



## MULTIMODAL TRANSPORTATION

**CIT Multimodality Seminar**  
**Venice, 29 & 30 October 2019**  
*ATTICA GROUP - TRENITALIA S.p.A.*

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### Multimodality at the core of the CIT's work

Why is the CIT concerned with multimodality? It's what the customers want that counts! The railways must deal increasingly with legal interfaces with other international transport conventions, such as the CMR for road transport, the Athens Convention for maritime transport etc. Customers are less and less willing to bear the legal risks that arise from the application of different legal regimes alone. Simple, fair and legally secure "door to door" contracts are the future! What contribution can the CIT make to achieve this objective? CIT is pursuing two approaches: first, the COTIF Convention provides a legal basis for end-to-end contracts of carriage, provided the multimodal transport comprises rail for a predominant part. We have already jointly drafted general terms and conditions and boilerplate contracts for sea-rail traffic with shipping companies that are members of the CIT. Second, CIT is working with partner organisations for other modes of transport, such as the International Road Union (IRU), to clear up many legal problems in rail-road transfer, and offer common, standardized solutions. This simplifies business as well as saving hassle and costs for the CIT members!



## Multimodality at the core of the CIT's work

Multimodality is growing increasingly importance for the work of the CIT, since the benefits of the different modes of transport can definitely be combined and their drawbacks eliminated. This can lead to an increase in both the efficiency and cost effectiveness of transport chains.

For this reason, the CIT has created the CIT MULTIMODALITY COMMITTEE and the CIT MULTIMODALITY WORKING GROUP.



## CIT Multimodality Committee The Chronicle

The CIT Multimodality Committee was set up for the 1<sup>st</sup> time on 12<sup>th</sup> November 2014.  
5 meetings took place ever since:

1. 12.11.2014: Set up of the GTC Rail-Sea Traffic – a new CIT freight document – and 2 appendices: the CIM list of maritime services and the Provisions for the carriage of dangerous goods. Starting of preparations for a boilerplate contract for Rail-Road traffic with IRU (International Road Union).
2. 13.11.2015: **Interaction Rail-Road**: A comparative table on the road transport law (CIM) and the rail transport law (CMR) was prepared with IRU and a set of guidelines to compare the 2 conventions (COTIF/CIM and SMGS and CMR) has been examined. **Interaction Rail-Sea**: The GTC Rail-Sea Traffic document came into force in Jan. 2015. It is the basis for the preparation of a boilerplate contract which will serve to organize traffic to and from ports, together with the shipping companies. The inclusion of current maritime and inland waterway services on the Baltic Sea, the Black Sea and the Mediterranean Sea in OTIF's CIM and CIV lists was also an important issue. **Interaction Rail-Inland Waterway**: Setting up a new line of action for the CIT Multimodality Committee.

## CIT Multimodality Committee

### The Chronicle

3. 18.11.2016: **Interaction Rail-Road**: First ever CMR, CIM and SMGS comparison (the comparative table is finalized) ➡ Joint IRU-CIT Brochure to be published in 2017  
The Checklist for a rail-road framework contract is set up. IRU and CIT to check the rules in detail. **Interaction Rail-Sea**: The rail-sea boilerplate contract came into force in July 2016. Pilot runs to take place in the Baltic Sea or the Black Sea. **Interaction Rail-Inland Waterway**: further analysis from experts. **Multimodality in passenger traffic**: Follow developments through CER and CIT CIV WG and observations on the Athens Convention (Rail-Sea).
4. 14.11.2017: **Interaction Rail-Road**: the IRU/CIT guidelines are now released in an electronic version and can be found on [www.cit-rail.org/en/freight-traffic/](http://www.cit-rail.org/en/freight-traffic/). **Interaction Rail-Sea**: GTC Rail-Sea Traffic and the rail-sea traffic boilerplate contract to be tested in collaboration with Stena Line Freight as part of a virtual pilot project. **Interaction Rail-Inland Waterway**: Intention to further develop the set of guidelines for the CMR-COTIF/CIM-SMGS legal regimes.

## CIT Multimodality Committee

### The Chronicle

5. 16.11.2018: **Interaction Rail-Road**: A CIT seminar at CFL multimodal in Luxembourg/Dudelange took place on 14/03/2018. The use of the CIM consignment note was presented in detail and questions on the various transport models were discussed. The 4th CCTT Business Forum "Transsib in the Euro-Asian transportation system" took place on 30-31/05/2018 in Tokyo. Discussion on the insights concerning the strategic direction for multimodal transport services from Japan to Asia and Europe and the use of Russia's far eastern deep-water ports were developed. The CIT/IRU checklist for a combined rail-road transport boilerplate contract is to be published and set, to enter into force around the middle of 2020. **Interaction Rail-Sea**: GTC Rail-Sea Traffic and the rail-sea traffic boilerplate contract are published. **Interaction Rail-Inland Waterway**: Presentation on the 1<sup>st</sup> draft of a guide comparing COTIF/CIM and CMNI, CLNI I & II and the Athens Convention. Inland waterways are becoming an increasingly important part of EU transport policy.

## CIT Multimodality projects



### The CIT Multimodality Committee is working on:

- The interaction between maritime transport law and railway transport law  
Achieved: Produced and updated the GTC Rail-Sea Traffic and the Rail-Sea traffic boilerplate contract (Freight). The rail-sea GTC and boilerplate contract entered into force in 2015 and 2016 respectively, and aim to facilitate the optimum combination of a series of successive transport legs performed by railway carriers and registered shipping companies, thus fostering mutual benefits and efficiency.
- The interaction between road transport law and railway transport law  
Achieved: Produced a Checklist for a Rail-Road framework contract in collaboration with IRU and the CMR-CIM-SMGS comparative table (Freight). The Checklist was finalized in early July 2019 following discussions within the CIM WG and IRU, and will be published as a joint document on 1 January 2020.

## CIT Multimodality projects



### The CIT Multimodality Committee is working on:

- The interaction between air transport law and railway transport law  
Achieved: Produced a Comparative analysis on the International legal framework for air and rail passenger traffic in collaboration with IATA (Passenger).
- The interaction between inland waterway transport law and railway transport law  
As of 2018 the Multimodality Working Group began preparing a set of practical guidelines, comparative studies and analyses between rail transport law (COTIF/CIM/CUV) and inland waterway transport law (CMNI/CLNI I and II), in addition to the Athens Convention (Freight). The CIT GS will present the results of these investigations at the CIT Multimodality Seminar in Venice on 29 and 30 October 2019, and will publish the guidance during 2020.

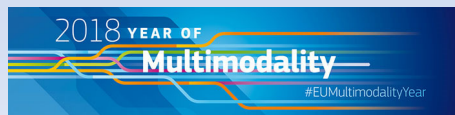
## 2018 Year of Multimodality

The European Commission has announced that 2018 is 'the Year of Multimodality', prompting a whole bunch of people to say 'what is multimodality?'

Simply put, mobility + multiple transport modes = 'multimodality', the shortened catchphrase for multimodal transport. It's basically using more than one method of transport on the same journey.

During 2018 and still, the Commission raised the importance of multimodality for the EU transport system, put together a series of legislative and policy initiatives and events aiming at promoting the functioning of the transport sector as a fully integrated 'system'.

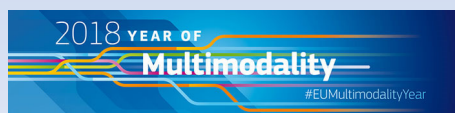
EU Commission aim is to ensure that European Transport is safe and aims to reduce CO2 emissions, congestion and air pollution so as to improve the quality of life of European citizens (Paris Agreement).



## 2018 Year of Multimodality

The Key thematic areas included:

- **Digitalisation** with focus on the electronic transport documents proposal, digital corridor information systems and multimodal travel information and ticketing;
- The use of **economic incentives** to promote multimodality through e.g. the revision of the [Combined Transport Directive](#) and a new study on the internalisation of external costs;
- Support to **multimodal infrastructure** and **innovation**, physical and digital, in particular in the context of the [Connecting Europe Facility](#), Horizon 2020 and the preparation of the next Multiannual Financial Framework (MFF) and the new Framework Programme for research and innovation (FP9);
- Working towards a legislative framework to protect **passenger rights** in multimodal journeys;
- The promotion of **'active mobility'** integrated with other modes in particular in an urban and smart cities context.



# EU and Multimodality for passengers

There are many projects going on:



## 1. Shift2Rail

**Mission:** to deliver, through railway research and innovation, the capabilities to bring about the most sustainable, cost-efficient, high-performing, time driven, digital and competitive customer-centered transport mode for Europe.

The mission statement of the Shift2Rail Joint Undertaking is: "Moving European Railway Forward"

## 2. MAAS4EU (Mobility as a Service)

Unlike other projects, this one takes into account not only the IT aspects, but also the business and the policy.

This project has been implemented in different municipalities already, and also for some cross-border traffic between Germany and Belgium.

**Mission:** Limit congestion, Ease pressure on the transportation network, Enable better traffic and Capacity management, Use existing infrastructure more efficiently, Improve customer experience, Lessen the impact of transportation, Reduce car ownership, Work in a driver-controlled/autonomous environment.

MASS website: <http://www.maas4eu.eu/>

MAAS brochure: <http://www.maas4eu.eu/wp-content/uploads/2018/02/Maas4eu-Brochure.pdf>

The Institute of Communication and Computer Systems (ICCS) of the School of Electrical and Computer Engineering (ECE) of the National Technical University of Athens (NTUA) as well as the University of the Aegean are collaborating on that project.



# Year of Multimodality Events

## 2019 events

- Multimodal transport: Passenger multimodality workshop on studies, 26 February 2019, Brussels
  - The Directorate-General for Mobility and Transport (DG MOVE) invited transport stakeholders for a passenger multimodality workshop dedicated to the following two studies:

Remaining challenges for EU-wide Integrated Ticketing and Payment Systems

Passenger rights in the multimodal context

- High-level Conference "Multimodal transport - towards the future", 26 February 2019 (afternoon), Brussels

## Past events

- Multimodal sustainable transport - which role for the internalisation of external costs? Brussels, 17 December 2018
- Delivering EU-wide multimodal travel information, planning and ticketing services – dream or reality?", Brussels, 19 November 2018
- EUROPEAN MOBILITY WEEK, across Europe, 16-22 September 2018
- Multimodal Year 2018 – The Future of Transport, Brussels, 16 May 2018
- Fifth European Conference on Sustainable Urban Mobility Plans, Nicosia, 14-15 May 2018
- TEN-T Days Connecting Europe, Ljubljana, 25-27 April 2018
- Transport Research Arena, Vienna, 16-19 April 2018
- High-level Conference on European Multimodal Freight Transport, Sofia, 20 March 2018

For more information you may contact: [MOVE-MULTIMODALITY-YEAR@ec.europa.eu](mailto:MOVE-MULTIMODALITY-YEAR@ec.europa.eu)

**Studies:** In the context of the thematic year of Multimodality 2018, the Commission has also just released [an analysis of the burden of taxation and charges on transport](#), which is key for making the right modal choices.

## **CIT Multimodality Committee workshops 2019 celebrating the Year of Multimodality**

### **1. CIT / IRU Workshop “Rail-Road” in Bettembourg, Luxembourg on 28 February 2019**

The CIT GS and the CIT Multimodality WG in collaboration with IRU (International Road Transport Union) held a workshop on rail-road traffic in Bettembourg. The workshop was hosted at the premises of CFL Multimodal. The participants had the opportunity to discuss practical and legal aspects of international rail-road transport with experts and practitioners and to observe the work of a multimodal terminal.



## **CIT Multimodality Committee workshops 2019 celebrating the Year of Multimodality**

### **2. Workshop on “Rail-Sea” traffic in Klaipeda, Lithuania on 03-04 July 2019**

The CIT GS and the CIT Multimodality WG in collaboration with JSC held a workshop on rail-sea traffic in Klaipeda. The workshop was hosted at the premises of JSC “Lithuanian Railways”. The participants had the opportunity to discuss practical and legal aspects of international rail-sea transport with experts and to visit Klaipeda Freight Station as well as Draugyste Ferry Port.

### **3. CIT Multimodality Seminar in Venice on 29-30 October 2019.**



**Q & A ?**

