



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

**Assemblée générale
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13TH SESSION

Partial revision of the CUI UR

Proposal for modifications to Articles 2 (§ 1, letter a), No. 3) and 6 (§ 1, letter e)) of the Base Convention and to the Title, and Articles 1, 3, 5 (§ 1), 5 bis (§§ 1 and 2), 7 (§ 2), 8, 9 (§ 1) and 10 (§ 3) of the CUI UR and Explanatory Report

CIT position paper



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Revision of the CUI Uniform Rules

Dear Secretary General

We would like to take the opportunity to comment on point 12 of the agenda of the 13th OTIF General Assembly; the partial revision of the CUI UR (ref. SG-18047-AG 13/2.2) and the proposals considered by the 26th Revision Committee in this regard.

The International Rail Transport Committee (“[CIT](#)”) has drawn the attention of the OTIF Member States during the OTIF Revision Committee held on 28 February 2018 on the fact that the proposed revision would lead to a fragmentation of the law, giving rise to negative consequences for railway undertakings providing international services.

The CIT regrets that the railway undertakings’ view is not taken into consideration in the proposed revision. It therefore suggests that the revision is put on hold until the new OTIF Legal Group deals with the other issues related to the CUI that arose at the Revision Committee – namely the relationship between the CUI Uniform Rules and the CUV Uniform Rules. The CIT would be happy of course to actively support the new OTIF Legal Group in its work and provide this group with the view of the railway undertakings.

In the meantime the CIT will continue to work for harmonised solutions at the sector’s level, where a difference of treatment between domestic paths and international paths makes little sense. In fact the CIT already puts at its members’ disposal the European General Terms and Conditions of Use of Railway Infrastructure (“E-GTC-I”), negotiated with RailNetEurope, which provide for a harmonised liability regime for both domestic and international paths.

Yours sincerely

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