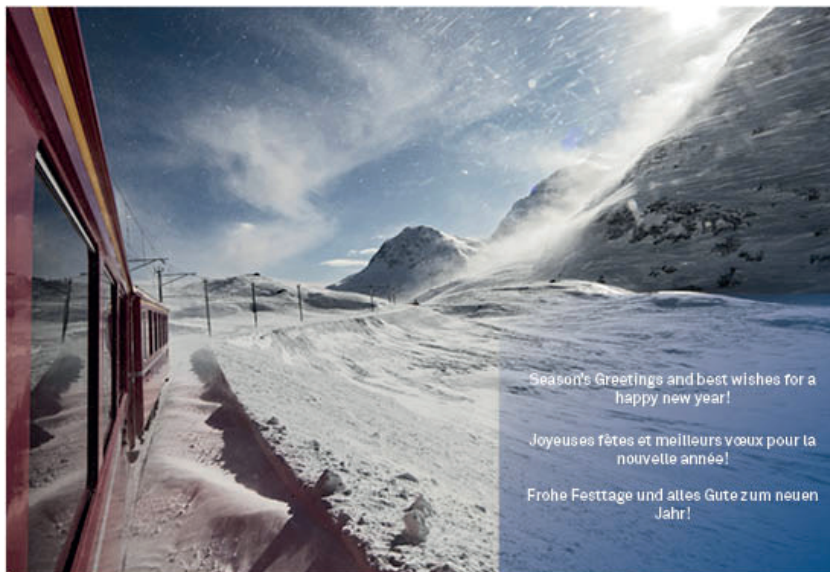




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EDITORIAL



Dear Readers,

As 2017 draws to a close, this is a good time to look back and reflect on the year gone by. What has CIT achieved for its members this year? Let us cite a few examples:

The start of the year saw the entry into force of the new manuals for the electronic consignment note (ECN), containing the functional and legal specifications. These represent a major contribution by CIT to the further digitalisation of carriage documents. Then in June, a comprehensive report on the status of ECN implementation was submitted to OTIF and DG MOVE; this will serve as the basis for work on paperless carriage at intergovernmental level. Lastly on the freight side, CIT has worked with the IRU (International Road Union) to help further intermodality by publishing a set of guidelines, in the shape of a comparative analysis of the relationship between rail and road transport law.

In the passenger sphere, a pilot project has successfully concluded to apply “best practice” in the event of delays. CIT has also developed guidance for its members in connection with the new EU General Data Protection Regulation 2016/679 (to be implemented by May 2018); these have been available since 1 October 2017. And finally, in August this year we published a comparative analysis of aviation and rail transport law, which will serve as a basis for air-rail contracts of carriage.

We can only develop such new products with input from our members. I would therefore like to thank all the representatives of our member railways for their valuable contributions to CIT’s work. It is only thanks to such support that CIT has been able to continue providing its members with useful output in 2017!

Season’s Greetings from Bern
Cesare Brand
CIT Secretary General of the CIT



UNESCAP work on intermodal traffic in North-East and Central Asia

The Subregional Meeting on Rail-based Intermodal Transport in North-East and Central Asia was convened by the UNESCAP Secretariat as part of the project entitled “Development of seamless rail-based intermodal transport services in North-East and Central Asia for enhancing Euro-Asian transport linkages” and took place on 18 and 19 September 2017 in Bangkok.

UNESCAP to adopt new intermodal approach

Participants validated the results and recommendations of the preliminary work done by CCTT, the Russian Federation and CIT⁽¹⁾, and called on the UNESCAP⁽²⁾ Secretariat to continue working to develop intermodal rail transport in North-East and Central Asia, with the ultimate aim of bolstering cooperation between transport modes in the countries concerned in order to provide logistics services more efficiently and render land-based transport solutions between Asia and Europe a more attractive proposition. The meeting agreed that in the context of the project, the word “intermodal” is to be understood as meaning “involving at least two modes of transport”.

Furthermore, four decisions were made with a bearing on the finalisation of the project study:

- Introduce innovative models of transport process organisation, covering improved interconnections between actors in the transport chain and upgraded customer services;
- Integrate information resources used by governments and the private sector, including setting up mechanisms for electronic data exchange and data sharing between transport enterprises and government control authorities (B2A);
- Introduce unified and mutually recognized rules, regulations and documentation covering intermodal transport operations;
- Promote streamlined customs procedures to simplify cross-border multimodal transport.

Practical implementation

The issues related to the operation of major intermodal transport routes in North-East and Central Asia, including routes identified by the current project, and the possibility of developing these routes into transport corridors, are to be further studied and discussed using the platform provided by UNESCAP.

In conclusion, participants proposed that the UNESCAP Secretariat plan its follow-up activities on the development of rail-based intermodal transport in North-East and Central Asia in this direction, utilising good practices from partner organisations both within and outside the UNESCAP region.

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Original: DE



The meeting of intermodal rail transport in Northeast Asia and Central Asia was held at the ESCAP secretariat in Bangkok

(1) The CIT/IRU Guideline comparing the legal regime CIMR-COTIF/CIM-SMGS (2017, Bern and Geneva) can be downloaded from the CIT website here <http://www.cit-rail.org/en/freight-traffic/>.

(2) The United Nations Economic and Social Commission for Asia and the Pacific (ESCAP or UNESCAP) is a UN commission for east Asia and the Pacific, headquartered in Bangkok.

New Baku – Tbilisi – Kars (BTK) railway corridor enters service

Also known as the BTK Project, the Baku – Tbilisi – Kars railway opened in late October 2017. The new line links Azerbaijan with Georgia and Turkey, thus creating a direct southern rail route to Europe.

The Silk Road revived

With a total length of 846 kilometres, the Baku – Tbilisi – Kars rail link was formally inaugurated on 30 October 2017, at a ceremony in the Azeri port of Aliyat (near Baku) which was attended by the Turkish and Azeri presidents and the Georgian, Kazakh and Uzbek prime ministers. The opening of the BTK to revenue service creates a further direct route to Europe for rail freight convoys from China. The South Caucasus Region, which is crossed by the BTK, enjoys a highly advantageous geographical location since it sits at the crossroads between China and Europe on routes west and between Russia and Iran, the Near East and India heading south.

The route's current capacity is one million passengers and five million tonnes of freight/year. The freight capacity could be upped to 15 million tonnes/year once the second parallel track has been built. The target is for the Baku-Tbilisi-Kars rail link to enable a total cargo capacity of 50 million tonnes/year between Turkey and Asia, the Caucasus and the EU.

Big plans afoot for the BTK

No sooner had the line opened than the first convoy, a 15-wagon freight train carrying 30 containers of cereal products, ran along it from Kazakhstan to Mersin (Turkey). This movement took place with reconsignment at the interface between the SMGS and CIM consignment notes, using the CIT manual for CIM/SMGS reconsignments (GR-CIM/SMGS). The CIM consignment note was completed at the handover station at the border point in Akhalkalaki (Georgia). To this end, "Georgian Railways JSC" (GR) applied to become a full member of CIT in October 2017. Their accession sees CIT freight products used along the length of the corridor. Experts from Turkish Railways (TCDD) then created an electronic CIM consignment note, which they entered in the system. Customs formalities at the Georgia-Turkish border were completed by handing over the CIM consignment note.

Furthermore, the deep-sea port in Anaklia (Georgia) currently under construction represents another new multimodal connection between the Caspian and Black Sea areas.



Big plans afoot for the Baku-Tbilisi-Kars-Line
Source: Slideplayer.com "Azerbaijan Railways"

The new port is set to be commissioned in 2020, and will have a cargo handling capacity of up to 100 million tonnes/year (by way of comparison, in 2016 the port of Hamburg handled 140 million tonnes). However, this does not spell decline for Georgia's current principal ports, Poti and Batumi, since the application of CIM and CIV on the lines leading to these seaports is set to play a major part in boosting Eurasian corridors between China and Europe (see also the article on the Multimodality Committee in this issue of CIT-Info).

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Original: DE

Useful link :

→ [GR-CIM/SMGS \(reserved for members\)](#)



PASSENGER TRAFFIC

CIV Working Group: Revision of the MIRT (Manual for International Rail Tickets) and dossiers in progress

The CIV Working Group, which met on 14 and 15 November 2017, has reviewed all the subjects connected at statutory level with passenger traffic, and worked on the revision of the MIRT.

Revision of the MIRT

The CIT Manual for international rail tickets (MIRT) will be revised during the coming months in order to align it as closely as possible to the outcome of the work currently being done at UIC on ticketing. The UIC technical groups are in the process of finalising the recast of UIC leaflets 918-2 and 918-3; in principle, these will be cancelled and replaced in April/May 2018 by new leaflets 918-8 (layout for tickets) and 918-9 (barcodes).

The aim of CIT is to present, in as transparent a way as possible, all the elements that need to be taken into account when issuing international tickets, whether issued on paper or in electronic format. This therefore involves the current chapters 7 to 9 of the MIRT being adapted to the needs of undertakings using, for international traffic, either paper tickets, tickets to be printed out at home or sent to smartphones, or totally dematerialised tickets.

A new chapter will also cover the three families of tickets, differentiated by the security element contained in the ticket for verification and securing undertakings' revenues (security in paper, in data, in system).

For now, it is anticipated that these modifications will be approved in writing by the CIV Committee in March/April 2018, so that the revised MIRT can come into force at the same time as the UIC leaflets.



Data protection, PRR, ticketing: a very full agenda for the CIV Working Group

Data protection

The new Regulation (EU) 2016/679 on data protection raises several questions when implementing the new requirements that are incumbent upon railway undertakings.

The CIV Working Group has addressed two complex issues: must the consent of passengers be sought in order to process their claim and in order for their data to be transferred, as appropriate, to other undertakings? And how should customer claims seeking ticket refunds be handled, where this is due to a health problem supported by a medical certificate? The new group of data protection experts is also supporting the CIT in the resolution of these questions, contributing its expertise and experience.

The CIV Working Group will also be working, between now and June 2018, on the creation of a boiler plate agreement between the data manager and Data Processor, which will deal with the obligations of the two parties, particularly in respect of confidentiality and quality, liability and intellectual property.

PRR implementation issues

The implementation of Regulation (EC) 1371/2007 concerning rail passenger rights and obligations (PRR) continues to raise practical issues, which are dealt with by the CIV Working Group. The Group has also been working on proposals for amendments that will be submitted by the CER to the European institutions (on this subject see the article [on page 5](#)).

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Original: FR

Progress in the PRR revision procedure

The European Commission already published its draft recast of Regulation (EC) 1371/2007 concerning rail passengers' rights and obligations (PRR) two months ago. Since then, the procedure has followed its course and the various stakeholders impacted by this draft have, in some cases, already been able to submit their position on this.

The rapporteur responsible for this dossier within the European Parliament's "Transport and Tourism" Committee has been appointed; this is Mr Bogusław Liberadzki of the "Socialists & Democrats" group. The draft should be put to the vote at its first reading within this Committee in June 2018. As for the Council and the European Parliament, they should rule on the first reading by the end of 2018/beginning of 2019.

Position adopted by the CER in collaboration with the CIT

At association level, the CIT, in collaboration with the CER, has worked on the drafting of a document in which the associations explain their position concerning this draft.

It should be stressed that the railway undertakings have always been focused on the passengers' well-being and rights. The emphasis of these undertakings' policy is therefore placed upon customer needs. From this perspective, one can only applaud the Commission's draft, in that it does respond to these expectations. However, certain modifications provided in this draft will be difficult to implement and might, instead, risk causing a prejudice to railway undertakings and passengers.

Perspectives

In December 2017 the CER will communicate its position to the European institutions, which has been compiled in collaboration with the CIT.

These two associations will continue to follow the development of this dossier closely, and keep their members informed.

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Original: FR

Useful link :

[→ Overview of the legislative procedure relating to the revision of the PRR](#)



FREIGHT TRAFFIC

CIT's CIM Working Group meets in Bern for the second time this year: recap of the key issues

CIT's freight working group held the second of its meetings for 2017 at CIT headquarters in Bern in late November and finalised all the planned work items. The CIM Committee will now be asked to endorse the relevant decisions at its meeting in Bern in late March 2018. The CIM Working Group will be chaired by Cristian Cuenca (DB AG) as of its next meeting in June 2018.

New digital versions of CIT freight products

All CIT products are progressively being re-released in electronic format in order to make them more user-friendly and supply them with more modern formats, drawing on everything IT and the internet nowadays have to offer. The first four products to undergo the process were the GLV-CIM, GTM-CIT, GLW-CUV and GTW-CIT, all of which entered into force on 1 January 2017 (see [CIT-Info 2/2017, page 6](#)).

The CIM Working Group has agreed that publication of the new electronic editions of the other CIT freight publications will coincide with that of the passenger products on 1 January 2019.

CIT contributes to European Commission's DTLF project

The Digital Transport and Logistic Forum (DTLF) project was launched by the European Commission in April 2015, as set out in Commission Decision C (2015) 2259 setting up an expert group on Digital Transport and Logistics ("the Digital Transport and Logistics Forum"). The DTLF provides a platform for expertise-sharing, collaboration and coordination between EU Member States and the relevant transport & logistics players, the aim being to define and adopt measures promoting the efficient exchange of electronic information in the transport and logistics industry.

The project's purpose is to support the EU Commission in developing and implementing political measures, to which end it identifies the challenges and areas in which joint action at EU level is needed, makes recommendations, and supports the implementation of these where need be. The DTLF project currently has two active sub-groups tasked with undertaking targeted activities in two areas:

- promoting the use of electronic transport documents, and
- developing interoperable digital IT systems to optimise freight flows along each corridor.

The DTLF has identified one of its core aims as being to promote and facilitate the use of electronic transport documents. To this end, with support from CER the CIT GS has produced a report which explains in detail the legal process for the recognition of electronic transport documents (ETDs) by courts and other state bodies, as well as by banks and insurers, illustrated with a number of case studies from selected EU and non-EU countries.

Making sure CIT freight products cater for new models of carriage

Cross-border rail freight is increasingly taking the form of sub-contracted carriage as per Article 27 CIM, or under the "purchase/sale" model. However, the latest information available to the CIT GS indicates that many railways, especially in central and eastern Europe, continue to use the successive carriage model as per Article 26 CIM. The CIT survey and the CIT GS's legal analysis concluded that the "purchase/sale" model is legally nothing new, and thus requires no new CIT products to be developed.



The CIM working group decides important proposals for the freight transport

In general, however, it would be helpful to review the CIT products' continued relevance since the 2006 entry into force of the COTIF 1999, especially with the forthcoming digital versions in mind. This review will take place during the forthcoming meetings in 2018 under the leadership of the new CIM Working Group Chair, Cristian Cuenca (DB AG).

CIM Working Group: work programme for 2018 and forthcoming meetings

In 2018, the CIM Working Group will be addressing the following matters:

- Analysing the results of the CIT questionnaire on CIT freight products and how best to revise these and keep them up-to-date;
- Detailed research and comparative analyses of the carriage models used in domestic and international rail freight, and review of the CIT GTC for the provision of services;
- Finalising work on the electronic formal report (CIT20) and creating a new Appendix 20b to the GTM-CIT;
- Generating extracts/subsets from the electronic consignment note for use in other commercial models, specifically sub-contracted carriage (COM+), in collaboration with RailData;
- Successive use of codes for the CIM electronic consignment note;
- Requirement for waste convoys to be specially indicated in the CIM consignment note;
- Use of "Master consignment note" for successive CIM contracts;
- Supporting work to create paperless transport documents at the level of the European Commission and OTIF;
- Supporting the European Commission's work on multimodality with a view to enhancing CIT products.

The next meeting of the CIM Committee is scheduled to take place at CIT Headquarters in Bern on **22 March 2018**.

The next meetings of the CIM Working Group are scheduled to take place on **27/28 June** and **28/29 November 2018**, also at CIT Headquarters in Bern.

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Original: DE

Useful link :

[→ Decision of the European Commission "The Digital Transport and Logistics Forum"](#)

4th meeting of the Multimodality Committee

2018 will be multimodal! The European Commission has declared next year to be the year of multimodality. It is therefore only logical that CIT step up its work in this area.

The 4th meeting of the Multimodality Committee in November kicked off with the good news that the present Chair, Maria Kalimeri, will continue in this role, having been renewed for a further term by the CIT General Assembly the previous day.

The CIT GS will now also be providing support in the shape of Daria Scarlino, who will be working on multimodality issues henceforth.

Challenges for multimodal (rail-sea) traffic

Since the Multimodality Committee was created, CIT has developed various products focusing on the interface between maritime law and rail transport law, such as the rail-sea GTC and boilerplate contract. Since a contractual basis now exists, the committee is increasingly focusing on ensuring these products are as widely used as possible. Using these products can simplify multimodal traffic at the rail/sea interface for CIT members.

The latest news, as announced to the Multimodality Committee, is that a number of railways will begin examining the use of these CIT products as of December, with a view to testing them on various defined pilot routes. The initial experience thus garnered will be discussed during January 2018 by a small group of experts, who will then draw up a detailed proposal (pilot routes, time frames, etc) to be submitted to the next meeting of the Multimodality Working Group in March 2018.

Challenges for multimodal (rail-road) traffic

Various CIT committees have worked extensively with IRU⁽¹⁾ to finalise a comprehensive set of guidelines explaining the relationship between rail and road transport law. The IRU/CIT guidelines were released in an electronic version during spring 2017; a paper brochure is now also available.

The guidance will serve as a basis for drawing up practical contractual foundations in this area, such as a check-list for a rail-road framework contract. This check-list will form one of the cornerstones of future joint working between CIT and IRU on multimodality, facilitating interaction between rail and road transport law.

Multimodality for passenger traffic

On the subject of passenger modality, lawyer and jurist Evangelos Bitsaxis (Bitsaxis Law Office) spoke about the [Athens Convention](#). The Athens Convention of 1974 initially established a regime of fault-based liability. The 2002 Protocol to the Convention then introduced a strict liability system, with a maximum limit of liability. If the parties to the contract of carriage so agree, they may independently raise, inter alia, the limits of liability.

The 2002 Protocol also introduces a duty on carriers to take out adequate insurance. Passenger claims may now be brought directly against the insurer.

The Athens Convention, in the version including the 2002 Protocol, applies to any international carriage if the ship is flying the flag of or is registered in a State Party to the Convention, or the contract of carriage has been made in a State Party to the Convention, or the place of departure or destination, according to the contract of carriage, is in a State Party to the Convention. As for the new Rotterdam Rules (2009) for freight, multiple scenarios are expressly provided for in which the Athens Convention may apply. The EU has also ratified the Athens Convention + 2002 Protocol.

EU law: what is planned in the multimodal sphere?

Ralf-Charley Schultze, representing UIRR, reported to the meeting about the European Commission's new draft for the forthcoming revision of Directive 92/106 on combined transport. The Multimodality Committee will closely monitor further developments concerning the directive.

Maria Kalimeri concluded the committee's eventful meeting by giving the keynote speech she had already made to the 6th edition of the international railway safety and security seminar.

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Original: DE



Maria Kalimeri will continue to chair the CIT Multimodality Committee.

(1) World Road Transport Union



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.

Cases before the courts: infrastructure use – preliminary ruling awaited from ECJ

Earlier this year, the CIT General Secretariat reported (see [CIT Info 1/2017](#)) on a referral made by Germany's Federal Court of Justice (BGH) to the European Court of Justice (ECJ), asking for a preliminary ruling on the interpretation of Directive 2001/14/EC (the forerunner of Directive 2012/34/EU):

Civil courts' right to rule on usage charges for stations: question referred to the ECJ (C-344/16, pending)

At issue in the case giving rise to the referral was whether DB Station & Service's charging system for the use of station infrastructure could be judged against the standard of Germany's civil code (§ 315 BGB), which provides that where the service is determined by one of the parties to the contract, it is to be assumed that the charge set is fair and reasonable and that – should it not be – the court may determine the charge in a ruling.

In the view of the appeal court (which ruled prior to the BGH), the charging system applied by DB S&S AG was not fair and reasonable, inter alia because it levied higher charges for better-equipped stations than for stations with less good facilities. However, the court found that this was not based on objective criteria. The appeal court thus reasoned that the charging system should be decreed by judicial ruling.

In assessing whether the charging system was invalid, the BGH asked whether the courts were entitled to apply § 315 BGB at all, or whether this national provision infringed EU Directive 2001/14/EC. If so, civil courts would have to cease their appraisals of such charging systems against § 315 BGB.

The BGH also asserted that nothing in Directive 2001/14/EC intimated that only regulatory bodies could oversee disputes on the setting of usage charging (i.e. that civil courts explicitly could not), and that a two-track system of legal protection was thus permitted, i.e. it was possible to lodge a complaint with the regulator and with the relevant civil court.

The preliminary ruling in this case has not yet been handed down, but in early November the ECJ ruled on a very similar referral:

Civil courts' right to rule on railway infrastructure charges: ECJ ruling of 9 November 2017 (C-489/15)

In this dispute, a private railway undertaking (CTL Logistics) claimed a partial refund of cancellation and modification fees from infrastructure manager DB Netz, which CTL had paid between 2004 and 2011 when cancelling or amending a previously-booked train path. CTL claimed that DB Netz had unilaterally determined these charges and had done so unfairly.

Citing § 315 BGB, the RU claimed that it was invalid for DB Netz to set such charges, and that the courts should determine a fair price in accordance with § 315 BGB. Any amount previously paid in excess of the charge thus determined by the court had been paid with no basis in law, and CTL could claim it back. However, the German court to which the matter was referred ruled that, contrary to the BGH (see above), a review of the equitable nature of such charges against § 315 BGB by the civil courts was incompatible with the provisions of Directive 2001/14/EC. The court's reasoning was that to apply § 315 BGB was de facto to exercise a regulatory function, which was incompatible with EU law (sole competence of a single regulator under Directive 2001/14/EC, Art. 30, para 1, sentence 1).

In this case also, the compatibility of § 315 BGB with EU law was questioned and the ECJ was asked for a preliminary ruling, which it issued in early November:

Directive 2001/14/EC is to be interpreted such that it precludes the application of national provisions such as § 315 BGB, according to which national courts may examine the fairness of infrastructure charges on a case-by-case basis and may modify said charges, irrespective of the principle in EU law that all such monitoring is to be performed by the regulator.

Case-by-case decisions by national civil courts on whether charges are equitable or not would also contradict the principle of equal treatment of railway undertakings.

Moreover, such reviews would restrict the latitude enjoyed by the infrastructure manager to determine the level of charges to such an extent that the IM could no longer conduct its business.

Civil courts, by taking such decisions, would impinge on the remit of the national regulator. Again, this would contradict the Directive, since it would give rise to two separate and uncoordinated options for legal redress, i.e. a review of the regulator's decisions by an administrative tribunal, and an examination of fairness by the civil courts. This would undermine the binding nature of decisions taken by the regulator: under the Directive, such decisions have legal effect for all rail-sector parties concerned, both RUs and infrastructure managers.

The ECJ's verdict was therefore that the private railway undertaking CTL Logistics could not use the usual legal means of recourse to claim a refund of cancellation charges for booked train paths from DB Netz – at least, not via the civil courts.

Overall, the core message of the ECJ's decision is that under EU law, specifically Directive 2001/14/EC on the setting of charges by the infrastructure manager, the competent bodies are the regulators and there is no "second option" of pursuing such disputes before the civil courts.

It is to be assumed that the ECJ will reach a similar verdict on the referral made by the BGH, and that civil courts will be precluded from examining and issuing rulings to determine station charging systems.

Claimant railway undertakings will thus be unable to invoke the invalidity of the station charging system, at least not via the usual legal avenues. In future, railway undertakings and applicants will have a single legal avenue open to them, and will no longer have the option of taking such cases before the civil courts.

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Original : DE



CIT ITSELF

The CIT warmly welcomes its new members!

Country	Undertaking	Membership	Logo
Georgia	"Georgian Railway" JSC	Full member as of 1 November 2017	

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Original: DE

CIT General Assembly

On 16 November, CIT members met in Bern to chart a course for CIT's work in 2018. As well as the regular statutory business, the Assembly received a report on the work of the General Secretariat over the past year and validated the work programme for the year to come.

CIT Chairman Jean-Luc Dufournaud (SNCF) was once more able to present a positive financial result, with a surplus of CHF 13,235 in 2016. Members approved the 2018 budget, which is slightly down on the previous year's. Alberto Gallo (Trenitalia) was reappointed as a member of the CIT Executive Board for a further four years, whilst Enrico Trapazzo (Trenitalia) and Isabelle Saintilan (SNCF) were elected as the new Chair and Vice-Chair, respectively, of the CIV Committee. Alberto Gallo was also confirmed as new Vice-Chair of the CUI Committee. The General Assembly also renewed Maria Kalimeri (Attica Group) for a further term as Chair of the Multimodality Committee.

Members noted that the number of full members remains stable, at 130. Finally, members approved the work programme for 2018.

As usual, under the "Reporting" item the CIT GS informed members of the progress of work in various areas:

The report on passenger traffic elucidated the latest decisions taken by the CIV Committee to enhance CIT products, particularly those concerning ticketing. The report also highlighted the important ongoing activity in connection with the application of the Passenger Rights Regulation (PRR) and work on the forthcoming revision thereof. Another major topic for passenger traffic was the impact of the EU's new General Data Protection Regulation on railway undertakings, and CIT's work in that context. The report on fostering legal interoperability between the CIV and SMPS regimes focused on the ongoing work at intergovernmental level (UNECE).

The freight report spotlighted the four new manuals (published on 1.1.2017) supporting the use of the CIM electronic consignment note and the further digitalisation of CIT products. This achievement is a milestone for CIT in creating paperless transport documents. The report singled out the work done to achieve recognition of digital carriage documents by the courts and the latest developments surrounding the application of the new EU Customs Code. The report also supplied an update on the work in progress on CIM-SMGS.

The multimodality report centred on the expansion and enhancement of CIT products. On wagon law, the new GCU provisions governing keepers' liability were explained. These entered into force at the start of 2017.

In the report on infrastructure use, the CIT GS updated members on work connected with the revision of the CUI Uniform Rules concerning the Contract of Use of Infrastructure (Appendix E to the COTIF), and on the ongoing work to implement the General Terms & Conditions of use for railway Infrastructure (E-GTC-I).

The second part of the General Assembly was a presentation by UIC Director-General Jean-Pierre Loubinoux on the role of UIC in a globalised railway world. His speech sparked considerable interest amongst participants and gave rise to a lively discussion.

The next CIT General Assembly will be held **on 15 November 2018 in Bern.**

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Original: DE



The members of the General Assembly took note of the status of the work in the different areas of CIT

CIT provides continuous education & training

With SBB (Bern)

On 28 November 2017, CIT spent an afternoon at SBB providing training on passenger rights.

The seminar started with an introduction to CIT and its work, before delving into the detail of the rights enjoyed by European and international passengers. The cases analysed were some of the most interesting from a passenger-rights perspective. The afternoon was rounded off by a presentation of CIT products, including the AIV and MCOOP.

The seminar was a great success, with many SBB employees attending - not just from the legal department, but also from claims handling, fares, and marketing.



SBB-Wylerpark ©Copyright Helbling



Mr. Svensson presents the news on passenger traffic

Continuous training & education: a major focus for CIT

Both these events and the conference held at SNCB in Brussels in April 2017 are a direct outcome of the CIT Executive Committee's decision in 2016 to develop a "continuous education & training" product offering for CIT members. This requires the CIT GS to step up its efforts to supply training and continuous education on international transport law, and to further refine CIT products. As well as regional workshops, the idea is also to bring such training to members where they are, as well as holding events in Bern.

The CIT General Secretariat will be pleased to supply other members with this kind of training. The duration and content of the course can be agreed between the member railway and

“Regional Training Workshop“ in Bucharest

Representatives from various passenger and freight carriers across the region (Romania, Russia, Slovakia, Poland, Ukraine, and Bosnia (Republika Srpska)) attended a Regional Training Workshop organised by CIT in Bucharest on 10 and 11 October 2017. Participants were informed of the latest developments in passenger and freight transport law. The new and revised CIT products were also presented. The presentations by CIT experts were followed by an extensive, interesting discussion with participants on various topics pertaining to passenger and freight transport law.

the CIT General Secretariat, depending on the former's specific needs.

Please contact the CIT General Secretariat for any further information you require: [info\(at\)cit-rail.org](mailto:info(at)cit-rail.org).

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 Original: DE/FR

”Berner Tage 2018”

The ninth “Berner Tage 2018” conference reflects the latest status and the most recent developments in international rail transport law. It will take place **on 1/ 2 March 2018** in the CIT headquarters building **in Bern**.

The “Berner Tage 2018” focuses on the effects of digitalization on international transport law in passenger and freight transport as well as on the CIT products. The latest regulatory developments at the COTIF as well as at European level will also be presented. Finally, current legal questions in international freight and passenger transport will be highlighted.

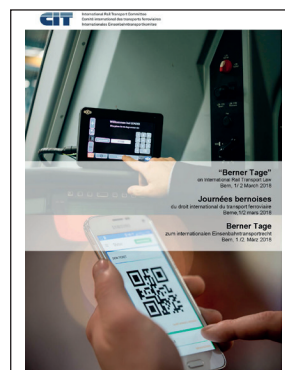
The seminar is primarily aimed at lawyers and experts working for CIT members and to other interested parties. Its objective is to shed light on the many legal relationships affecting passenger and freight traffic as well as the legal framework for the use of infrastructure.

The event will provide a unique opportunity to exchange professional views and feedback.

The detailed programme for the “Berner Tage 2018” is available, [on the CIT-website](#).

The deadline for registration is **12 February 2018**. The number of participants is limited. Please contact the General Secretariat of the CIT if you require any further information on +41 31 350 01 90 or by email info@cit-rail.org

We recommend contacting the Bern Tourist Office (www.bern.com/en) for overnight accommodation.



[laurence.nicolet\(at\)cit-rail.org](mailto:laurence.nicolet(at)cit-rail.org)
Original : FR

Thank you, and goodbye!

After almost 10 years at CIT, Katja Siegenthaler will be moving on to take up new professional challenges at the end January 2018.

Katja started at the CIT General Secretariat in April 2008, where her key responsibilities were “Member relations” and “Staff/accounts”.

We would like to thank Katja for her hard work and devotion to duty during her time at CIT, and wish her all the best for this next step in her career

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Original: DE





CALENDAR-CIT

Date	Event	Location	CIT Contact
14/15 February 2018	CIV Working Group	Bern	Sandra Dobler
1/2 March 2018	“Berner Tage 2018”	Bern	Cesare Brand
13 March 2018	«Seals» Group of Experts	Opron	Fabienne Vaisson
21 March 2018	Multimodality Working Group	Bern	Nina Scherf
22 March 2018	CIM Committee	Bern	Erik Evtimov
18/19 April 2018	CIV Working Group	Budapest	Sandra Dobler
26 April 2018	Executive Committee 1/2018	Bern	Cesare Brand
15 May 2018	CUI Committee	Bern	Nina Scherf
15/16 May 2018	CIV/SMPS Working Group	Prague	Erik Evtimov
24 May 2018	Conference of Freight Claims Departments	Bern	Erik Evtimov

Agenda with CIT participation

Date	Event	Org.	Location	CIT Contact
20/21 December 2017	Regional Meeting on Harmonization of Rules and Regulation	UNESCAP	Astana	Erik Evtimov
23/24 January 2018	UIC Passage Group	UIC	Paris	Sandra Dobler
25/26 January 2018	TAP MD E-Ticketing Working Group	CIT	Bern	Jan Svensson
1/2 February 2018	18th Sea Freight Seminar	SSC	Interlaken	Erik Evtimov
5-8 February 2018	UIC Technical Meetings	UIC	Brussels	Jan Svensson
20 February 2018	CER/UNIFE European Railway Award	CER	Brussels	Cesare Brand
20 February 2018	Passenger Working Group	CER	Brussels	Sandra Dobler
21 February 2018	General Assembly	CER	Brussels	Cesare Brand
27/28 February 2018	26th Revision Committee	OTIF	Bern	Cesare Brand / Erik Evtimov
7/8 March 2018	UIC IRT Meeting	UIC	Vienna	Jan Svensson
7/8 March 2018	HLPM	CER	Rome	Cesare Brand
14 March 2018	PSG Commercial Group	UIC	Paris	Cesare Brand
14/15 March 2018	UIC Commercial Technical Group	UIC	Paris	Jan Svensson
16 March 2018	PSG Steering Committee	UIC	Paris	Cesare Brand
20 March 2018	Digital Railway Fair / CER Assistant Meeting	CER	Brussels	Erik Evtimov
20/21 March 2018	TAF/TAP TSI CCM Working Group	ERA	Lille	Jan Svensson
10 April 2018	PSG Plenary Meeting	UIC	Paris	Cesare Brand
11 April 2018	Customer Liaison Group	CER	Brussels	Sandra Dobler
24 April 2018	TER Workshop	UNECE	Brno	Erik Evtimov
3 April 2018	Freight Forum	UIC	Paris	Erik Evtimov

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