

International
Rail Transport Committee

Editorial

Regulatory coherence needed!



The European railway regulation merry-go-round turns at amazing speed. The new recast has only just come into effect and now it is to be revised once again with the 4th railway package published in January. This sudden amendment to the regulation presents Member States and railway undertakings with major challenges in terms of its implementation. It will be no easy matter to convince the national parliaments and the railway undertakings of the need to implement regulations that are going through a revision process at European level and are to be amended yet again in the foreseeable future.

A successful and well designed regulatory framework, in addition to a certain degree of permanence, requires a clear concept with regard to the object of regulation and a "technically" sound and consistent conversion into legal standards.

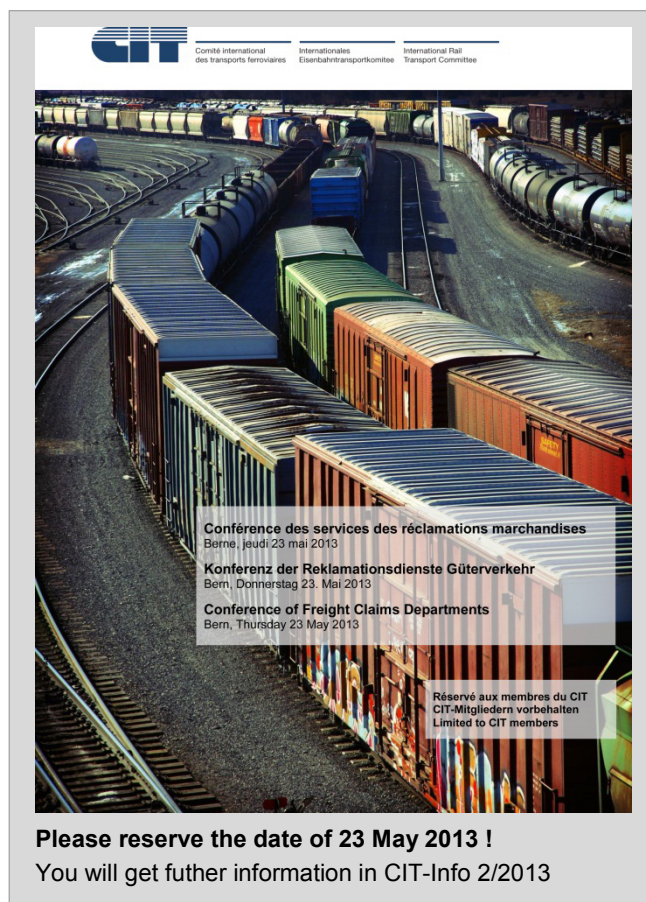
The regulatory concept proposed by the Commission aims to create a liberalised rail market for both international and national passenger and freight services. The current political discussions on "through ticketing" as a key interface to the customer, however, are an example of the difficulties associated with reconciling a competitive concept with the customer's needs. As soon as decisions are taken on the interface to the customer (timetable and price information, sales), any thought of competition between railway companies tends to recede into the background, with preference given to legally enforced collaboration (e.g. open exchange of information and mutual access to sales channels).

The railway companies will ultimately have to bear the drawbacks of the inherent contradictions between competition and compulsory collaboration themselves, including the lack of coherence in the regulatory framework that comes with it. In the interests of the railway industry, it is to be hoped that in the liberalized areas it is the market and not the planned economy governed by the authorities that ultimately prevails.

Best wishes from Bern!
Secretary General of CIT
Cesare Brand

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Conférence des services des réclamations marchandises
Bern, jeudi 23 mai 2013

Konferenz der Reklamationsdienste Güterverkehr
Bern, Donnerstag 23. Mai 2013

Conference of Freight Claims Departments
Bern, Thursday 23 May 2013

Réserve aux membres du CIT
CIT-Mitgliedern vorbehalten
Limited to CIT members

Please reserve the date of 23 May 2013 !
You will get further information in CIT-Info 2/2013



Transport Law and Policy

UIC General Assembly and European Regional Assembly

The UIC General Assembly was held on 12 December 2012 and commemorated UIC's 90th anniversary. Dilma Rousseff, President of the Republic of Brazil, was the Guest of Honour at the Assembly. The President of Russian Railways, Vladimir Yakunin, was unanimously elected the new UIC Chairman and Jean-Pierre Loubinoux confirmed as UIC Director General. The CIT was represented at the events by its Secretary General, Cesare Brand.

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Original: DE

Opening of the 81st General Assembly, 12 December 2012, UIC Headquarters, Paris



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Signing of Protocol on CIT – CCTT cooperation in Paris

In Paris, on 12 December 2012, the Secretary General of the CCTT, Gennadiy Bessonov, and the Secretary General of the CIT, Cesare Brand, signed a Programme of Cooperation between the Coordinating Council on Transsiberian Transportation and the International Rail Transport Committee for the period from 2013 to 2015. The protocol is based on the Memorandum of Understanding (MoU) between the CIT and the CCTT of 10 May 2011 (see CIT-Info 3/2011, p. 8).



From left to right: N. Stepanova and G. Bessonov, Secretary General, CCTT; C. Brand, Secretary General and E. Evtimov, Deputy Secretary General, CIT.

The two organisations place a high priority on establishing unified railway law and in particular on preparing general terms and conditions for transsiberian transport services on Euro-Asia transport corridors (GTC EurAsia). For more details, we refer to the information provided in CIT-Info 5/6-2012, p. 2.

CIT and CCTT have also agreed to intensify their collaboration on harmonising the legal basis for handling international freight shipments. In addition, the following lines of action of short-term mutual interest are included in the protocol: the use of the common CIM/SMGS consignment note for simplifying procedures and minimising the time spent at border crossings, incl. improvement of customs clearance and processing transit, export and import procedures; the use of the common CIM/SMGS consignment note for multimodal rail/sea shipments and the establishment of uniform standards and Internet platforms for the use of the electronic CIM/SMGS consignment note for transsiberian rail freight shipments.

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Original: DE

Passenger Traffic

Legal freedom of manoeuvre and limits to “through ticketing”

In the following summary we will examine to what extent regulations arising from European legislation can force railway undertakings to issue through tickets even though that might be quite outside their commercial business model.

1. What is “through ticketing”?

The term is used in a narrow and a broader sense. The flavour of the narrower meaning is provided by the general sense of the legal definition of “through ticket” in Article 3 point 10 of Regulation (EC) No 1371/2007: “‘through ticket’ means a ticket or tickets representing a transport contract for successive railway services operated by one or several railway undertakings”. In a broader sense we understand “through ticketing” in the sense of the “European Multi-Modal Journey Planner”.

In the context of the comments below, we understand “through ticketing” in this more extended sense as the creation of technical interfaces for timetable and fare data (for rail, air, road and sea) which should allow passengers to find the fastest and cheapest routes for the journeys they intend to make quickly and without complication.

2. The body of law we will review

From the legal viewpoint, a distinction is to be made between the “de lege lata” and “de lege ferenda” aspects [from law enacted and from law to be enacted]. Put in another way, on the one hand, what can be required from the railways on the basis of current European legislation and on the other hand what competence do European bodies have (subject to explicit political decisions) to make a change in the legislation relating to through ticketing?

Lastly, we will examine some regulatory policy issues involved with the development of through ticketing.

3. What applies as a result of the current legislation?

A summary examination reveals the following legal principles which are essentially the ones that must be taken into account when considering through ticketing:

- **Regulation (EC) No 1371/2007** on rail passengers’ rights and obligations.
- **Directive 2008/57/EC** of 17 June 2008 on the interoperability of the rail system within the Community and **Commission Regulation (EU) No 454/2011** of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system which follows from it.
- **Directive 2010/40/EU** of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.

Article 9 point 1 of Regulation (EC) No 1371/2007 on rail passengers’ rights and obligations provides that railway undertakings and ticket vendors shall offer, where available, tickets, through tickets and reservations. Directive 2008/57/EC and Commission Regulation (EU) No 454/2011 on interoperability of the railway in sum require the railways to work together:

- to define procedures and interfaces between all types of actors to provide information and issue tickets to passengers via widely available technologies,
- to draw up the specifications for these procedures and interfaces, and
- to work together to implement them (see Articles 4 and 5 of Commission Regulation (EU) No 454/2011 in particular).

In addition, for multimodal traffics the Commission has given the European Railway Agency a mandate to draw up a recommendation to cover tariffs, ticketing and reservations for domestic journeys taking intermodality into account (see recital 2 to Regulation (EU) No 454/2011). Furthermore, the Commission has published an important “roadmap” for Regulation (EC) No 1371/2007 with an emphasis on reservation systems (“roadmap” dated August 2012). It proposes extension of the technical specifications for information and reservation to domestic and local traffics in addition to international traffic. Lastly, the Commission is pursuing the objective of creating a European multimodal transport information system.

In summary, we note that on the basis of current regulations, the railways are obliged to create interfaces for timetable data and fares at the technical level but that there are no obligations at the commercial level to offer tickets from competing railway undertakings. In addition, there is no statutory obligation to offer multimodal through ticketing (yet).

4. What competence does the EU have in the “through ticketing” issue?

The competence of the European Union to legislate on transport (rail, road and inland waterway) is laid down in the Treaty on the European Union (TEU) and in Article 90 et



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seq. of the Treaty on the Functioning of the European Union (TFEU). The Union also has competence for sea and air transport (Article 100 of the TFEU). Competence for these issues is "shared (or concurrent) competence". That means that the Member States have legislative competence in those areas as long as no EU provisions are enacted. Since the European Union has legislated in the through ticketing area, the EU's competence has been asserted and the competence of national legislators restricted. Looking to the future, based on the TFEU, the Commission would have the competence to bring legislative proposals for the European Multi-Modal Journey Planner into the political process and that could have the consequence of requiring railway undertakings to implement a comprehensive multimodal through ticketing system if the proposals were to be approved. The Fourth Railway Package published on 30 January 2013 is moving towards an integrated ticketing system.

5. Through ticketing and competition

European legislation in the transport area and in the railway area in particular is impressive. Its objective is to create a single transport market and in our case, single railway market. Obstructing the development of this transport market is seen as discrimination and therefore as an infraction against the TEU. In the railway area, the concept provides for a liberalised market structure for passenger and for freight traffic (domestic and international). The on-going political discussions on through ticketing identify it as a very important customer interface but likewise provide an example of the tension between the logic of competition and the requirements of customers.

Once regulations on the interface with customers are made (timetable and fare information, sales), thoughts on competition between the railways (creation of competitive

advantage, inter alia by better and more efficient sales channels, better and exclusive information in trains as a unique selling proposition) move into the background in favour of statutorily imposed cooperation (mutual open exchange of information and opening of sales channels). It is to be feared that after the creation of technically interoperable interfaces between the railways in accordance with TAP-TSI, an obligation to make use of these interfaces will follow and hence regulatory intervention in undertakings' commercial freedom will become a fact. Unfortunately, railway undertakings will have to bear the disadvantages of the inherent contradictions between competition and forced cooperation themselves (here we are thinking, for example, of the high costs of the IT which is necessary).

Competition law as law, the whole purpose of which is state intervention to promote economic competition, does not protect the railways from state regulatory intervention which restricts free competition.

SUMMARY

A competitive framework consistent with regulatory policy in the railway world can only be sought by political means because of the EU's comprehensive legislative competence; it cannot be created through the courts. The best strategy for the railways is therefore to adopt a policy for through ticketing which builds on the public and political pressure for regulatory compulsion to enforce a supposedly customer-friendly approach to through ticketing in so far as that policy is commercially sensible.

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News from the most recent meeting of CIT's CIV Working Group

The 23rd meeting of the CIV Working Group was held on 5 and 6 December 2012. The working group dealt with numerous issues in the field of international passenger transport. Participants noted the judgment handed down by the European Court of Justice in the case of Westbahn Management GmbH v ÖBB Infrastruktur AG (C-136/11), as a result of which the infrastructure manager is required to provide the railway undertaking with real time data relating to connecting train services.

In addition, the working group took up the subject of preparations for the planned 2nd CIT-CER Workshop with the NEB on 3 October 2013 in Brussels (new date). The "Alternative Dispute Resolution" (ADR), a possible revision of COTIF, the revision of the GTC "joint contract" and the revision of the Agreement concerning the Relationships between Transport Undertakings in respect of International Passenger Traffic by Rail (AIV) were also dealt with during the meeting.

The meeting was chaired for the last time by Jan Svensson (SJ). We would like to use this opportunity to thank him most sincerely for presiding over the CIV Working Group in

what was at all times an extremely competent and prudent manner. As of 1 January 2013, the working group will be chaired by Isabelle Saintilan (SNCF). We wish Ms. Saintilan all the best in her new position!

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Obligation to care for air passengers even in the event of force majeure

On 31 January, the European Court of Justice delivered a judgment that is very favourable to those airline passengers who were stranded in airports following the closure of airspace over a large area of Europe as a result of the eruption of the Icelandic volcano Eyjafjallajökull¹. The court ruled that airlines must provide assistance free of charge to passengers, i.e. drinks, meals and accommodation during the whole period that services are disrupted no matter how seriously services are affected and no matter how long the disruption lasts.

The facts

Denise McDonagh had a reservation for a Ryanair flight from Faro to Dublin on 17 April 2010. Airspace however was closed for seven days with effect from 15 April. Ms. McDonagh finally managed to get back to Dublin on 24 April. Since she had not been able to get any help from Ryanair in Portugal, she took legal action against the company in order to claim the costs of the refreshments, meals, accommodation and transfers for which she had paid. The total came to € 1129.

The issue of force majeure

The eruption of a volcano clearly comes within the meaning of "force majeure". However, Regulation (EC) No 261/2004 (the Air PRR) doesn't allow airlines any options to escape from their obligation to provide assistance in the event of force majeure. The court drew attention to the European Union's aim, to ensure a high level of protection for passengers, and consequently rejected the option of interpreting the regulation in a restrictive way. Nor did the court find any wording in the regulation which would justify a limitation, either temporal or monetary, to the obligation to provide care.

The issue of proportionality and the balance of interests

The court did not find the obligation placed on the airlines to provide assistance to be disproportionate since the aim is to ensure a high level of protection for passengers. That objective may justify even substantial negative economic consequences for certain economic operators. The court considered that carriers should anticipate these costs and could pass them on to ticket prices. In addition, assistance is only to be provided within the limits of what is necessary and reasonable. The court concluded therefore that there was no imbalance between the interests of carriers and passengers.

Comparison with carriage by rail

The question of whether carriers by rail have an obligation to assist in the same circumstances is currently unresolved. The issue is likely to be resolved in the near future when the European Court of Justice considers case C-509/11 involving ÖBB. The obligation to pay compensation for delay in the event of force majeure is the central issue in that particular case.

The CIT's General Conditions of Carriage (GCC-CIV/PRR) provide that force majeure relieves carriers from the obligation to pay compensation for delay and from paying for accommodation. That rule follows from the linkage between Chapter IV of the PRR and Article 32 CIV. The latter expressly excludes the obligation to pay damages to passengers in the event of force majeure. The Rail PRR thus differs from the Air PRR on this point.

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¹ [Case C-12/11](#), *Denise McDonagh v Ryanair Ltd.*

Report on the implementation of the PRR

At the end of 2011, the European Commission contracted the consultants Steer Davies Gleave (SDG) to evaluate how passengers' rights have evolved in the two years after Regulation (EC) No 1371/2007 (PRR) entered into force. After having consulted just about all the stakeholders in this area, SDG submitted its report to the Commission, which published it in November 2012¹.

High marks for railway undertakings

The SDG report provides a large number of examples of good practice adopted by railway undertakings and provides examples of the steps taken by the national bodies responsible for enforcing the PRR. The provisions of the PRR which are most costly to fulfil, those concerning the carriage of persons with reduced mobility and the costs of accepting liability for delays, have all been implemented in a satisfactory way by railway undertakings, some undertakings indeed having gone beyond what is required by the PRR.

Although certain areas were criticised by associations representing passengers or by SDG themselves, they were much less numerous than the comparable number for air transport. Amongst the sensitive points, SDG listed the scope of the exemptions, the issue of force majeure as a ground for relief from liability for delays or even the continuation of the journey after the passenger had missed a connection. Moreover, SDG noted that it is the phraseology of the PRR itself rather than its implementation in practice that causes problems. SDG also remarked that some issues would be resolved by the European Court of Justice in future judgments (in the ÖBB case, C-509/11, in particular).

Proposals for the future

The SDG report suggested making a number of changes to the PRR or improvements to the way it is implemented including:

- clarifying the terminology used in the PRR (using the term 'carrier' rather than 'railway undertaking', aligning the definition of 'person with reduced mobility' in the PRM TSI and that in the PRR, etc.);

¹ The report may be downloaded from this link: [SDG Final Report](#).

- clarifying the rights of passengers with several sequential contracts of carriage or holding several sequential tickets for their journey;
- reviewing the obligation for railway undertakings to have to pay advances to injured passengers even if the railway undertaking is clearly not responsible for the accident (Articles 13 PRR and 26 CIV);
- eliminating the double treatment of the accommodation to be offered to passengers in the event of missing the last connection of the day (Articles 18 PRR and 32 CIV);

- specifying the precise responsibilities of the national authorities and their obligations, etc.

All these proposals will be studied by the European Commission in its future report on the PRR (expected in mid-2013) and may be the subject of legislative proposals.

The CIT has analysed these proposals and published its conclusions in a communiqué produced jointly with the CER. A summary of the communiqué is shown in the box below.

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CER and CIT share the positive analysis of the Steer Davies Gleave (SDG) report, which underlines that railway undertakings have effectively implemented most of the requirements of the Regulation.

This effective implementation is even more significant when looking at the limited measures in place to enforce the legislation at national level. This is a further confirmation of railways' full consciousness of their social responsibility.

The SDG report underlines the effective implementation by the railways in two areas of utmost importance for the passengers - assistance to persons with reduced mobility and disabled persons (PRMs) and compensation, rerouting or refunds, and assistance in the event of travel disruption – and notes that some railways even go beyond the Regulation's requirements.

CER and CIT recognise that a minimum set of requirements is necessary to protect passenger rights in rail. At the same time, the positive performance of the rail sector shows that a revision of Regulation 1371/2007 is not necessary at this stage.

CER and CIT believe that a common interpretation of key elements of the existing regulation is the way forward to further deliver on rail passenger rights across the EU and calls on all stakeholders involved to cooperate towards achieving this goal over the next years.

For the full communiqué: [click here](#).

Legal Interoperability CIV/SMPS – The Quest for Legal Certainty

International rail passenger transport has been gaining increasingly more attention from governments, industry representatives and customers for the last two decades. On the one hand, consumer protection (punctuality, reliability and safety of the services) and on the other hand, considerations of environmental protection (substantially lower carbon emissions in comparison to road and air transport) are among the main driving forces for this trend.

The new framework conditions for international passenger rail transport

The trains in international passenger traffic cross not only a number of countries on their way, but also pass through a number of international, regional and national legal regimes. Since divergent regulations may lead to legal uncertainty and insecurity, the clarification of rights and obligations of carriers and passengers along the travel routes, as well as comparison of the applicable legal provisions of SMPS,

COTIF/CIV and EU-Regulation 1371/2007 (PRR), would ensure better transparency and reliability of the offered service of international rail passenger transport.



CIT-project “Legal Interoperability CIV/SMPS” – the next steps

Reflecting on the new framework conditions CIT, in cooperation with the intergovernmental organizations – OTIF in Bern and OSJD in Warsaw, launched the project “CIV/SMPS Legal Interoperability” in mid-2011. The EU also actively supports the development of this project. The CIT Members from the countries applying SMPS and COTIF/CIV-PRR: SNCF, DB AG, RZD, LG, LDZ, FPC and newly also ČD actively participate in the work of the Working Group.

The fourth meeting of the Working Group was held on 29 January 2013 in Bern at CIT Headquarters. Apart from the experts, the Secretary General of the OTIF, Mr. Davenne, representatives of DG MOVE of the EU Commission, Ms. Saaremael-Stoilov and Ms. Vasauskaite, as well as the first deputy head of the Federal Passenger Company (FPC), Mr. Kalyakin participated in it. The meeting was mainly aimed at the detailed analysis of the revised comparative table on SMPS/COTIF-CIV/PRR liability regimes prepared by the GS CIT. The challenge of this comparative exercise lies in the fact that some EU Member States made a number of reservations on the application of certain provisions of the PRR, and some Member States have

introduced higher standards than the PRR required. This will have to be reflected not only in the comparative table, but also in the interactive map. Furthermore, the comparative analysis will also include the most important definitions to ensure their common understanding; the procedural rules of SMPS/COTIF/CIV will also be inserted into the comparative table.

In 2013 two further meetings of this Working Group are planned (in May and October), where the comparative table will be finalized. The GS CIT will also continue its work on the creation of an interactive table reflecting the applicable law and existing travel routes in international rail passenger traffic.

Close cooperation with a new CIT Member FPC

Following the meeting of the CIV/SMPS Working Group another meeting was held between the GS CIT and the first deputy director of the FPC, Mr. Kalyakin. Two main issues were raised in the discussion: the application of the GTT-CIV and AIV by the FPC, which will be further developed this year within the framework of cooperation.

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Freight Traffic

Latest progress in the CIT/OSJD “CIM/SMGS legal interoperability” project

At the invitation of the OSJD, the 17th meeting of the CIM/SMGS Coordinators and Steering Group was held in Warsaw at the headquarters of the OSJD. Around 40 members accepted the invitation from CIT and OSJD, the project initiators, to attend. Mr. Viktor Zhukov, Deputy Chairman of the OSJD Committee opened the meeting and welcomed the attendees to the annual meeting of the CIM/SMGS Coordinators and Steering Group. Mr. Cesare Brand, Secretary General of the CIT, then thanked him for the excellent working conditions and the successful preparations for the meeting.

Increasing use of the common CIM/SMGS consignment note

The statistics presented by RZD and UZ show a threefold increase in the use of common CIM/SMGS consignment notes and reveal a definite upwards trend in 2012. In terms of its application in rail operations in the first 10 months of 2012, according to information provided by RZD, approx. 28,000 CIM/SMGS consignment notes were used.

Information supplied by BC indicates that VW shipments to Kaluga are very successful, with no interruptions worth mentioning. It was also specified that transshipment of this cargo is not to take place in Brest in Belarus, but in Malashevice in Poland.

According to information provided by DB Schenker Rail Deutschland (DBSR DE), to optimise transport services on Corridor II, split shipments using the common CIM/SMGS consignment note are also to be included. This will be examined shortly by DB Schenker DE in collaboration with BC and RZD as part of the Trans Eurasia Logistic (TEL) for shipments to Kunzevo II. An assessment of this arrangement will take place in 2013. Another successful service is the route served by DB Schenker Automotiv since 2011 for the shipment of car components to Nizhni Novgorod.



Border crossing from China to Russia.

The transport services provided for PSA, which are organised by Gefco with SNCF involvement, are also developing very successfully. According to information from BC, it will be possible to increase the number of trains per week from 3 to 5 in 2013. Shipments without exception use the common CIM/SMGS consignment note only.

This means that the overall use of the common CIM/SMGS consignment note for 2012 is now over **85%** for container shipments and over **18%** for single wagon shipments under CIM/SMGS contracts.

Expansion of the scope of application of the CIM/SMGS consignment note to include the People's Republic of China

A detailed report on rail freight shipments using the common CIM/SMGS consignment note, which began at the end of October 2012 was included in CIT-Info 5/6-2012, beginning on p. 6.

In view of the importance of these shipments, an additional meeting of the coordinators responsible for implementing the common CIM/SMGS consignment note will be held on 4 June 2013 in Bern at the CIT headquarters.

An analysis of these shipments will take place based on the following components:

- Coordination of the shipment in accordance with "CIM/SMGS Consignment Note" Manual;
- Issuing of consignment note on despatch;
- Computer-based completion of CIM/SMGS consignment note;
- Internet platform to provide advance information on shipment;
- Transit time;
- Border stops and transshipment times;
- Shipment security.

Other important solutions for the further development of the "CIM/SMGS Consignment Note" manual were approved at project level, e.g. approval of regulations for detached wagons, coding of border crossings and further development of functional specifications for the electronic CIM/SMGS consignment note.

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Current EU Commission study on e-Freight

The objective of the European Commission's e-Freight project (European e-Freight capabilities for co-modal transport) from a transport policy perspective is to improve the competitiveness of the European economy with a focus on the transport sector and its sustainable development along with targeted regulation.

In the Freight Logistics Action Plan of 2007, the following measures in particular were specified:

- A standardised computer-based system for the exchange of information on the international carriage of freight covering all transport modes;
- A single European transport document for the international carriage of goods covering all transport modes;
- The development of a single window system for administrative procedures covering all transport modes;
- A simple and harmonised border crossing procedure covering all transport modes in the EU Member States;
- Simple access conditions and procedures for infrastructure use to support trans-continental freight corridors between Europe, Asia and the United States.

In December 2012, DG MOVE published a questionnaire to assess the progress made in the e-Freight project. With the support of the CIT and the UIC, the CER was involved in completing the questionnaire as part of the e-RailFreight project. The focus also included the legally sound, secure and low-cost use of the CIM consignment note as an electronic consignment note for multimodal shipments in Europe and now also including the use of the common CIM/SMGS consignment note.

The CIT continues to assign considerable political and also legal importance to rail/sea transport services, since end-to-end rail freight shipments possess decisive hinterland potential for linking ports to key production and consumer centres in Europe, Asia and the USA. The knowledge gained as a result will be used to further develop international transport conventions and transport documents.

The position paper reveals the key benefits of the electronic CIM consignment note for these shipments and the pioneering role of the railway companies.

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CIT Itself

New members

The restructuring of HŽ Holding has resulted in splitting up its various areas of activity into three independent divisions (*HŽ Infrastruktura*, *HŽ Cargo* and *HŽ Putnički prijevoz – HŽ Passenger Transport*).

Since the HŽ Cargo division joined CIT as an independent member as of 1 January 2013, the Passenger Transport division (*HŽ Putnički prijevoz – HŽ Passenger Transport*)

has also submitted its application form for full membership of CIT. Its membership also became effective retroactively as of 1 January 2013.

The HŽ Holding as such will no longer be registered as a full member of CIT.

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HŽ Putnički prijevoz – HŽ Passenger Transport



HŽ Cargo

CIT Diary of Events

Date	Event	Location
19/20 March	CIV Group of Experts Ticketing Manual	Bern
26 March	CIM Committee	Bern
27 March	Group of Experts "Multimodality"	Bern
9 April	2 nd preparatory meeting for the Workshop with NEBs	Brussels
18/19 April	Committee 1/2013	Bern
23/24 April	CIV Group of Experts Ticketing Manual	Bern
25 April	Group of Experts "CIM/SMGS Electronic Consignment Note"	Warsaw
25/26 April	CIM/SMGS Legal Group and Experts Group	Warsaw
16 May	CIV/SMPS Working Group	Bern
21/22 May	CIV Group of Experts Ticketing Manual	Bern
22/23 May	CIV Working Group	Bern
23 May	Conference of Freight Claims Departments	Bern

Events with CIT participation

Date	Event		Location	CIT contact
5 March	TAP-PM Working Group "Online Sales Interface" (OSI)	UIC	Paris	Thomas Gyger
12/13 March	Commercial Group and Technical Group	UIC	Paris	Thomas Gyger
13-15 March	International Rail Freight Conference "Eurasia Rail Freight Business"	IRFC	Prague	Erik Evtimov
15 March	Regulationskonferenz	SBB	Bern	Cesare Brand
19 March	Freight Steering Committee	UIC	Paris	Erik Evtimov
20 March	Working Group on Seals	CER	Luxembourg	Henri Trolliet
10/11 April	Azetec Barcode Group	GIE	London	Thomas Gyger
11 April	CER Assistants Meeting	CER	Brussels	Cesare Brand
17 April	Customer Liaison Group	CER	Brussels	Isabelle Oberson
24 April	Wagon Users Study Group	UIC	Paris	Henri Trolliet
24 April	Passenger Commercial & Distribution Forum	UIC	Paris	Cesare Brand
14 May	Management Committee & General Assembly	CER	Rome	Cesare Brand
28 May	SIAFI International	UIC	Paris	Erik Evtimov
28 May	Steering Committee Freight Forum	UIC	Paris	Erik Evtimov
29 May	Freight Forum	UIC	Paris	Erik Evtimov
29 May	Project Workshop & Assistants European Management Committee	UIC	Paris	Erik Evtimov
29 May	Global Team of Experts (GTE)	UIC	Paris	Erik Evtimov

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