



Baarerstrasse 98, PO Box 7262, 6302 Zug, Switzerland  
Tel: +41 (0)41 760 28 88; Fax: +41 (0)41 760 29 09; email: [info@railworkinggroup.org](mailto:info@railworkinggroup.org)

## **RWG NEWSLETTER “INSIDE TRACK” – TOPIC OF THE MONTH**

<u>Issue No.</u>	<u>Topic</u>
1 (Dec. 2014)	When does the protocol apply?
2 (Jan. 2015)	What does the Protocol apply to?
3 (Feb. 2015)	Public Service
4 (March 2015)	Choice of Law
5 (May 2015)	What constitutes an international interest?
6 (June 2015)	Pre-existing interests
7 (July 2015)	Are cross-border operations required for the Rail Protocol to apply?
8 (September 2015)	What is a leasing agreement?
9 (October 2015)	When does the Protocol come into force?
10 (December 2015)	Protecting the lessee
11 (January 2016)	Understanding URVIS
12 (February 2016)	Debtor insolvency
13 (March 2016)	Interim Relief
14 (April 2016)	Export and Physical Transfer of Rolling Stock
15 (May 2016)	Notices of Sale under the Rail Protocol
16 (June 2016)	Alternative Insolvency Provisions

The Rail Working Group is a not-for-profit association constituted under Swiss law representing a broad cross section of the global railway community.

For a complete list of our members and more about us, please visit our website at [www.railworkinggroup.org](http://www.railworkinggroup.org)



- 17 (July 2016) The interaction between the Rail Protocol and other Protocols
- 18 (September 2016) Declarations on behalf of Territorial Units
- 19 (October 2016) The RWG Declarations Matrix and Economically-Based Recommendations
- 20 (November 2016) Who watches over the Registrar?
- 21 (December 2016) Pre-existing interests and the Rail Working Group's sample "Luxembourg clause"
- 22 (January 2017) The Registrar and the courts
- 23 (February 2017) Floating charges and the Protocol
- 24 (March 2017) Preserving the Value of Rolling Stock during an Insolvency
- 25 (April 2017) The Registrar's Liability under the Rail Protocol
- 26 (May 2017) Changing bogies
- 27 (June 2017) Recovering Manuals and Records
- 28 (July 2017) Designated entry points
- 29 (September 2017) Using the manufacturer's identifier
- 30 (October 2017) Modifications to Vehicles
- 31 (November 2017) Registration of non-consensual rights and interests in the International Registry
- 32 (December 2017) When can't you register an international interest?
- 33 (January 2018) The title reservation agreement – more than it seems
- 34 (February 2018) Security Interests over Spare Parts for railway vehicles
- 35 (March 2018) Why States should not opt out of the Rail Protocol for internal transactions
- 36 (April 2018) Entry into force – practical considerations



- 37 (May 2018) Managing conflicts between Protocols
- 38 (June 2018) The dilemma of Article 40
- 39 (September 2018) Maintenance of rolling stock
- 40 (October 2018) Who are you going to tell?
- 41 (November 2018) Can Buses be assets covered by the Luxembourg Rail Protocol?
- 42 (December 2018) Serious Group thinking
- 43 (January 2019) The Draft Regulations for the International Registry – An indispensable supplement to the Luxembourg Protocol The last issue of Inside Track dealt with the registration of groups
- 44 (February 2019) Declarations, Derogations and Other Decisions
- 45 (March 2019) Where will the international registry be located?
- 46 (April 2019) The Interaction between the Luxembourg Rail Protocol and the Official Commentary
- 47 (May 2019) New Technology and Guideways
- 48 (June 2019) The Problem of Contiguity
- 49 (September 2019) The obligations and the costs of a contracting state
- 50 (October 2019) What do we mean by “permanent”?
- 51 (Nov/Dec 2019) The Role of the Depositary under the Luxembourg Rail Protocol