

Editorial

Continuous rebirth



At its most recent meeting, the Executive Committee considered the issue of how increasing demands on the CIT (think “passengers’ rights” or “Eurasian freight traffic by rail”) could be addressed without more staff or higher costs. To help their debate, the CIT General Secretariat submitted a plan to discontinue some tasks, a plan which foresaw cuts in some areas.

One of the proposals involved the Executive Committee itself. It is reducing the frequency of meetings and will do much more in writing in future. It would like to make more use of the options provided by new communications technologies to save the costs and time taken up in travelling to meetings.

Another action point concerns the CIT Info which you are now reading. Its frequency will be reduced from the current ten issues a year to just six; that will unfortunately have an effect on its topicality but not however on its substance or thoroughness. The choice of topics will be even more careful and each will be more exhaustively treated. In addition, it is planned to make the layout clearer, and to divide the material between passenger and freight traffic so that readers can quickly find the information they need for their work.

Important seminars and conferences organised by the CIT will not be affected. For example, the “Berner Tage” have developed to become a regular event in which railway lawyers can brief themselves on the latest developments in their speciality quickly and economically. Likewise the conference of after-sales service departments allows the managers of these departments to network and to exchange experience to allow rapid and rational handling of claims. In future, therefore, this conference will not only be offered for freight but also for passenger traffic. To give up such events would be a cost saving too far, so “let it cost what it will!”

The CIT is confident that by making a careful evaluation of the activities to discontinue and the areas to expand into, it will be well prepared for the immediate future.

Thomas Leimgruber
Secretary General to the CIT

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CIT Diary of Events

Date	Event	Location
30 June	Workshop on “New Passengers’ Rights”	Paris
7 July	CIM/SMGS Co-ordination Group	Bern
8 July	CIM/SMGS Steering Group	Bern
8/9 Sept.	CIM/SMGS Legal Group	Ulan Bator
9/10 Sept.	CIM/SMGS Group of Experts	Ulan Bator
17/18 Sept.	CIV Working Group	Bern
24 Sept.	Executive Committee 3/2009	Bern
12/13 Oct.	CIV Working Group	Bern
21/22 Oct.	CIM Working Group	Bern
5 Nov.	General Assembly	Bern

Passenger Traffic

“All change” for the TCV Working Group

The TCV Working Group met in Gdansk for three intensive days of meetings from 12-14 May 2009. The group considered the decisions made by the Commercial Group on the framework for the special conditions of carriage for inclusive price tickets, for the TCV system and for “pass offers”. The group then carried these decisions into TCV documentation. The CIT supported this work actively.

In detail, the work consisted of restructuring UIC leaflet 106, (formerly the rules for the TCV and the Europrix Charter). Part I of the TCV was also put into a new document with which various special appendices to the TCV were also combined.

UIC leaflet 106 will now contain the structure for the Special Conditions of Carriage (SCC). Common special conditions were adopted in full for all three former types of ticket. The special conditions were revised in the presence and with the agreement of the majority of railway undertakings which offer or mainly offer inclusive prices. The UIC leaflet will provide a set of rules for the former Market Price Library Group and will officially delegate management of “pass offers” to the GIE Eurail.

The common structure is modelled on the GCC-CIV/PRR and in particular contains detailed provisions for taking bicycles (in so far as railway undertakings offer that), for hand luggage and for tickets printed at home.

The draft will be submitted to the Commercial Group in September 2009 for its approval.

The special conditions of carriage from the TCV were included in the framework in accordance with the new leaflet 106 and aligned with the GCC-CIV/PRR (and therefore with the PRR). Fare reductions for the blind, assistance dogs, users of wheel-chairs, key-account customers and the military were included in addition to those for children and groups.

The working group also decided to reduce the period of validity of tickets which do not include an integral reservation to a month.

The working group (in which only the commercial representatives of CIT members take part) could not entirely accept the decisions made by the CIT's CIV Committee on the new descriptions for the three types of ticket. There was agreement, however, that English language descriptions will be used. The CIT General Secretariat is now discussing this issue with the Chairman of the TCV Working Group and hopes to be able to find a solution which will respect both commercial and legal requirements shortly.

To allow the Passengers' Rights Regulation and the new SCC to be implemented, the working group approved a “to do list” which would be made available immediately to all TCV member railways.

In addition, the working group asked for changes to be made to the AIV. The CIT's representative agreed to take them as action points.

Max.Krieg(at)cit-rail.org
Original: DE

CER: survey on the transposition of the PRR

The *CER Passenger Working Group* met on 26 May 2009 to take stock of the progress being made in the work to implement Regulation (EC) No 1371/2007 on rail passengers' rights and obligations (PRR) and to consider the various different EU legislative projects which might affect passenger traffic.

The CER will launch a new internal survey on the degree to which its members are prepared for the PRR coming into effect. The survey is intended to allow the railway community to take a more comprehensive overall view of the exemptions which may be granted by governments to domestic rail passenger services before 3 December 2009. It is becoming more and more urgent to have details of these exemptions. In practice, railway undertakings must take strategic commercial decisions this summer on the offers which they want to make to their customers in the future in terms of individual rail transport services, exempted or not.

Infrastructure managers, who are frequently also station managers, have also been surveyed. They have reported that they are actively preparing for their new responsibilities under the PRR. The liability of infrastructure managers for delay towards under-

takings which use their infrastructure nevertheless remains a delicate unresolved issue for negotiation between infrastructure managers and carriers.

The meeting also provided an opportunity for the UIC and CIT to update CER members on the work currently being done in UIC and CIT groups, and in particular on the:

- outcome of the meeting of 12 May 2009 between the UIC PRM Working Group and the EDF (*European Disability Forum*),
- checklist of the various different decisions which undertakings must take and implement internally before 3 December 2009 (also see the article on the TCV meeting in this CIT Info),
- new draft AIV (likewise see the article on the meeting of the CIV Working Group in this CIT Info).

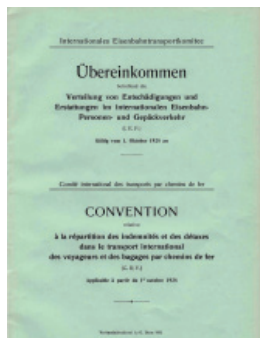
The *UIC/CER High Level Passenger Meeting* (held on 17 June) considered the effects of the current economic crisis on passenger traffic. It also considered the EU rail projects which have been proposed for the next legislative period (2009-2014) by Commissioner Tajani.

Isabelle.Oberson(at)cit-rail.org
Original: FR

New draft AIV

The CIT is continuing the task of amending all its passenger documentation to take account of the *Regulation on rail passengers' rights and obligations* (PRR). After the approval of the GCC-CIV/PRR on 30 April 2009, it is now the AIV's turn to be fundamentally revised.

What is the AIV?



Convention of 1928

The *Agreement concerning the Relationships between Carriers in respect of International Passenger Traffic by Rail* (AIV) has existed in some form since the late 1920s¹. It specifies how compensation paid to passengers is to be shared between the carriers within a causal chain, particularly in the event of delay. It also ensures simple and rapid handling of claims from passengers when several carriers are involved in the claim (because of the option for passengers to send their claims

to one of at least three different carriers in accordance with Article 55 CIV).

Today the AIV applies to all carriers by rail, road and sea who are members of the CIT except in those (rare) cases where members have made a reservation against it. Nevertheless, many carriers have concluded special agreements derogating from the AIV. All these agreements are based on Articles 62 and 64 CIV (recourse between carriers) and on the national law applicable.

Revision work

The CIV Committee approved the principle of a new structure for the AIV in its meeting of 30 April 2009. The new structure will consist of five chapters:

1. *General provisions*
2. *Handling claims from passengers in the event of death or personal injury*
3. *Handling of claims and complaints from passengers in the event of delay, cancellation and missed connections*
4. *Handling of claims and complaints for reasons other than delays or accidents*
5. *Handling applications for refunds*



The PRR will require Chapter 3 to be fundamentally revised. The two essential issues are:

- who will handle the claim?
- who will bear the costs of delay?

The CIV Working Group has already started consideration of these difficult issues and even of the fundamental principles of the AIV. Several fundamental decisions were taken at the meeting held on 19 & 20 May in Bern. Amongst these were: only the principle carrier participates in the AIV (he must therefore make his own arrangements with any substitute carrier), making a distinction between recommendations and actual obligations, etc. The results will be presented and discussed at the workshop to be held on 30 June 2009 on "Passengers' New Rights". Summer will then be devoted to further revision of the text. Members of the CIV Working Group will be consulted in writing. The objective is to finish the text in October in order to have it ready to be approved by the CIV Committee on 3 December 2009, a symbolic date if ever there was.

Isabelle.Oberson(at)cit-rail.org
Original: FR

1. At that time it was called the *Convention relative à la répartition des indemnités et des détaxes dans le transport international des voyageurs et des bagages par chemins de fer* [Convention concerning the Allocation of Damages and Refunds for International Passenger and Luggage Traffic by Rail] and came into effect on 1 October 1928.

Letter to all passenger directors

The CIT General Secretariat sent a letter to all the passenger directors of CIT members on 29 May 2009.

The letter drew directors's attention to the fact that the new European Union Passengers' Rights Regulation (Regulation (EC) No 1371/2007) will enter into force on 3 December 2009. This Regulation will bring radical changes including mandatory provisions for liability for delay and cancellation of trains and standardised liability rules for death and injury to passengers.

The CIT's letter presented the *General Conditions of Carriage for Rail Passengers* (GCC-CIV/PRR). These conditions ensure smooth coordination of national law, Community law and COTIF law. To achieve this, the GCC-CIV/PRR bring the relevant statutory rules together into a standardised contractual text which provides a basis which is certain in law and on to which individual railway undertakings or marketing unions can build their own *special conditions of carriage*. The GCC-CIV/PRR are applicable generally: they apply to domestic and international movements, within and outside the European Union and for traffic between EU and non-EU Member States.

The CIT General Secretariat pointed out that the GCC-CIV/PRR were drawn up by a dozen specialist lawyers and experts from the largest European railways in close cooperation with the CER and UIC and that they were unanimously approved by the CIV Committee on 30 April 2009. The CIT also pointed out that the GCC-CIV/PRR represented easily the best possible legal instrument so far to manage a particularly difficult legal situation effectively and with certainty.

For these reasons, the CIT recommends to its members that they apply the GCC-CIV/PRR without restriction. The undertakings applying the GCC-CIV/PRR will be shown in a list which will be published on the CIT website. The letter of 29 May also asked the passenger directors to inform the CIT General Secretariat before the end of June 2009 whether their undertakings would in fact be applying the GCC-CIV/PRR.

Thomas.Leimgruber(at)cit-rail.org
Original: DE

Freight Traffic

Freight after-sales service departments' conference

Staff from the customer service, commercial and legal departments of CIT member undertakings took an active part in the conference of freight after-sales service departments which was held in Bern on 28 May 2009. Reinvigoration of after-sales service was the central theme of the conference.

Unfortunately, the situation has not improved since last year; some provisions of the AIM are still not being correctly applied. Point 3.3.3 AIM will therefore be amended with effect from 1 July 2009 in order to avoid as many differences of opinion on the interpretation of this provision as possible.

- CIM/SMGS traffic

In addition to a summary of the progress being made on the project, the CIM/SMGS formal report and the new provisions for handling CIM/SMGS claims (which come into force on 1 January 2010) were explained in detail.

In a subsequent part of the conference, syndicates were organised to consider problems of general interest which arise in practice.

One group considered sealing of wagons and UTI. There are continual differences of view along some traffic axes on the procedures for attaching seals, for showing them on the consignment note and for what to do in the event of irregularities.

A further group considered partial loss which is noted en route and the relationships between the carriers taking part in providing carriage which then result from the loss. The AIM lays down that every carrier taking part in the transport chain after the loss is noticed has also to contribute to the compensation. Participants thought that amending this rule would be counter-productive.

The following themes were considered in the first part of the conference:

- Compensation agreements

Existing compensation agreements almost exclusively only cover the carriage of new motor vehicles; they could however be extended to other segments of the market to improve customer service and allow costs to be reduced. Participants expressed the desire that the CIT should resume work on drawing up a customer service agreement with the objective of creating a boiler plate contract.

- New contractual models and after-sales service

New contractual models for working together have brought with them new and varying rules for the liability of carriers to each other. Railway undertakings expect the CIT to advise them how to apply the liability rules contained in the GTC joint contract.

- Procedure for allocating compensation between the carriers involved



The topics discussed in syndicate required a great deal of thought.

The relationships between carriers in the event of loss and damage caused by wagons were considered by another group. The group came to the conclusion that the current liability provisions in the GCU and in the agreement on the exchange of wagons between railway undertakings "in confidence" were adequate. Nevertheless, the issue will be examined in more detail and loss and damage caused by other third parties will also be taken into account.

The last part of the conference was reserved exclusively for participants to liaise with each other. Typical of the issues discussed were ways of improving cooperation between after-sales service departments and the resolution of specific outstanding claims.

All the suggestions made by the participants will now be examined by the CIT's CIM Working Group.

Nathalie.Greinus(at)cit-rail.org
Original: DE

Review of the work of UIC groups and UIC freight projects

The UIC Freight Forum dedicated the major part of its first meeting in 2009 (on 4 June 2009) to examining the results of the work of its study groups and special groups together with their plans for future work. In point of fact, the work of these groups constitute the core of the forum's activities.

The CIT is directly involved in the work of some of the groups and makes appropriate contributions to them. That is true in particular of the groups concerned with the carriage of dangerous goods, with liability issues linked to the use of wagons, with combined transport (drawing up a checklist for special conditions of carriage) and lastly of the UIC/FIATA Contact Group. The CIT will present the CIM/SMGS consignment note at the next UIC/FIATA "Market Place" seminar. This year, the "Market Place" seminar is to be held in Istanbul on 22 & 23 October 2009 and its theme will be "Rail Transport Connecting Continents".

The forum also took stock of the progress being made on projects within its responsibility. Amongst these is the e-Rail-Freight project; the Freight Forum noted with satisfaction that the fundamental preparatory work had been completed on time (preparation of the functional, legal and technical specifications and development of the central system by RAILDATA which will allow those railway undertakings which choose to exchange their EDI messages through a single interface (see CIT Info 4/2008). Thus, all the conditions for successful implementation of the system have now been satisfied. The project team may now be disbanded. A final report will be written and, together with the e-RailFreight specifications, uploaded to the UIC and CIT web-

sites. The remaining conceptual work will be undertaken within other existing Forum Freight groups. The IT Study Group, with which the CIT is to be associated, will provide the coordination necessary and serve as a focus for railway undertakings which have or want to implement e-RailFreight to exchange views.

Two excellent presentations brought some variety to the agenda of the Freight Forum and proved to be of great interest to the participants:

- the first presentation was dedicated to management of the economic crisis and to the action taken by a market-leader in air freight, Lufthansa in this case,
- the other presentation was dedicated to the results of the survey carried out by Booz & Co. on the level of customer satisfaction in the quality of the services which railway undertakings provide for international freight traffic by rail. This was the second survey of its type and was carried out in the first quarter of 2009. The CIT was interested to note that by comparison with the results of the first survey, after-sales service has gained in importance as a criterion of choice of carrier. After-sales service has moved to second place in the list determining the customer's choice. This result shows the importance of the freight after-sales service conference organised regularly by the CIT (see the article on the results of the 2009 conference in this edition of CIT Info).

Henri.Trollet(at)cit-rail.org
Original: FR

Joint Railway/Customs Meeting

The forty-ninth annual meeting of representatives of customs authorities and railway undertakings took place in Oslo at the beginning of May. The meeting itself was organised by the CER Customs Working Group and the event organised by Norwegian Customs and CargoNet AS.

Implementation of the import and export control systems was one of the main issues on the agenda. These were originally planned for implementation on 1 July 2009 but the import system has now been allowed a transition phase up to 31 December 2010. Likewise, the NCTS Rail project was discussed. Test consignments using NCTS Rail will start as early as July 2009. This system will provide an alternative to the current simplified transit procedure for rail, as the simplified procedure will no longer be

permitted when the modernised customs code comes into effect. Up to then, the railway undertakings will try to extend the scope of the simplified procedure, something which DG TAXUD has so far resisted.

The importance of the e-RailFreight project, which allows railway undertakings to comply with the new requirements imposed by customs, was underlined once again. The introduction of the electronic consignment note, making the CIM and SMGS interoperable, (financial) security and guarantees which railway undertakings have to provide and sealing were amongst further issues that were discussed. DG TAXUD also briefed the meeting on progress with the Authorised Economic Operator scheme. AEO status has already been promised to 900 undertakings.

Nathalie.Greinus(at)cit-rail.org
Original: DE

OTIF/ECO Workshop on “Rail Transport between Europe and Asia”

The location for the workshop on “Rail Transport between Europe and Asia” could not have been better chosen. It took place in Istanbul, the city which links two continents and where, in two years time, the completion of a rail tunnel under the Bosphorus will open up new intercontinental opportunities for railways.

The workshop was organised by OTIF (Intergovernmental Organisation for International Carriage by Rail) and ECO (Economic Cooperation Organization) and the hosts, the Ministry of Transport and Communication of the Turkish Republic and Turkish Railways. It took place on 9 & 10 June 2009, not far from the construction site on the Bosphorus and was intended for senior staff in the ministries of transport and railways of the region. More than sixty representatives from Azerbaijan, Bulgaria, Kazakhstan, Jordan, Pakistan, Turkey itself and Uzbekistan took part. The UIC, CIT and UNECE (Trans-European Railway project) were also represented.

The CIT was invited to participate in the workshop by the OTIF General Secretariat. The coordinator for the project to make the CIM and SMGS legally interoperable presented the CIT documentation for international freight traffic in general as well as making particular mention of the new CIM/SMGS transport documents and the legal instruments associated with them. He made a forceful plea for the creation of standardised law for rail transport. The subsequent discussion showed clearly that the work involved would provide new opportunities for the whole region.

Considering that the Bosphorus Tunnel and the new rail line from Kars-Tbilisi-Baku will be completed by 2012, test movements were on the agenda. Intensive testing on two specific routes (Istanbul-Teheran-Islamabad and Istanbul-Teheran-Almaty (Haydarpaşa Container train)) will soon be started. These trains are primarily intended to provide for medium and longer distance flows within the region and to link them.

For the test movements between Istanbul and Almaty it is planned to run the container train from Istanbul to Ashgabat in Turkmenistan. En route, particular care will be taken over the frontier formalities between Iran and Turkmenistan. To facilitate this process, the CIT, together with the Organization for Security and Co-operation in Europe (OSCE) and UNECE have been invited by the OSCE representation and the Turkmen authorities to organise a seminar on increasing co-operation at railway border crossings in Central Asia. The seminar will be held at the beginning of July in Balkanabat in Turkmenistan.

According to the most recent information, the new Istanbul-Teheran-Islamabad container train will start running on 14 August 2009. An important event in this regard is the opening of the Bam-Zahedan line in Eastern Iran to traffic on 9 June 2009. The opening of this section fills the last gap in the route so now the whole 6 500 km route between Istanbul and Islamabad is fully operational.

From the legal viewpoint these two test movements are both important and demanding because they either use two different statutory regimes (CIM and SMGS) one after another (the Haydarpaşa Container train example) or there is no international law applicable at all (the Istanbul-Islamabad Container train within Pakistan).

During the workshop, OTIF and ECO signed a memorandum of understanding on the further development of their cooperation. Both these two intergovernmental organisations were represented by their Secretaries General, Stefan Schimming and Khurshid Anwar.

The representative from Pakistan proposed the use of the CIM Uniform Rules for the whole Istanbul-Teheran-Pakistan test movement as an interim solution. The CIM Uniform Rules would then apply to the whole journey, including in Pakistan. This could presage Pakistan acceding to OTIF in due course. We also learned that Jordan is currently holding negotiations to become an Associate Member of OTIF which in turn indicates a further extension of COTIF towards the East.



Signature of the memorandum of understanding between OTIF and ECO during the workshop.

The Economic Cooperation Organization expressed a great interest in the project to make CIM and SMGS law interoperable. It said that it would like to take an active part in the work and to support the work of creating standard rules for international traffic by rail in the region. International railway law in the area covered by the ECO is currently very varied, of the ten ECO Member States, two have no international law of carriage by rail at all (Afghanistan and Pakistan), one is subject to COTIF (Turkey), six take part in the SMPS/SMGS (Azerbaijan, Kazakhstan, Kirgizstan, Tajikistan, Turkmenistan and Uzbekistan) and one state uses both the CIM and SMGS (Iran).

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

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.

Examination of a consignment

What is the procedure when a carrier weighs a wagon at the request of the consignor to check the tare weight in order that the weight of the consignment can be established but then finds a significant difference from the tare weight painted on the wagon?

There are no standardised international rules to cover these cases; accordingly procedures should follow the rules laid down by the undertaking in question.

General rules for the examination of consignments are shown on work sheet 02-07 of the CIT Freight Traffic Manual (GTM-CIT). However these rules only cover checking the information provided by the consignor on the consignment note.

Charges for rectifying loads

If goods are loaded by the consignor, then he is responsible in accordance with Article 13 § 2 CIM for all the consequences of defective loading and in particular for any loss and damage sustained in consequence. If, however, the carrier does not sustain any loss or damage (for example, damage to the wagon) due to defective loading and the charging instruction "EXW" [ex works] is shown on the consignment note for the payment of charges, do the charges for rectifying the load have to be paid by the consignee?

Even if it is simply a charge for rectifying the load, it has to be paid by the consignor. A reference to Article 13 § 2 CIM is made in work sheet 05-03 GTM-CIT (on collection of charges) and the work-sheet also specifies that the carrier is to raise charges against the consignor for the costs arising from the action he had to take because of defective loading by the consignor.

Nathalie.Greinus(at)cit-rail.org
Original: DE

CIT Itself

The Executive Committee reviews the CIT's resources and activities

The CIT Executive Committee held its second meeting of 2009 in Varna as guests of BDZ. Once again the CIT General Secretariat would like to take this opportunity to record its warm thanks to BDZ for their superb organisation of the meeting.

The Executive Committee spent a significant part of the meeting considering what action can be taken to relieve the chronic work overload on the General Secretariat in economic conditions which are hardly favourable to increasing the association's resources. It examined several options suggested by the General Secretariat and intended to reduce the time spent on some activities without bringing the core objectives of the association and its key activities into question. The action points principally involved the number of meetings of the Executive Committee itself, representation of the CIT in other organisations' groups and frequency with which CIT Info appears. In future, CIT Info will only be published six times a year instead of ten. This means that precedence will be given to issues of principle and to treating issues more thoroughly at the expense of topicality. These action points will not entirely solve the issue of overload on the General Secretariat and for that reason the situation will be re-evaluated during the third quarter of 2010. In that context, options for re-examining the system for contributions will also be studied.

The Executive Committee also approved the annual accounts for 2008 and recommended them to the General Assembly. The Executive Committee also approved the admission of two new undertakings (subject to the final approval of the General Assembly). The companies in question are Minoan Lines (a ship operator from Crete) and Express Rail (from Slovakia).



From left to right: H. Trollet, Th. Leimgruber, R. Freise et J.L. Dufournaud

The Executive Committee welcomed the progress made in developing the CIT passenger and freight CIT documentation and in various projects in hand (implementation of the EC Regulation on passengers' new rights, e-RailFreight, making CIM and SMGS law interoperable and use of infrastructure). On this last point, it is to be noted that the twenty-fourth session of the OTIF Revision Committee (on 23-25 June 2009) examines a number of proposals intended to reconcile the provisions of Community law with those of the CUI Uniform Rules. The CIT Executive Committee has set down the CIT's position on these propositions and the CIT will take part in the meeting as an observer.

The next meeting of the Executive Committee will take place on 24 September 2009. It will mainly be taken up with preparing for the General Assembly 2009 which will itself take place on 5 November 2009.

Henri.Trollet(at)cit-rail.org
Original: FR

The CIT has two new members

Minoan Lines S.A. was admitted as a new full member of the CIT with effect from 1 April 2009, subject to formal approval by the General Assembly 2009.

Minoan Lines is a shipping line with headquarters in Heraklion, in Crete. The company operates six modern cruise-ferries which are in service between the Greek mainland and Crete and between Italy and Greece.

Because Italy has not yet ratified COTIF 1999, Minoan Lines has signed the declaration to apply the CIV Uniform Rules on a contractual basis.

Express Rail s.r.o. has also been admitted as a new full member. Express Rail is a newly established railway undertaking with its headquarters in Bratislava; it only started moving freight traffic on 1 June 2009. Its membership will take effect on 1 July 2009, again subject to formal approval by the General Assembly 2009.



Full steam ahead for Minoan Lines

Readers will be able to find further information about these new members from their websites: www.minoan.gr and www.express-rail.sk.

Nathalie.Greinus(at)cit-rail.org
Original: DE

Events with CIT participation

Date	Event	Location	CIT contact
23-25 June	OTIF Revision Committee	Bern	Henri Trolliet
24/25 June	UIC Passenger Messages Management Group	Paris	Max Krieg
1/2 July	UNECE/OSCE/CIT Seminar on Increasing Cooperation at Railway Border-Crossing in Central Asia	Balkanabat (TM)	Erik Evtimov
2 July	East-West-Tariff Meeting	Vilnius	Isabelle Oberson
16 July	CER Sub-working group on Seals	Bern	Nathalie Greinus
7-11 September	RID/ADR/ADN Joint Meeting	Bern	Max Krieg
9/10 September	OTIF General Assembly	Bern	Thomas Leimgruber
14-18 September	RID/ADR/ADN Joint Meeting	Geneva	Max Krieg
22/23 September	UIC Commercial Group (CG) and Technical Group (TG)	-	Max Krieg
7 October	UIC Passenger Forum	Paris	Thomas Leimgruber
8 October	UIC Freight Steering Committee	Paris	Henri Trolliet
12/13 October	UNECE Working Party on Intermodal Transport and Logistics (WP.24)	Geneva	Erik Evtimov
13/14 October	The OSJD'S Committee II Meeting	Warsaw	Erik Evtimov
14 October	CER General Assembly	Gdansk	Thomas Leimgruber
21/22 October	UIC Passenger Messages Management Group	Paris	Max Krieg
22/23 October	UIC/FIATA Market Place Seminar	Istanbul	Erik Evtimov
28/29 October	UIC Seminar Use of Freight Wagons	Sochi	Erik Evtimov
28/29 October	UIC's Expert Group on the Transport of Dangerous Goods	Clervaux (LU)	Max Krieg

Produced by:
International Rail Transport Committee (CIT)
Secretariat General
Weltpoststrasse 20
CH-3015 Berne

Phone +41 31 350 01 90
Fax +41 31 350 01 99
E-Mail [info\(at\)cit-rail.org](mailto:info(at)cit-rail.org)
Internet www.cit-rail.org