part of the passenger session, the groups presented the results of their work. Given the opportunity to make their presentations to a large audience, they provided some lively ones. Division of the contract of carriage was the main theme and the judgement was that the rule: "one train = one contract of carriage" was neither current practice nor should be the rule under the PRR. Cooperation between carriers to issue single contracts of carriage (called "through tickets" in the passengers' rights regulation) also represents a competitive advantage over those undertakings which do not wish to adopt that concept. The issue of through tickets is a commercial decision which will be confirmed or rejected in the next few months - the GCC-CIV/PRR leave both options open. In any case, proving reliable information to passengers will become of overwhelming importance.

All the participants were clear that the passengers' rights Regulation changed the relationship between the railways and their passengers and that with effect from December 2009 the relationship between railway undertakings/carriers will also change.

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The passenger traffic workshop: many issues still need clarification.

Transport Law and Policy

UNCITRAL Convention: the new “Rotterdam Rules”

A new convention on the international carriage of goods wholly or partly by sea (with the working title of UNCITRAL Convention) has been drawn up by the United Nations Commission on International Trade Law (UNCITRAL) on the basis of proposals made by the Comité Maritime International (CMI) (see CIT Info 4/2008, p. 3 for more details).

The UN Commission on International Trade Law (UNCITRAL) approved the new convention on 3 July 2008. It was subsequently adopted officially by the UN General Assembly on 11 Decem-

ber 2008. The opening of the convention for ratification will be celebrated on 23 September 2009 in Rotterdam. For that reason it has been proposed to name the UNCITRAL Convention as the “Rotterdam Rules”.

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Trade and transport in the globalised world economy

The Trade Division and the Transport Division of the United Nations Economic Commission for Europe (UNECE) held a Joint Conference on “The Impact of Globalization on Transport, Logistics and Trade: the UNECE Work” on 24 February 2009 in the Palais des Nations in Geneva.

The two directors, Ms Eva Molnar of the UNECE Inland Transport Committee and Ms Virginia Cram-Martos of the UNECE Committee on Trade, pointed out the growing role of trade and transport in the globalised world economy in their opening speeches.

In the panel-presentations which followed, the transport and trade demands made by the globalised world economy were explained. In doing so, special attention was given to the issues that both committees had in common: containerisation of international trade and transport, transport of dangerous goods, transport of perishable goods and trade and transport facilitation.

Using electronic techniques for trade and transport formed common features of future action points for the two committees. Indeed, the two committees are developing complemen-

tary minimum standards for electronic data exchange for both international trade and the transport of freight. Subsequently, joint initiatives in the various geographical regions will facilitate implementation. The simplifications that this will offer, for the land-locked countries in Central Asia and the Caucasus in particular, will be significant.

Significant demands will also be made of the various modes of transport. The two chairmen (of the Inland Transport Committee and the Committee on Trade), Messrs Kellerman and Van Kuik, appealed to the participants to regard globalisation as an opportunity rather than as a threat.

The conference confirmed that the strategy to concentrate on the states of Central Asia, Mongolia and China adopted by the CIT/OSJD project to make the CIM and SMGS interoperable is justified.

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Passenger Traffic

CER Passenger Working Group

The exemptions which will be sought from the EC Passengers' Rights Regulation (PRR) and the European Commission's new proposals for passengers' rights were both on the agenda of the most recent meeting of the CER Passenger Working Group (11 February 2009).

The CER had mounted a survey in January to ask what exemptions railway undertakings had asked for or would ask for from their governments. This revealed a situation which was very different, Member State by Member State. According to the survey, at the earliest, the national legislation actually granting the

exemptions would only be passed in April 2009. We shall probably have to wait until October or even November to get a complete picture of the situation.

The European Parliament's First Reading of the proposed Regulations firstly for the rights of passengers travelling by bus or coach and secondly for the rights of passengers travelling by water should take place before the European elections in June 2009. The Council, however, has not yet put these two legislative proposals in its work programme. It is probable, therefore, that the subject will only be discussed in the second half of 2009, during the Swedish presidency.

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Freight Traffic

Common CIM/SMGS consignment note: Volkswagen traffic from Vel'ká Ida to Kaluga 1 started at the end of 2008

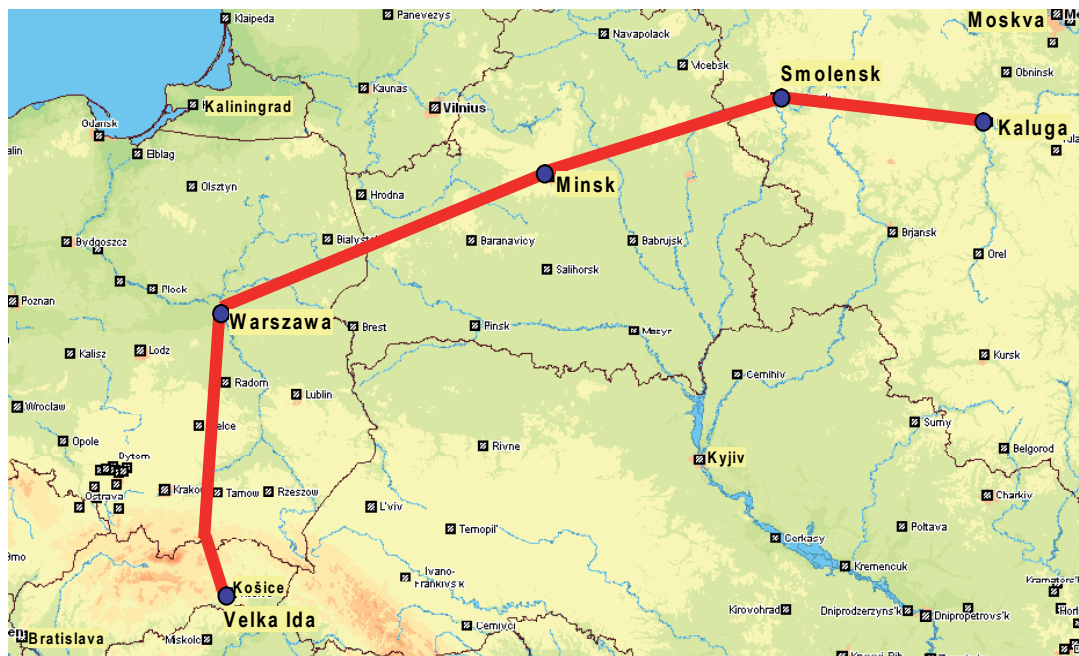
According to information received from ŽSSK Cargo, regular traffic from the Slovak Republic (Vel'ká Ida) to Kaluga 1 for Volkswagen started on 17 December 2008. This traffic uses the common CIM/SMGS consignment note. Up to the end of February 2009, over 1 500 forty-foot containers have been consigned without significant problems. These consignments are parallel to the forwardings from Mladá Boleslav in the Czech Republic (and the return movements) which started in mid-July 2008 (see CIT Info 10/2008, p 5).

The route from Vel'ká Ida runs via the Slovak-Polish frontier at Plaveč/Muszyna, via the Polish-Belarussian frontier at Terespol/Brest and then via Krasnoe and Smolensk to Kaluga 1, which is

south of Moscow. Thus, four railways (ŽSSK Cargo, PKP Cargo, BC and RZD) have to work closely together to ensure these movements run smoothly.

The CIT welcomes the start and successful development of these movements which form the second major flow for Volkswagen using the CIM/SMGS consignment note. The CIT congratulates all those involved and thanks them for their commitment and stamina in the promotion of international freight traffic by rail.

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Crossing Europe with the CIM/SMGS Consignment Note.



News from the e-RailFreight project

The work of preparing for the implementation of e-RailFreight on the first traffic axes is on schedule. That was one of the main conclusions which could be drawn from the most recent project leaders' and e-RailFreight Steering Group meetings, both held in Paris on 24 February 2009.

The technical specifications have been completed; they include the data catalogues, the message flow and the catalogue of messages. At the end of April 2009, RAILDATA will be able to make a centralised system available to allow electronic consignment note data to be exchanged between participating railway undertakings' IT systems.

Three problems identified during this work must be studied in more depth in order to avoid the implementation of the system being slowed down:

- electronic signature: is an electronic signature really necessary, or could an alternative be considered?
- consignments of dangerous goods: a standard and reasonable interpretation of the provisions of the RID which define the requirements which electronic documents must satisfy is necessary.
- consignments subject to customs supervision: a solution must be sought to allow information to be shared with customs authorities using the NCTS-Rail system (a system allowing electronic consignment note data to be used to satisfy customs authorities' requirements for security data

and to satisfy the requirements of the transit regime) without waiting for the modernised customs code to come into effect (in approximately 2013).

The e-RailFreight system must be progressed so that it is possible to introduce it on the first pilot-routes with effect from mid-2009.

The CIT will have a continuing role in this process; it will continue fundamental work to anticipate the future development of the system. It has already been possible to develop several parts of the functional and legal specifications. The developments include:

- the mixed system: such a system may be agreed in order to allow an electronic consignment note to be used for certain flows of traffic over just part of a journey in advance of its generalised introduction;
- amendments to the contract of carriage, prevention of carriage and delivery: rapid, simple and unencumbered solutions (internet and e-mail) are being adopted to speed up the

exchange of information in these cases which in any event only affect some one or two per cent of all consignments. It has been decided not to develop EDI messages;

- documents attached to the consignment note: forty per cent of consignment notes are accompanied by commercial or administrative documents; three complementary approaches have been developed to resolve the problems that these documents pose (reduction in the number of them by asking the consignor to send them direct to the consignee or to the location they are required during carriage; production as electronic documents or as printouts where that is permitted; appropriate solutions for documents which necessarily have to accompany the consignment as paper documents).

The next project leaders' and e-RailFreight Steering Group meeting will be held on 29 April 2009.

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Original: FR

DG TREN's e-Freight Conference

The European Commission's Directorate General for Transport and Energy (DG TREN) organised an *e-Freight* Conference on 17 February 2009. Over 100 participants had the opportunity to discuss an electronic future for international passenger and freight traffic with the European Commission. Particular emphasis was put on optimising the interfaces between the various modes involved in multi-modal carriage by the gradual introduction of electronic data procedures and *e-Freight* standards.

The starting point for the Commission's work in this area is the Freight Transport Logistics Action Plan¹ of 2007. Jonathan Scheele, who is the director of DG TREN responsible for the Trans-European Transport Network (TEN-T), said that it is now time to set a clear political signal. The Commission would like to start the project in September 2009.

Sustained introduction of information technology and communications technology will play a key role in increasing the efficiency of international freight logistics. The Commission will set up the overall framework for the action plan within which the various modes will be able to implement their own plans by themselves. This procedure was illustrated by individual examples and best practice.

Best practice for *paper-free* consignment in the air environment was presented by IATA. Up to sixteen different transport documents (which represents 82% of all transport documents) can now be exchanged electronically between selected airlines for test movements. *Paper-Free* means that paper documents are only printed at the location they are required (e.g. for customs or for special security controls).

The railways presented their activities in Workshop 2, chaired by Zoltan Kazatsay, Deputy Director General of DG TREN. The UIC's representative, John Lutz, briefed the workshop about the work to implement TAF-TSI, Helen Köpf from UNIFE explained the processes which were available to railway undertakings.

The CIT presented the project to make the CIM and SMGS legally interoperable, implementation of the project likewise includes electronic consignment of traffic.

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Original: DE

¹ Freight Transport Logistic Action Plan, Communication of the European Commission, COM(2007) 607 final.

The definition of a wagon keeper in COTIF is now also enshrined in European law

When the new Directive 2008/110/EC¹ entered into force at the end of 2008, a definition for "keeper" (which hitherto has not been defined) was incorporated into European law. As far as possible it has been aligned with the definition² used in Appendix D to COTIF (see CIT Info 1/2007, p. 5). The definition will be placed in Article 3 [as item s)] of Directive 2004/49/EC and reads:

"keeper" means the person or entity that, being the owner of a vehicle or having the right to use it, exploits the vehicle as a means of transport and is registered as such in the National Vehicle Register (NVR) provided for in Article 33 of Directive 2008/57/EC ..."

The definition permits various entities to be considered as keepers of vehicles; they could be, for example, the owner, undertakings which use a complete fleet of vehicles for commercial purposes, undertakings which make vehicles available to railway undertakings under a leasing agreement, railway undertakings or infrastructure managers who use vehicles for the maintenance of their infrastructure, etc. These organisations have rights over vehicles which allow their use as means of transport by railway undertakings and infrastructure managers.

¹ Directive 2008/110/EC of the European Parliament and of the Council of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways (Railway Safety Directive) OJ L 345 of 23.12.2008, p. 62 et seq.

² Article 2 c) of the Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (CUV - Appendix D to COTIF).

To avoid all doubt, in addition to complying with the CUV definition, the keeper should also be unambiguously identified in the national vehicle register of the EU Member State in accordance with Article 33 of the Directive on the interoperability of the rail system within the Community.

These new rules are a good example of how law from COTIF and from the European Community can complement each other and provide synergy for the benefit of the rail mode.

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Legal Advice

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.

Residues in tank wagons

How is the movement of tank wagons with residues organised? Are they moved as means of transport under the CUV/GCU regime or as goods under the CIM regime?

If a tank wagon cannot be emptied fully for technical reasons, a residue will remain; despite the residue, the wagon may be regarded as empty. Accordingly, it may be consigned as a means of transport with a CUV wagon note.

As far as we are aware, there is no internationally agreed standard provision which sets a maximum quantity for residues such that above that level the tank wagon has to be regarded as loaded and consigned with a CIM consignment note.

If the residue is in fact the residue of a consignment of dangerous goods, the provisions of the RID (see 5.4.1.1.6.1) apply both to the empty journey of the wagon and the details which have to be entered on the transport document [i.e. the CIM consignment note, the CUV wagon note, or the transport document for empty uncleaned means of containment (see point 15 GLV-CIM)].

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CIT Itself

A brief report from the Executive Committee

The Executive Committee held its first meeting of the year on 19 February 2009.

Because the CIT General Secretariat is chronically overloaded with work, the Executive Committee has started a fundamental review of whether the Secretariat has sufficient resources, given the tasks it undertakes. Looking at both the current and likely future situation for the carriage of passengers, the carriage of freight, the use of infrastructure, the accession of the European Community to COTIF and an increase in membership as a result of further states joining COTIF, making increased resources available to the General Secretariat would seem essential. Increasing costs in a time of recession is unwelcome, but on the other hand, there are no areas of activity in which the CIT can realistically reduce its commitments without putting its statutory remit into question. The Executive Committee will continue its deliberations in its next meeting.

The Executive Committee welcomed the progress being made on the work to develop the CIT's passenger and freight documentation and on the various different projects in hand (transposition of the EC Regulation on passengers' rights, e-RailFreight, making the CIM and SMGS legally interoperable, use of infrastructure). On the project to make the CIM and SMGS legally interoperable, the Executive Committee advocated starting work on drawing up general conditions of carriage allowing goods to



The CIT Chairman ensures that humour has its place in the Executive Committee's discussion.

be carried between Europe and Asia under a single contract of carriage. Such an approach would be based on international private law. It would allow customer aspirations to be satisfied without waiting for new "uniform law" for this type of traffic to be developed intergovernmentally. If the managing committees of the OSJD also approve this approach, the CIM/SMGS legal group will be able to start studying whether the approach is feasible and the parameters which constrain it. It is hoped to be able to start work in 2009.

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Original: FR



Conference of Freight After-Sales Service Departments Bern, 28 May 2009

This conference of freight after sales service departments is intended for the after-sales service staff, the sales departments and the legal departments of CIT member undertakings. This year, the main theme is the reinvigoration of after-sales services.

The conference will also provide the opportunity to consider problems of general interest which arise in practice. It will also provide the opportunity for participants to exchange views, whether on improving cooperation between their departments in general or resolving specific outstanding issues.

Further information together with the documentation for this conference may be obtained from the CIT General Secretariat, Weltpoststrasse 20, CH-3015 Bern, telephone +41 (0)31 350 01 90.

Bookings may be made by e-mail to [info\(at\)cit-rail.org](mailto:info(at)cit-rail.org) or by fax to +41 (0)31 350 01 99.

The prospectus for the conference together with the booking form are also available on our website: http://www.cit-rail.org/fileadmin/public/Seminare/Flyer_After-Sales_Service_Dept.pdf

Events with CIT participation

Date	Event	Location	CIT contact
16/17 March	OSCE/UNECE Workshop "Customs issues"	Astana (KZ)	Erik Evtimov
19/20 March	UNECE Working Party on Intermodal Transport and Logistics (WP.24)	Geneva	Erik Evtimov
23-27 March	RID/ADR Joint Meeting	Geneva	Max Krieg
24/25 March	COLPOFER "Fraud-Ticket Forgery" Working Group	Vienna	Max Krieg
25 March	CER Sub-working group on Seals	Basle	Nathalie Greinus
30 March	CER ad hoc-General Assembly	Paris	Thomas Leimgruber
30 March	UIC European Management Committee	Paris	Thomas Leimgruber
2/3 April	COLPOFER - 50 th Conference	Berlin	Max Krieg
7 April	CER Passenger Working Group	Brussels	Isabelle Oberson
8 April	CER Liaison Meeting with Customers Organisations	Brussels	Isabelle Oberson
20 April	SIAFI Europe	Paris	Isabelle Oberson
21 April	CER Support Group TAP-TSI	Paris	Max Krieg
23 April	CER Sub-working group on Seals	Duisburg	Nathalie Greinus
23/24 April	4 th European Forum for In-House Counsel	Brussels	Isabelle Oberson
27-29 April	UNECE/ECO Workshop "Transcontinental Corridors"	Tehran	Thomas Leimgruber
29 April	E-RailFreight Steering Group and Project Managers' Meeting	Paris	Henri Trolliet
29 April	UIC Passenger Forum	Paris	Thomas Leimgruber
30 April	UIC Freight Steering Committee	Basle	Henri Trolliet
26 May	CER General Assembly	Brussels	Thomas Leimgruber

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