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EDITORIAL

Dear readers,

The General Assembly has announced the strategic direction of the CIT until 2025.



An important talking point at the CIT General Assembly on 14 November 2019 was the strategic direction of the CIT's work until 2025. Our new Chair (Maria Sack, DB AG) gave a presentation to participants explaining the work that the Executive Board had carried out on this matter last year. The most important results of these efforts are ten strategic priorities for CIT's work between now and 2025 and a new communication tool (PITCH), which will be sent to members next spring with the 2019 Annual Report. These activities laid the groundwork to ensure that CIT's documentation is able to respond appropriately and proactively to the megatrends of digitalisation, growing competition and multimodality in the coming years and offers timely, business related support to its members.

We look forward to getting back to work next year and promise to continue doing our level best to support our members and thereby contribute to their business success!

Happy Holidays

**Cesare Brand
CIT Secretary General**



CCTT comes to Bern

At the XXVIII Plenary Meeting of the International Coordinating Council on Trans-Eurasian Transportation (CCTT), it was decided to change the name of the Coordinating Council on Trans-Siberian Transportation to the International Coordinating Council on Trans-Eurasian Transport (while retaining the abbreviation CCTT). At the same time, the association's headquarters was moved from St. Gallen to the Swiss capital of Bern.

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At the invitation of the JSC «Kazakhstan Temir Zholy», the XXVIII Plenary Meeting of the International Coordinating Council on Trans-Eurasian Transportation (CCTT) was held in Nur-Sultan, the capital of the Republic of Kazakhstan, from 19 to 20 September 2019. The CCTT Plenary Meeting was attended by 240 delegates from 26 countries. Participants included heads and representatives of transport ministries and departments, railways, seaports, shipping, transport and logistics, security and IT companies in Kazakhstan, Russian Federation the CIS States, the Baltic States, Europe and Asia, as well as leading international organisations and associations (UNESCAP, OSJD, CIT, UIC, FIATA, FERRMED). The CCTT is an international, non-profit association and was founded in 1993. The founders of CCTT are the Ministry of Railways of the Russian Federation (JSC Russian Railways since 2003), Deutsche Bahn AG, the Association of Trans-Siberian Operators and Forwarders of Europe (GETO) and the Korean International Freight Forwarders Association (KIFFA).

The participants of the plenary session were unanimous in their opinion that having the CCTT name linked to a particular route would greatly limit the scope of its practical activities in the future, as its geographical reach and influence is actually much greater, extending throughout the Eurasian area. Over 95 companies from 23 countries are currently members of the CCTT. Users of the Trans-Siberian Railway are not limited to railway, transport and logistics companies but include seaports and shipping companies in European and Asian countries that load goods onto the railway infrastructure for Eurasian traffic via the international east-west and north-south transport corridors.

The CCTT Plenary Meeting is an annual meeting of members, in which the results of the previous year's activities of the Coordinating Council are summarised, the latest issues relating to the operation of the international transport corridors are discussed, and initiatives developed to improve the competitiveness of the corridors in the future.

At present, the capabilities of Russian and foreign organisations, which are members of the CCTT Coordinating Council, are helping to shape a modern transport and service product for the carriage of goods along the trans-Eurasian corridors that is of enduring interest to the leading transnational forwarders. At this year's Plenary Meeting of the CCTT, participants were able to determine the future direction of the organisation's work, establish business contacts, share experiences, and establish operational cooperation in the planning, organisation and development of traffic on the trans-Eurasian corridor. The annual meeting of the CCTT also aims to support government agencies, railways, leading international operators and freight forwarders. The CIT was represented by the Deputy Secretary-General. He gave a presentation on the work of the CIT with a focus on the two important megatrends of digitalisation and multimodality.

In the 20 years of its existence, CCTT has grown into an intermodal organisation whose competence extends well beyond the issues of rail transport on the Trans-Siberian corridor. CCTT provides a platform for establishing cooperation, interaction and effective information interchange between railway undertakings and ports, mariners, cargo handling companies as well as for developing competitive and intermodal transport services.

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Original : DE



New manual on data protection published by the CIT

The CIT expands its offerings on data protection. On 15 December 2019, the *Manual on Data Protection for Transport Undertakings (MDP)* came into force, replacing the guidelines that had previously been in place.

Data protection: a CIT focus for several years

The [General Data Protection Regulation \(EU\) 2016/679](#) was adopted in 2016. It has been in force since 25 May 2018.

However, the CIT began working on areas relating to this regulation back in 2015. The first document published on this subject by the CIT was the «CIT Guidelines on Protection of Privacy and Processing of Personal Data used in International Passenger Traffic by Rail (GDP CIT)» which provided an overview of the main notions and principles applicable to personal data protection and privacy in the EU. In 2016-2017, the CIT then developed two boilerplate contracts on data protection because the GDPR requires such a contract to be in place between the data controller and the data processor (Art. 28 GDPR).

The MDP: helping transport undertakings to implement the GDPR

In 2018, the CIT General Secretariat decided to further pursue its work in this area. It realised that CIT members needed more explanation and clarification on how to correctly apply the GDPR. The CIT General Secretariat has received many questions from members about, for example, ticketing, consent and information to provide to passengers.

It therefore decided to develop a guide on data protection. Even though the GDPR applies to every industry, it raises different issues in different sectors, the railways being no exception. For this reason, the CIT General Secretariat has decided to provide commentaries on GDPR articles from the standpoint of the railway sector, addressing the issues that may arise in its field. In doing so, it referred to guidelines from the European Data Protection Board, judgments and decisions made at international and national level, and answers to member questions given by the CIT General Secretariat.

In addition to this commentary, the CIT has also created template clauses for members to use on consent, information and cookies. The MDP also contains the GDP CIT and the boilerplate contracts previously mentioned.

The next phase of the CIT's work on data protection

The CIT General Secretariat has already done extensive work on data protection, which it intends to continue in 2020 by addressing a number of subjects.

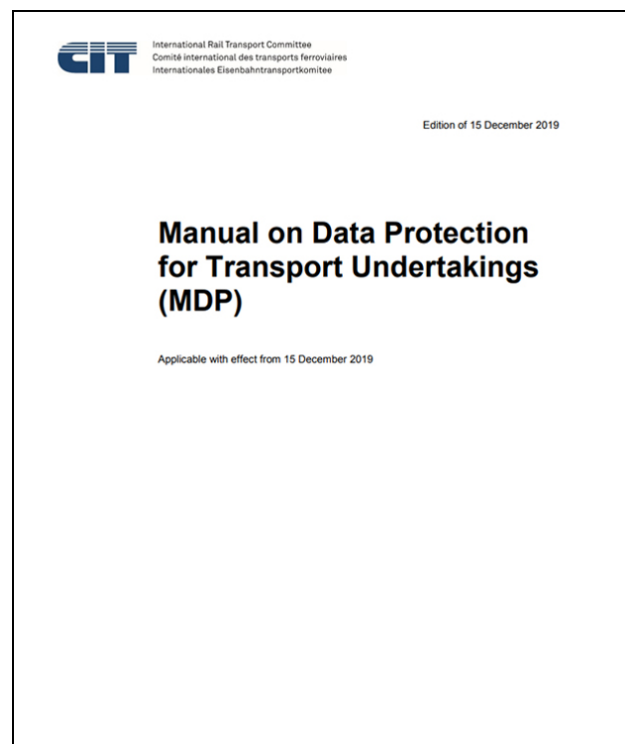
First, it plans to complete the commentaries on GDPR articles, the first part having come into force on 15 December 2019. The CIT General Secretariat has also decided to explain in greater detail how to implement certain procedures contained in the GDPR, such as the data protection impact assessment and the balance of legitimate interests. The issue of data transfer to third countries has also been repeatedly raised in discussions and will need further clarification; the CIT General Secretariat would also like to examine in greater depth the relationship between data protection and new technologies.

For this work, the CIT General Secretariat can draw on the support of a group of data protection experts made up of specialists and data protection officers from CIT member undertakings. If certain CIT members are not yet represented in this group, they are encouraged to delegate an expert to it by contacting the author of this article.

The second part of the MDP will come into force in December 2020. The CIT General Secretariat will provide members with more information on this subject in due course.

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Data protection: an increasingly important subject at the CIT

Launch of TSGA regulatory services

The CIT welcomes TSGA regulatory services: an important step for the implementation of the TAP TSI Regulation

TSGA (TAP TSI Services Governance Association) is a non-profit association which was set up in December 2016 by DB, Trenitalia and SNCF Mobilités, in order to build the TAP TSI regulatory services and make them available for all the stakeholders, as stated in the TAP TSI Regulation (EU) 454/2011 .

The launch of TSGA regulatory services constitute one of the key milestones towards fully implementing the TAP TSI regulation, acting as an enabler of rail businesses to step further in the field of digitalization.

The TAP TSI Regulation, elaborated by ERA in cooperation with the sector, is the European Technical Specification for Interoperability concerning telematics applications for passenger services. It defines the technical specifications for providing passengers with information before and during the journey such as timetables and fares, reservation and payment systems, luggage management and management of connections between trains and with other modes of transport, such as urban public transport or long distance coaches.

The TAP TSI Regulation has to be applied mandatory by all passenger Railway Undertakings, infrastructure managers, the station managers and travel agencies for rail in Europe.

More specifically, under the TAP TSI Regulation, all European passengers Railway Undertakings operating within the European Union must provide the necessary data on the abovementioned aspects. The TSGA developed the regulatory services to enable the exchange of such data.

TSGA regulatory services aim at supporting businesses to develop digitalisation and to improve the data exchange necessary for efficient rail distribution functions of Railway Undertakings which provide passenger services. These services are needed for Railway Undertakings to meet their obligations and for third parties to enjoy their rights under the TAP TSI Regulation.

TSGA regulatory services in a nutshell are:

- Registry Data service: indicating where to find all types of resources requested by TAP-TSI Regulation, such as timetables, fares, reservation system, public keys for print@home tickets and notifications about any changes for those resources;
- Reference Data service: providing standardised location information and code lists for rail stations in the European Union;
- Data Quality Management service: a tool aiming to control the format quality of the data available in the Registry Data and in the Reference Data services.

A TSGA license allows to access these three services. If you are a TSGA member, the license fee is already included in your membership fee. If you are not a TSGA member yet, and would like to access the TSGA services, you can subscribe to a TSGA license providing unlimited access to all TSGA regulatory services for 12 months. All the information about the terms and conditions of the license is available at TSGA web site www.tsga.eu .

TSGA counts with six members now with DSB, NS, SBB, and is looking forward for other European rail stakeholders to join the association.



Original :EN

¹For information: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02011R0454-20190616>



PASSENGER TRAFFIC

CIV Working Group setting the route for the work in 2020

The CIV Working Group held its 47th meeting in Bern on 12-13 November 2019 focusing on the passenger working program 2020 for the General Secretariat of CIT.

Revision of the PRR

As usual the revision of the Rail PRR was one of the important topics of the meeting, now concentrating on the position of the Council (the EU Member States), which is right now being finalised under the Finnish Presidency. CER, supported by the CIT, has made an intense lobbying and the final Council text is in general favourable to the rail sector. The Council position was adopted in December 2019, which means that the trilogue negotiations between the EU Commission, the Parliament and the Council will start early 2020.

Revision of the AIV

Following input from the Passenger Claims Departments Conference in Vienna as well as remarks and suggestions received from the CIT members, the CIV Working Group approved the proposed working plan for the revision of the AIV, to be done in two steps:

- The first step will start already beginning 2020 treating the input and comments already received from different sources, for example e-ticketing, the future of the present Chapters 5 and 6.
- The second step is to start when the final text of the revised PRR is available (probably by the end of 2020).

Data protection and the PNR Directive (EU) 2016/681

The first part of CITs Manual on Data Protection (MDP) entered into force on 15 December 2019 and the CIT GS is already working on the second part of the MDP by including more comments on GDPR articles, adding templates for different procedures in the GDPR, as well as developing solutions for transfer of personal data to non-EU countries (for more information see article on page 3). Another related issue was the possible extension of the [PNR Directive \(EU\) 2016/681](#) to also cover other modes of transport than air transportation, for example rail. The sector is actively lobbying against this as a possible introduction would have very negative consequences for the railways.

Multimodality – boilerplate contracts for air-rail cooperation

Multimodality is very high on the agenda at both EU level but also within the rail sector itself, for example the ongoing air-rail and door-to-door projects within the UIC with active CIT support. Another concrete result of the CIT work in multimodality are the CIT boilerplate contracts for air-rail cooperation.

MIRT – workplan 2020

Already now the CIT GS could present a list of several proposals for the next amendment of the MIRT, to come into force in December 2020. Besides editorial changes also major issues need to be approached such as revised definitions of certain terms like issuing undertaking/issuer. Furthermore, one other major item to be dealt with next year is the support to those CIT-members not yet having passed over to the new CIT security background 2012, as the old security backgrounds 1996/2006 will be discontinued after 31 December 2021.

Next passenger traffic meeting

The next meeting in the CIV Working Group will take place in Bern on 11 and 12 February 2020 having as main issues the starting up of the revision of the AIV and the amendments of the MIRT and the MDP for December 2020.

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The CIV WG's works already set on 2020

News about the work of the CIV/SMPS working group

The strategy underpinning CIT's work at the convergence of the dual legal regimes of COTIF/CIV and SMPS brings greater transparency and legal certainty to international, east-west/west-east, rail passenger services. Against the background of a previous successive carrier within the scope of SMPS, a number of important practical legal questions arise concerning the applicable rail transport law governing the performance and handling of the entire carriage, including the sub-contracting model.

Legal requirement

International east-west and west-east passenger routes are subject to international, regional and national legal regimes. As different statutory provisions can lead to legal uncertainty both for passengers as well as for the carriers and CIT members involved, an understanding of the rights and obligations in international passenger traffic at the interface of COTIF/CIV, EU Regulation 1371/2007 (PRR) and SMPS is essential.

Current work priorities

In response to the above situation, the CIT launched its «Legal Interoperability CIV/SMPS» project in 2011 with the support of OTIF and the OSJD.

Based on the findings from the comparison table for the geographical scope of COTIF/CIV-PRR-SMPS, the CIT GS is currently working on standardised contractual legal solutions for CIV/SMPS international passenger traffic in the form of a checklist.

In view of the significant changes made to the SMPS since 2014, as well as the ongoing revision of the PRR, the CIT GS has expressed the view that the comparative table on the COTIF/CIV-PRR - SMPS liability regimes should be updated. This work will be carried out in stages. First, the table will be revised in consultation with the OSJD Committee to take account of the updated SMPS. As soon as the text of the revised PRR is available, the comparison table will be updated with the new PRR regulations and then reissued by the CIT GS together with OSJD.

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CIV/SMPS working group



CIT's CIM Working Group looks forward to an exciting 2020

The CIT Working Group on Freight Transport (CIM WG) held its autumn meeting in Bern in November 2019. Many issues were settled in 2019 and there are some exciting issues in store 2020.

Digitalisation

The CIM Working Group was informed of the status of the European Commission's «Digital Transport and Logistics Forum» project (DTLF) and of the eFTI Regulation (Regulation on electronic freight transport information). The CIT GS representative, Erik Evtimov, was selected as a member of the DTLF coordination team with the remit to ensure the flow of information between the individual DTLF groups and to provide first-hand reports to the CIM WG on matters under discussion. The topics of «blockchain» and «smart contracts» have also been on the agenda of the CIM WG for some time. Members have suggested that use cases for blockchain/smart contracts could be examined during the Berner Tage 2020 as part of the discussions on «Digitalisation». This would enable the CIM WG to align its work more specifically to possible use cases.

New transport models and how they are handled in CIT's freight documentation

For some time, the CIM WG has been discussing issues relating to transport models and how freight transport documents might be revised to cater for them. The main aim of these discussions is to ensure the correct, standardised entry of information in the CIM consignment note, as this information has to comply with the legal requirements of the CIM Uniform Rules. Members have therefore been discussing how the findings obtained could be put to practical use. The work is expected to have been completed by the next meeting in 2020.

TAF-TSI company codes

The topic of TAF-TSI in connection with company codes was on the agenda for the first time. The background here is that the ERA (European Railway Agency) is planning to update the current code system. The far-reaching consequences for railway undertakings therefore need to be discussed by the CIM WG.

Seals expert group

The seals expert group will reframe its remit in 2020. Electronic seals, which are currently being discussed and tested in particular on routes from China and Russia to Europe, will doubtless prove to be a fascinating topic.

Workshop to be held in 2020 in collaboration with the CIM Committee

Discussions are currently taking place at various levels in the rail transport sector about using the consignment note as a bill of lading. To bring greater clarity to this issue, the CIM WG decided to hold a workshop in connection with the CIM Committee meeting on the topic «The Function of transport documents (securities, freight forwarding documents, ..)». Another topic to be discussed during this workshop is the new Incoterms® 2020. CIT documents make direct reference to the Incoterms 2010 in connection with the payment of freight charges. In 2020, CIT documents will therefore be updated using the latest Incoterms payment instructions.

Next meeting

The next meeting of the CIM Working Group will be held on 24 and 25 June 2020 in Bern.

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Members of the CIM Working Group can look back on a successful 2019.

Looking at «multimodality» in Venice: joint CIT seminar with ATTICA and Trenitalia

The subject of multimodality is becoming increasingly important to the CIT, because more freight is being moved today than ever before – especially over long distances. The increase in transport distances is being driven by globalisation. According to macroeconomic projections, European land freight transport, to take one example, will grow by as much as 30% by 2030. One mode of transport on its own is unlikely to cope with the increased volumes of traffic expected in the future. Passengers too are demanding coordinated multimodal solutions that will enable them to travel from door to door as conveniently as possible.

In response to this situation, a seminar aimed at examining all aspects of the subject of multimodality and organised with the Attica Group and Trenitalia was held in October in a former Crociferi monastery in Venice.

Wide range of presentations on the topic of multimodality

The first day of the seminar was devoted to a variety of presentations. The President of the CIT Multimodality Committee, Maria Kalimeri (ATTICA), welcomed all participants and introduced them to the work of the Multimodality Committee. The seminar then turned to multimodal passenger services, and the Vice-President of the CIV Committee, Isabelle Saintilan (SNCF), provided an overview of the work of the CIV Committee on multimodal matters. Ulrich Fikar of CER then outlined the EU's regulatory framework on multimodal transport.

Nina Scherf (GS CIT) gave a presentation on the documentation developed by CIT for use in rail-road freight transport and rail-sea transport.

The first day concluded with a presentation by the CCTT Deputy Secretary-General, Natalia Stepanova, on Eurasian intermodal rail transport between China, Japan and Europe.

Technical tours of an ANEK LINES vessel in the port of Venice and the Santa Lucia railway station

The morning of the second day of the seminar was devoted to a technical tour of an ANEK LINES' RoPax¹ ship in the port of Venice and of procedures at the Santa Lucia railway station.

In the afternoon, more stimulating presentations awaited the participants. Anastasia Aleksandrovskaya of RZD began with a presentation of the requirements of the SMGS regulations governing multimodal traffic. The Deputy Secretary General of CIT, Erik Evtimov, then discussed CIT's work on multimodal transport and on rail traffic from ports to the hinterland. Eric Guenther (UIC) gave a talk on the UIC's multimodal work in the freight sector, and this was followed by a presentation from Aldo Maietta, the Mercitalia representative, on the undertaking's practical work. In closing, Fabrice Setta explained the UIC MERITS system for multimodal passenger transport.

The CIT GS and all who took part in the seminar would like to thank the President of the Multimodality Committee, Maria Kalimeri (ATTICA), and Trenitalia for their valuable support in organising this varied and fascinating seminar in Venice.

A real-case example of new multimodal traffic using the CIM/SMGS consignment note, which deals with many of the questions raised with at the seminar, is described on page 9 of this issue of CIT-Info.

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Some of the seminar participants after a visit to the Santa Lucia railway station. The railway station itself is behind the photographer.

¹The term RoPax refers to a ferry built to carry both cargo and passengers.

CIM/SMGS common consignment note used for the first time for multimodal transports from China to Europe

This is a first in many ways: the multimodal route from Xi'an in Central China via Kaliningrad to Hamburg, partly by ferry, using a single CIM/SMGS consignment note. On Tuesday, 12 November 2019, the cargo from China arrived at the German island of Rügen and docked at the Baltic port of Mukran. It had just crossed the Baltic Sea on a ferry that had set out from the port of Baltysk in the Russian region of Kaliningrad. The cargo had reached the port by rail from China. From Mukran, it continued its journey by train to Hamburg.

Go West: multimodal route from Central China to the island of Rügen

Although it sounds like a complex puzzle, the logistics solution has been welcomed as a milestone for the New Silk Road. It is a new logistics product with a transit time of eleven days from Xi'an to Mukran. Its purpose is to reduce the journey time to just ten days. The improved journey time has been achieved in part thanks to the simplification of customs procedures provided by the CIM/SMGS common consignment note. While Europe uses the Uniform Rules concerning the Contract for International Carriage of Goods by Rail (ER CIM), Russia, China and other Asian countries use the SMGS Convention. The CIM/SMGS consignment note brings these two systems together and thereby reduces interruptions and delays in the movement and minimises unnecessary administrative costs.

By using a single CIM/SMGS consignment note for the first time in multimodal, transcontinental rail and sea transport, the joint venture of the Russian, Belarusian and Kazakh railways UTLC ERA in partnership with BPRM (Baltic Port Rail Mukran) has found a new way of reducing transit times and increasing transport volumes on the new Silk Road.

Moreover, the CIM/SMGS consignment note is being used for the first time not only with two different international legal systems but also with two different modes of transport – rail and sea. This has been a declared operational objective of the CIT for some years.

Kaliningrad region

The service is unique in that it provides another example of how the Kaliningrad region could serve as a viable alternative to the frequently congested route across the Malaszewicze-Brest border between Poland and Belarus. The Russian enclave enables land transport to Poland but it also facilitates transport from seaports to Western European ports.

This service across the Baltic Sea means that the Chinese New Silk Road initiative now has a new corridor from Kaliningrad (formerly Königsberg) direct to Germany. The port of Kaliningrad is linked with the entire Baltic Sea area via short ferry routes and has enormous potential. However, the success of this new route will depend on the degree of integration and interaction between all the transport partners.

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The first Chinese train on the «New Silk Road» reaches the port of Mukran (12.11.2019)
Source: www.jungewelt.de

The 28th CUI Committee continues to work on harmonised contractual arrangements for infrastructure use

At the meeting, the members of the CUI Committee were presented with some tricky legal questions. Sandra Dobler from the CIT General Secretariat is now assisting the CUI Committee on legal matters.

European Standard Contract of Use of Railway Infrastructure (E-SCU-I)

The CUI Committee discussed with the RNE additional ways of promoting the boilerplate contract on the use of railway infrastructure drawn up last year. At the moment, it looks very likely that it will be the subject of concrete discussions.

In August this year, the first kick-off meeting with RNE was held at which the CIT introduced the work of the CUI Committee and explained it to RNE members. The RNE General Assembly still has to be consulted before any further concrete steps for future collaboration with the CIT on the matter of contract of use can be agreed.

RNE/FTE project: «Redesign of the International Timetabling Process» (TTR)

Members of the CUI Committee had an opportunity to learn about the RNE/FTE TTR project at the meeting. A representative of Forum Train Europe (FTE) was invited to provide an informative overview of the project. The aim of the TTR project is to reconfigure the process for planning and allocating capacities and train paths. The new process will be supported by shared IT systems, which will be deployed throughout Europe. Before this process can be implemented in its entirety, compliance with the legal framework must be guaranteed. This is why the CIT General Secretariat is a regular participant in the «TTR Legal Task Force», which provides legal support for the project.

Discussion on the drafting of contractual documents for the use of service facilities

As early as 2014, an ad hoc working group «GTC-SF» began drawing up General Terms and Conditions for the Use of Service Facilities (GTC-SF). The work at that time was based on the European General Terms and Conditions of Use of Railway Infrastructure (E-GTC-I), which had previously been drawn up in collaboration with RailNetEurope (RNE), which was adapted to the needs of the use of service facilities. At that time, Article 13 of Directive 2012/34/EC (conditions for access to service facilities) had not yet been transposed into national law in some EU countries. The CUI Committee therefore decided to postpone this work until further progress had been made at European level.

The CUI Committee has now resumed its work on the preparation of General Terms and Conditions for the Use of Service Facilities. A particular challenge is presented by the fact that service facilities are operated in very different ways and that there are also considerable differences in the regulations on the liability of facility operators and users.

At the beginning of the project, the Committee Chairman, Adriaan Hagdorn (NS), posed a few basic legal questions. For example, how are service facilities defined under EU law and which service facilities are covered by the CUI Uniform Rules? To what extent are railway infrastructure installations subject to the minimum access package of Annex II(1) to Directive 2012/34/EC and can therefore only be operated by infrastructure managers, and to what extent under Annex II(2) to the same Directive could they also be operated by other managers (RUs and third parties)? It is planned to further intensify the legal discussions and to conclude them at the beginning of next year.

A discussion also took place on the various liability rules contained in the documents of service facility operators. Feedback has shown that liability rules are sometimes very different. The lack of any substantive reason for this, however, means that harmonisation is possible.

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Members of the CUI Committee faced some tricky legal questions at the meeting.

¹Further information on the TTR project is available from the FTE website (<http://www.forumtraineurope.eu/services/ttr/>) or RNE (<http://rne.eu/sales-timetabling/ttr/>)



Inclusion of maritime and inland waterway services in accordance with COTIF

COTIF/CIM 1999 makes provision in Article 1 § 4 of CIM for a «rail+ approach» when the international carriage of goods by rail is supplemented by carriage by sea (sea freight) or the international carriage of goods by inland waterway (inland waterway transport). The rail+ approach also makes provision for the additional carriage of goods by sea both internationally and domestically (e.g. intercostal) under a «through» contract. This use is fundamentally different from combined road/rail transport, as the latter applies only to domestic road transport as an adjunct to international rail transport. The CIT has since prepared General Terms and Conditions Applying to Joint-contracting for Rail-Sea Freight Traffic (GTC Rail-Sea traffic) for its members, supplemented with a Boilerplate Rail-Sea Traffic Contract. How does the through contract of carriage apply to included maritime or inland waterway services?

The inclusion of maritime lines in the OTIF's CIM list of maritime and inland waterway services in accordance with Article 24 of COTIF does not require to specify the maritime carrier on the maritime line to ensure the validity of the through contract of carriage.

Whether a rail ferry or a shipping company operates the line will be stated in the circular from the OTIF Secretary General after the two COTIF member states (Article § 3 of COTIF) have included the maritime line by mutual agreement, thereby connecting them by sea.

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CIT General Assembly on 14 November 2019

Chaired by the new CIT President, Maria Sack (DB AG), the General Assembly set the direction of the CIT's activities through to 2025.

The General Assembly approved in its first, statutory part the 2018 balance sheet and profit and loss statement, which showed a surplus of CHF 5,492, and the budget for 2020 which, at CHF 2,234,500, was CHF 45,000 lower than in the previous year. The number of members was unchanged at 132 full members and 7 associate members. Also, the terms of office of Gerald Wieser (Rail Cargo Austria) on the Executive Committee and Adriaan Hagdorn (NS) as President of the CUI Committee were extended for a further period. Finally, the General Assembly approved the work plan for 2020.

In the second part, the Chair gave a presentation of the strategy development work that the Executive Committee had carried out during the year. This included identifying the megatrends that affect CIT's work (including digitalisation, the growing competition in the freight and passenger transport sectors, multimodality) and providing answers to these trends in the form of documentation and services.

The Chair explained the ten key priorities that the Executive Committee had drawn up for the work of the CIT between now and 2025 (see box). The CIT Secretary General outlined to participants how he intends to introduce these key priorities in CIT's work. Furthermore, the growing importance of communicating CIT's activities effectively was discussed and a new CIT communication tool revealed (PITCH). These documents will be sent to all CIT members along with the 2019 Annual Report.

Finally, the customary report on the previous year's work on passenger traffic, freight traffic, multimodality and infrastructure was presented. The General Assembly noted that the programme of work adopted last year had been successfully completed.

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10 strategic objectives from now to 2025



1. Fostering digitalisation	As a platform for RUs, CIT enables digitalisation, helping to define the functionalities of carriage documents and design claims management/after-sales processes and supplying IT developers with comprehensible, legally compliant documents and manuals
2. Products for a competitive environment	CIT develops new products and updates existing ones dating from the "era of cooperation" in the light of increasing competition and the resultant new business models
3. Legal solutions for multimodality	In collaboration with partner organisations from other transport modes, CIT develops common multimodal products to smooth the transition between means of transport in a legally-sound manner ("legal bridges") with a focus on door to door carriage.
4. Implementation of international and national transport law at company level	CIT helps its member companies monitor and implement COTIF law and the UN and EU transport law relevant to them by supplying them with business-focused and practically-oriented products which can be used in international and national traffic.
5. Fostering Eurasian transport	In collaboration with partner organisations, CIT works to simplify the performance of Eurasian transport by harmonising and digitalising the relevant carriage documents
6. Harmonising network access contracts	In collaboration with RNE (amongst others), CIT develops harmonised contractual solutions for the use of railway infrastructure and corridors and other services, such as to simplify the performance of cross-border carriage
7. Acknowledged centre of excellence for issues connected with transport law	CIT establishes itself as a key centre of excellence for transport law, whilst also covering other legal areas such as data protection, network access, and competition law in its remit
8. Collaboration with other organisations and standardisation bodies	CIT collaborates closely with authorities, organisations and standardisation bodies in order to simplify the execution of cross-border traffic from a legal perspective
9. Skills fit-for-purpose	Within the existing budget framework, CIT orients its staffing policy towards implementing its strategic objectives and supporting and strengthening its members
10. Focus on training	CIT offers its members initial and top-up training, either in situ or via e-learning modules, adds an "explanatory" section to its products for new staff members, and keeps its members regularly informed of the latest developments

New member of staff at the CIT secretariat

The CIT General Secretariat has appointed Ms Claudia Beyeler as Ms Chantal Schweizer's replacement. She took up her position on 1 November 2019. Ms Beyeler's main responsibilities include memberships, finances and personnel issues. She will also be supporting the freight sector.

We welcome our new employee to the CIT and look forward to working with her.





CIT CALENDER

Date	Event	Location	CIT Contact
13-15. January	Workshop for Iranian Railways	Teheran	CB
11-12 February	48th CIV Working Group	Bern	SDO
13-14 February	CIT Berner Tage	Bern	CB
26 March	CIM Committee	Bern	EE
31 March-1 April	CIT Data Protection Experts Group	Warsaw	SDO
17-19 March	WG Seals	Bern	DSC
23 April	Executive Committee 1/2020	Bern	CB
12-13 May	49th CIV Working Group	Prague	SDO
14 May	29 CUI Committee		NS
24, 25 June	WG CIM	Bern	EE
15-16 July	CIM/SMGS Expert Group	Warsaw	DSC
9-10 September	CIM/SMGS Steering Group	Bern	DSC
17 September	Executive Committee 2/2020	Warsaw	CB
(tbd) September	Claims Department Conference	Rome	SDO
(tbd) September	CIV Committee	Rome	SDO
(tbd) October	CUI Committee	Bern	NS
17-18 November	50th CIV Working Group	Bern	SDO
19 November	CIT General Assembly	Bern	CB
25-26 November	CIM WG	Bern	EE

Agenda with CIT participation

Date	Event	Org.	Loc.	Contact
22 January	DTLF SG1/SG2	DTLF	Brussels	EE
30 January	DB Symposium	DB	Berlin	CB / EE
4 February	UIC PASSAGE	UIC	Bern	SDO
6 February	UIC Commuter and Regional Train Services	UIC	Bern	SDO
10 February	UIC SG Wagon users	UIC	Paris	NS
18 February	CER European Railway Award	CER	Brussels	CB
18 February	CER Passenger Working Group	CER	Brussels	SDO
19 February	CER General Assembly	CER	Brussels	CB
25 – 28 February	Inland Transport Committee	UNECE	Geneve	EE
27 February	UIC Door-to-Door Group	UIC	Bern	SDO
3-4 March	UIC Air-Rail Group	UIC	Geneva	SDO
1-3 April	IRFC 2020	IRFC	Prague	EE
7 April	UIC SG Wagon users	UIC	Paris	NS
7 April	UIC Passenger Services Group	UIC	Paris	SDO
21 April	CER Customer Liaison Group	CER	Brussels	SDO
04-07 May	DTLF SG1 / SG2	DTLF	Brussels	EE
26 May	UIC SG Wagon users	UIC	Paris	NS
26 May	UIC Door-to-Door Group	UIC	Paris	SDO
27-28 May	UIC Air-Rail Group	UIC	Paris	SDO
27-28 May	UIC High-Level Freight Meeting	UIC	Vienna	CB
02-04 June	Global Rail Freight Conference	UIC	Riga	CB

CIT CALENDER

Agenda with CIT participation

Date	Event	Org.	Loc.	Contact
08.-12 June	OSJD Minister conference	OSJD	Hungary	CB
10 June	DTLF Plenary	DTLF	Brussels	EE
16 June	European Regional Assembly	UIC	Paris	CB
23 June	CER Passenger Working Group	CER	Brussels	SDO
15 September	UIC Door-to-Door Group	UIC	Brussels	SDO
16-17 September	UIC Air-Rail Group	UIC	Brussels	SDO
17 September	CER Passenger Working Group	CER	Brussels	SDO
18 September	CER Customer Liaison Group	CER	Brussels	SDO
21 September	CER & GA	CER	Berlin	CB
02 October	CER High Level Passenger Meeting	CER	Budapest	CB
15 October	UIC Air-Rail Group	UIC	Paris	SDO
25 November	UIC Passenger Services Group	UIC	Luxembourg	SDO

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