

# Annual Report 2021





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# Editorial

Maria Sack  
Chair of the CIT



If we look back on 2021, then in all modesty we deserve to be a little proud: despite persistent difficult circumstances related to the still ongoing COVID-19 pandemic and the negative economic impacts for CIT members, we were able to continue completing and implementing CIT's workplan for 2021, while also embarking on various new endeavours, for which I wish to sincerely thank all concerned!

Two megatrends shaped our work in 2021 and will continue to do so in the years to come. The first is the growing impact of and interconnectivity between EU law and international rail transport law. New proposed legislation and revisions of existing regulations, as well as new initiatives and action plans, are foreseen to implement the European Green Deal, clearly directing transport policy towards climate priorities by supporting the modal share of rail transport and improving its performance.

The second megatrend, to which transport is no exception, is towards greater digitalisation. The rail sector is ambitious to catch up with new demands and challenges, and is actively involved in numerous projects to foster digitalisation, in many of which CIT provides support.

The 2021 Annual Report summarises the key CIT activities. Against this backdrop, there are some highlights of CIT's work in 2021 to which I should like to draw particular attention:

In passenger transport, a major focal point was the implementation of the revised EU Passenger Rights Regulation (PRR). Good news: work is nearing completion and CIT members will thus have available to them a fully updated set of CIT products to support their services in conformity with the new EU regulation by the time the revised PRR becomes applicable in summer 2023.

Another important focus is the ongoing work to adapt the AJC (Agreement concerning Journey Continuation in respect of International Passenger Traffic by Rail) to the new challenges of ticketing as part of the Ticketing Roadmap – international ticketing being certainly set to remain an ongoing challenging topic for the years to come.

Growing interconnectivity with EU law and digitalisation can also be seen in freight transport: in close coordination with CER (Community of European Railway and Infrastructure Companies), CIT is currently actively involved in the implementation of the EU Regulation on Electronic Freight Transport Information (eFTI) to boost digitalisation of freight transport. Digitalisation of the CIT products made good progress in 2021 in the shape of products such as the digital formal report (CIT 20a) that is now available for all CIT members. Moreover, the CIT products have been adapted to the new Incoterms 2020.

In infrastructure, CIT and RNE (Rail Net Europe) together managed as well to take a major step forward in 2021: the harmonised European Standard Contract of Use of Infrastructure offers a new instrument able to simplify immensely contractual relations between railway undertakings and infrastructure managers.

In view of the achievements of 2021: will we run out of work in 2022? Certainly not!

In 2022, the strategic question might arise of whether the COTIF rules need to be revised, especially with a view to digitalisation. And in general – the above mentioned megatrends, including fostering multimodal transport solutions – will not stop challenging all of us to simplify, harmonise, boost efficiency and create legal certainty to improve international rail transport.

In June 2022, we are delighted to now be in a position to finally hold the Bernese Days after the long COVID period. We hope to welcome as many of our members as possible in Bern to attend this important international rail transport law conference and at the same time celebrate the 120th anniversary of CIT!

Last but not least, an important topic for 2022 will be to seek a successor for our esteemed Secretary-General, Cesare Brand, who will retire in the summer of 2023.

The altered geopolitical environment triggered by the Ukraine war, and the consequences thereof on the rail sector and CIT members, represent a further significant challenge affecting all upcoming workstreams in 2022.

All of the important ongoing CIT activities would not be possible without the men and women who deal with them at length as members of the different committees and working groups, and of course not without all the committed experts of the CIT General Secretariat. On behalf of the whole Executive Committee I would like to thank them all most sincerely – counting on their continuing support!

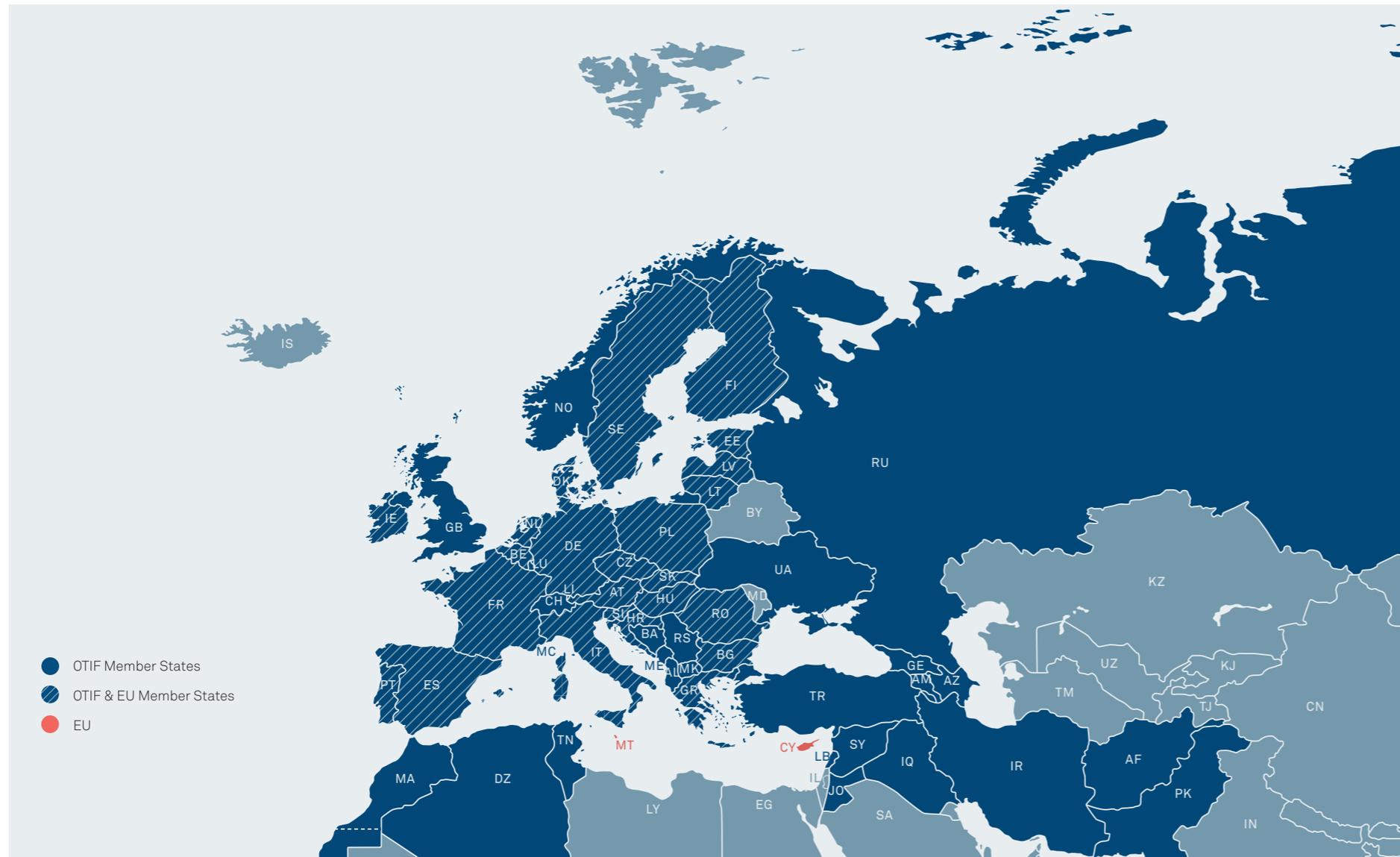
Merci beaucoup!

Looking forward to our fruitful cooperation in 2022 to “keep the train moving forward”

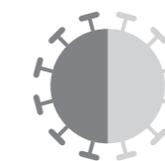
Yours sincerely  
Maria Sack

# About CIT

OTIF – EU Member States  
(source: OTIF)



The International Rail Transport Committee (CIT) is the centre of legal expertise for railway undertakings and shipping companies. Its principal focus is on the implementation and continuing development of a unified body of regional and international transport law (EU and COTIF law). Furthermore, CIT is actively involved in simplifying rail transport services between Europe and Asia. CIT provides its members with legal services, up-to-date information and practical support. Like for everyone else, for CIT and its members 2021 was once more a difficult year marked heavily by the COVID-19 global pandemic. Nevertheless, it was possible to complete most of the work programme for 2021.



- 50%  
for passenger  
services



- 11%  
for freight  
services



- 12%  
for infrastructure  
services

## Covid-19-induced losses for rail in the first half of 2021

Source: CER COVID Impact Tracker (July 2021)

# Highlights at a glance

## Members

The CIT is an association of railway undertakings and shipping companies that operate international passenger and/or freight transport services. 128 organisations are full members of CIT, and a further 80 companies are indirectly affiliated through 8 associate organisations. The CIT is an association under Swiss law (Art. 60 et seq. of the Swiss Civil Code) with its headquarters in Bern.

## Mandate

The CIT implements international railway transport law at the level of the railway undertakings. To that end, it prepares and updates the documents and tools for international rail transport and standardises the contractual relationships between customers, carriers and infrastructure managers. The CIT represents the interests of rail carriers vis-à-vis legislators and authorities and provides factually correct and timely information, training and legal advice for its members. In so doing, the CIT considers current and forthcoming developments in international passenger and freight transport, including, for example, digitalisation and multimodality.

## Operation

The annual General Assembly decides on the strategic objectives, approves the budget and accounts, and elects the executive bodies. The Executive Committee directs the operations and administration. The CIV (passenger traffic), CIM (freight traffic) and CUI (use of infrastructure) Committees are the specialist bodies. They take their decisions based on input from working groups and groups of experts such as the Multimodality Working Group. The General Secretariat conducts operational business.

## Network

The CIT has outstanding connections with institutions and authorities within the transport sector in Europe, Asia and North Africa. It practises an intensive exchange of expertise with the official bodies and expert groups of the EU, OTIF, OSJD, UNECE in Geneva, as well as with various railway, road and shipping associations, thereby promoting its members' interests.

## Funding

The association's costs are borne by its members, with each member paying a membership fee proportional to the level of its international passenger and/or freight transport volume. Due to the COVID-19 pandemic, a rebate will once more be granted on membership fees in 2022 (see page right).



# CIT, supporting new technologies and harmonisation

Developments such as new technologies, accelerating digitalisation and stronger data protection cannot be ignored. If railways wish to remain a competitive mode of transport that is attractive for customers, they will need to rapidly modernise, boost efficiency, and reduce costs. CIT supports its members in so doing.

## Better managing interfaces

When goods need to be moved across borders in Europe, this mostly involves more than one railway undertaking, various train control systems, and numerous changes of driver. In other words, there are countless complex interfaces. In road haulage by contrast, a single HGV can perform the delivery door-to-door, under a legal regime which is largely the same all across Europe. All this makes CIT's efforts to harmonise and simplify international carriage by rail from a legal and organisational perspective all the more important.

## Higher priority for data protection

Digitalisation has led to a boom in electronic data transfers. This includes personal and commercial data requiring specific protections. Both these developments are increasingly shaping the work of CIT (see report below). In acknowledgement of this increased importance, therefore, CIT has chosen to formalise the work of its member companies' data protection experts in the shape of a new Data Protection Working Group, which will report directly to the CIV Com

mittee. Experience-sharing and knowledge transfer are core concerns. The CIT Data Protection Workshop in March 2021 was attended by over 90 people – a record. One of the workshop's primary focal points was the processing of passengers' personal data in the context of the Covid-19 pandemic.

## Amendment of the statutes concerning the CIT leadership

Current CIT Secretary-General Cesare Brand is set to retire in 2023. The CIT General Assembly has determined the requirements and process for appointing a successor, and to this end made also necessary amendments to the CIT Statutes: Until now, the the Secretary-General's term of office was unlimited. Comparable to the rules of other international organisations, the General Assembly 2021 has decided to introduce a mandate of four years for the Secretary General, however renewable multiple times on decision of the General Assembly.

## Passing on cost reductions to members

In 2021, the Covid-19 pandemic again prompted a drop in spending at CIT. Fewer meetings and lower spending on travel and interpreting translated into less expenditure overall. The General Assembly therefore decided that CIT would reimburse its members CHF 220,000 via a rebate on their 2022 membership fees.



# Transport law and transport policy



International transport law governs many complex interfaces in international traffic. A multitude of factors are at play: different legal regimes, ongoing revision of national and international statutes, and digitalisation, to list only a few examples. In this context, one priority focus for CIT in 2021 was on fostering interoperability between transport law regimes along the East-West corridors linking Europe and Asia. These present opportunities for rail as a reliable mode of transport: rail freight movements between China and Europe have boomed of late, despite the Covid-19 pandemic.

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Ursula von der Leyen,  
European Commission President,  
speaking about rail:

**“It is very important that the rail sector emerges stronger from this crisis. Europe needs rail as a sustainable mode of transport more than ever to achieve our goals of the European Green Deal.”**

Source: 2021 Rail Summit, 17 May 2021, CER Press Release 13 July 2021

# Highlights at a glance

## CIM/SMGS consignment note on the BTK

The Baku-Tbilisi-Kars (BTK) rail link entered service in 2017, and connects Turkey, Georgia and Azerbaijan. At over 800 km long, it is an important section of the route linking Europe and China. In September 2021, the Turkish railways (TCDD) announced that the CIM/SMGS consignment note would start being used for freight movements in both directions on the BTK. Following an evaluation, a decision is set to be taken whether to apply the CIM/SMGS consignment note for other movements through Turkey. This would be particularly advantageous for multimodal movements across the Black Sea.

## CIV/SMPS interoperability between several models of carriage

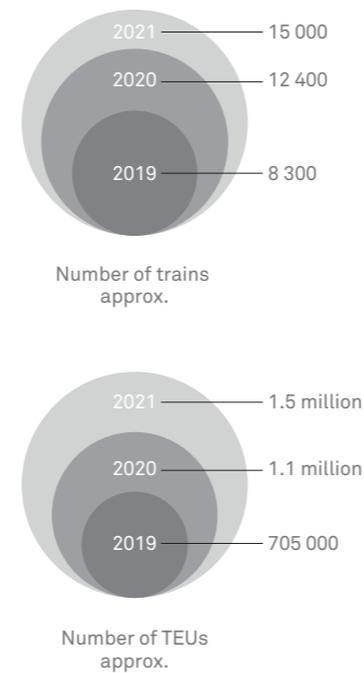
In 2021, the CIV/SMPS Working Group continued working hard to foster legal interoperability in passenger transport. These efforts focus on a number of models of carriage. First, work is underway on a checklist for a framework contract on the “provision of services to govern the execution of cross-border passenger rail services” using the substitute carriage model. The working group is also developing a framework contract for the successive carriage model, for application in both the COTIF/CIV and SMPS areas. The basis for this is the draft framework contract between the Ukrainian railways (UZ) and Polish operator PKP IC.

## Mail by Rail

Plans to increase postal shipments between China and Europe by rail are afoot. To this end, a number of organisations, including the Universal Postal Union (UPU), OSJD, CER and CIT, have begun a pilot project whereby full-length timetabled postal container trains operate between east and west. The project is set to continue, with the next phase to examine the possibility of using the CIM/SMGS electronic consignment note for both the movement by rail and the customs declaration.

## Seminar on the CIM/SMGS electronic consignment note

A number of international organisations are presently devoting attention to the exchange of transport-related multimodal data. This will also concern rail freight (see report, right). The electronic consignment note remains a key topic in creating interoperability between bodies of transport law. In September 2022, a CIT/OSJD joint seminar on the practical application of the CIM/SMGS electronic consignment note is to be held in Latvia.



## China-Europe container shipments by rail

Source: GTAI Germany Trade & Invest (www.gtai.de), 28 September 2021 (data for 2021 extrapolated based on first eight months of the year).

# Implementing innovation in the CIM/SMGS consignment note

East-West movements by rail along Eurasian corridors involve long routes and run under a variety of legal regimes. The languages are as many and varied as the technical systems. Harmonised, or at least interoperable, rules and instruments are therefore of particular relevance, with most attention focused today on digital forms and applications. CIT and OSJD cooperate closely to ensure the requirements for these are optimised.

## Additional consignment note functions

The CIM, SMGS and CIM/SMGS consignment notes have stood the test of time. Nonetheless, thought is being given to how these instruments could fulfil various additional roles. For example, it would be desirable to be able to exchange data with customs authorities via the electronic consignment note. CER, CIT and the CIM/SMGS Steering Group are coordinating to this end. Equally, banks often do not consider the CIM, SMGS or CIM/SMGS consignment notes as a sufficiently secure basis on which to secure payments or letters of credit (L/C).

CIT and OSJD are thus seeking ways to provide railway consignment notes with additional L/C functions (“CIM/SMGS plus”). Given the complexity of the issues involved, the CIM/SMGS Steering Group has decided to hold a workshop to explore the topic in more depth. This CIT workshop is set to take place in July 2022 and will be attended by OSJD for the SMGS area and OTIF for the CIM area.

This work is independent of the expert-level discussions underway within other international organisations to create transferable, tradable digital transport documents for multimodal transport (thus including rail).

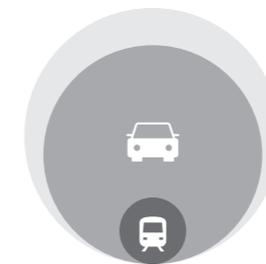
## Electronic seals in CIM/SMGS traffic

The use of electronic seals is also being discussed by a variety of international fora, including the European Commission, UIC, and OSJD. Electronic seals could also be used in CIM/SMGS traffic. The topic has therefore been included in the work programme of the CIT Group of Experts on Seals and the CIM/SMGS Legal and Expert Group.

# International passenger traffic



Far-reaching change is underway in international passenger traffic. Digitalisation and the Open Sales and Distribution Model (OSDM), for instance, are having an ever-greater impact on ticketing, while after-sales and claims management processes are also increasingly going digital. For passengers and carriers alike, the revised EU Regulation on rail passengers' rights and obligations (PRR) brings new possibilities and new rules. CIT continuously updates its products for its members, and convened a special Task Force to prepare for the application of the revised PRR. The focus is on practicable, customer-friendly solutions.



**Modal share (in %) in the passenger transport market has been roughly stable for decades (EU-27)**

Private car: 2000: 73.2; 2010: 73.5, 2019: 71.6

Rail: 2000: 6.8, 2010: 6.6, 2019: 7.0

Source: Statistical Pocketbook 2021, EU Transport in figures.

# Highlights at a glance

## CIT 2012 security background henceforth

From 1 January 2022, international paper tickets may only be issued using the CIT 2012 security background (not anymore 1996/2006). CIT informed its members of the deadline for making the switch in good time, and was available for any questions arising or support needed in this context. At its meeting on 24 November 2021, the CIV Working Group noted an encouraging situation: most CIT members had either already migrated to the CIT 2012 security background or were about to do so.

## Passenger Claims Conference

The annual CIT-UIC Passenger Claims Conference took place on 22 September 2021. This year's edition was attended by over 90 people, who received an overview of the current legal framework for claims handling. Another focal point was digitalisation, which is having an increasing impact on claims handling. Various railway managers gave an insight into their practices. Participants were particularly interested in sharing their experience of claims handling issues arising as a consequence of the travel restrictions imposed during the Covid-19 pandemic. The next Passenger Claims Conference will be held on 28 September 2022.

## Inaugural AJC workshop

Over 50 people attended the inaugural CIT workshop devoted to the AJC (Agreement concerning Journey Continuation in respect of International Passenger Traffic by Rail), which was held online on 21 September 2021. The event was also attended by many people from companies that are not AJC signatories. The purpose of the workshop was to explain in more detail how the AJC operates. Via a series of case studies, participants also exchanged their experience of applying the AJC, which showed that certain points of the agreement remain to be clarified. If your company is interested in joining the AJC or desires more information, please contact the CIT General Secretariat.

## Updated CIT products

Various CIT products in the field of passenger traffic were updated during 2021, taking effect on 12 December 2021. They include the Manual on Data Protection for transport undertakings, which contains further informative commentaries on the individual articles of the GDPR. The Manual on International Rail Tickets (MIRT) now includes provision for Eurail and Interrail passes for smartphone and the new *Open Sales and Distribution Model* (OSDM). More minor changes were made to the Agreement concerning the Relationships between Transport Undertakings in respect of International Passenger Traffic by Rail (AIV) and the Agreement concerning Journey Continuation in respect of International Passenger Traffic by Rail (AJC).



## High speed network grows

The high speed rail network has grown markedly in the past 20 years

Source: High-Speed Rail Network EU-27, EU Statistical Pocket Book 2021 (EU Transports in figures)

### CIV Committee

Isabelle Saintilan, Chair



### CIV Committee

Alberto Gallo, Vice-Chair



### CIV Working Group

Oliver Hirschfeld, Chair



# PRR implementation: customer-friendly, practicable solutions

Revision of the EU Regulation on Rail Passengers' Rights and Obligations (PRR) took several years. The revised regulation was published on 17 May 2021, and entered into force on 7 June 2021. The new PRR will be applicable two years later, i.e. on 7 June 2023. There is thus time to make adequate preparation for implementation and provide practicable, customer-friendly solutions in a timely manner.

CIT began work without delay, and convened a special PRR Task Force in spring 2021. The group of CIT experts has been meeting monthly since then. Many CIT products will be amended in the light of the revised PRR.

## A wide range of topics

The revised PRR extends passenger rights and makes a number of clarifications. The topics affected include passenger information and information for passengers with disabilities or reduced mobility, the carriage of bicycles, through tickets, refunds, compensation, and assistance in stations and onboard trains. The CIT Task Force has addressed all these topics and more in connection with the revised regulation. The planned timetable is as follows: the changes needed to the CIT products are set to be discussed by the CIV Working Group and endorsed by the CIV Committee in September 2022, before being published in December 2022. CIT members will thus have a fully-updated set of CIT products by the time the revised PRR becomes applicable in summer 2023.

## Breaking new ground in ticketing

By introducing "through tickets", the revised PRR also breaks new ground when it comes to ticketing. This will need to be factored into work to develop the Universal Rail Ticket (URT), which is led by UIC and to which CIT contributes. The aim of the URT is for various journeys, corresponding to several contracts of carriage, to be available and consultable on a single ticket. This work will also draw on the new *Open Sales and Distribution Model* and digital tools for data exchange and electronic ticket inspection. The concepts and rules will also need to be reflected in the CIT Manual for International Rail Tickets (MIRT).

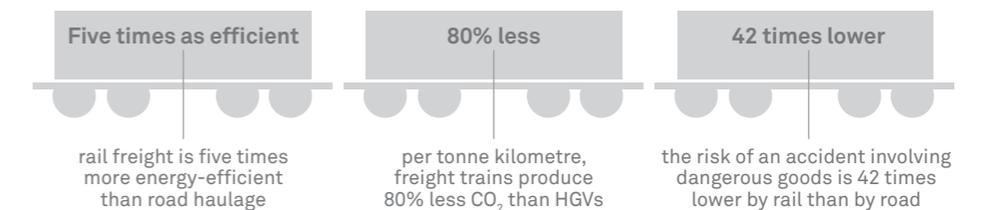
## Amending the GCC-CIV/PRR

The General Conditions of Carriage for Rail Passengers (GCC-CIV/PRR) provide an important set of rules for passenger transport. To date, the GCC-CIV/PRR have applied only to those companies which have said they will apply them (the "opt-in" principle). In practice, many more companies than these apply the rules, so CIT is reversing the principle: from 11 December 2022, the GCC-CIV/PRR will apply to everyone. Any member wishing to apply none or only part of them must notify the CIT General Secretariat by end of June 2022 ("opt-out" principle).

# International freight traffic



Growth in rail freight of 30 per cent by 2030 is sought in order to combat global warming, decongest road systems, and reduce the number of accidents and traffic fatalities. Digitalisation is one key to getting more freight moving by rail, since it can significantly contribute to making rail more efficient and cost-effective, and thus more customer-friendly. Digitalising our freight products and supporting innovation therefore form part of CIT's strategic goals and are a top priority in our daily business.



**Moving freight by rail is environmentally-friendly and safe**

Source: [www.allianz-pro-schiene.de](http://www.allianz-pro-schiene.de)  
(Güterverkehr – Mehr Verkehr auf die Schiene [Rail freight – Moving more by rail])

# Highlights at a glance

## Supplements to the CIT freight products

Following the decisions taken by the CIM Committee last spring, various supplements to the CIT freight products took effect as of 1 July 2021. The updates have been published on the CIT website, and include amendments to GLV-CIM and des GTM-CIT to align them with the new Incoterms® 2020 issued by the International Chamber of Commerce in Paris. Many CIT products make direct reference to the Incoterms® 2020.

## New members in the Group of Experts on Seals

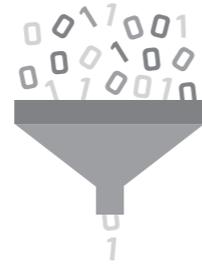
The CIT Group of Experts on Seals, which is chaired by Jürgen Scholz (DB Cargo), is pleased to welcome two new members in the shape of Claudia Voltz (FRET SNCF) and Eszter Jenei (Rail Cargo Hungaria). In 2021, the group of experts focused on updating the checklist for the sealing of wagons, looking in particular at the use of electronic seals. The checklist forms one of the appendices to the CIT Freight Manual (GTM-CIT).

## Electronic formal report (CIT20a)

The carriage documents used in rail freight are set to become digital by default. This includes records of damage and the associated details, which in future are also to be shared electronically in order to support digitalisation of the entire freight claims handling process. To enable this, a new basis has been developed in the shape of the electronic formal report (CIT20). This was also published in summer 2021 as a supplement to the Freight Manual (GTM-CIT, new Appendix 20a). With RailData, the CIT General Secretariat is conducting the necessary implementation work through ORFEUS 1.5.1.

## Analysing new carriage models

An increasing number of models of carriage are used in rail freight nowadays, many of which are not precisely defined. This makes it harder to enter the requisite information in the CIM consignment note and comply with the CIM Uniform Rules. For this reason, CIT has convened an ad hoc sub-group reporting to the CIM Working Group. During 2021, this group analysed various models of carriage and presented them to CIT members and their order management departments such as to make them clear and understandable. This took place both through visual illustrations and via the ORFEUS data exchange for the electronic CIM consignment note. Once the work has been endorsed by the CIM Working Group, CIT members will be informed by circular letter.



## Huge quantities of digital data

- Every second, the average human being produces 1.7 megabytes (MB) of data
- In 2020, there were some 44 zetabytes of data – by 2025 this will rise to at least 200 zetabytes (in Cloud systems)
- In 2021, around 300 billion emails were sent – this is set to rise to 360 billion by 2024
- In 2022, some 70% of global GDP will be digital

Source: [www.affde.com](http://www.affde.com) (Wie viele digitale Daten werden 2021 täglich erstellt? [How much digital data is produced daily in 2021?] 24/06/2020)

## CIM Committee

Gilles Mugnier, Chair



## CIM Working Group

Cristian Cuenca, Chair



# Digitalising freight, a strategic imperative

The international carriage of freight is characterised by rapid innovation and change. This goes for all modes of transport, including rail. What was taken for granted yesterday is uncertain today, and obsolete tomorrow. This requires us to be flexible at all times. A major driver behind this development is digitalisation, which is creating unprecedented new possibilities, as shown by e.g. the variety of new carriage models or new digital service platforms. This presents particular challenges for the rail system with its numerous interfaces, especially in international and multimodal transport, and which operates across multiple legal regimes. CIT intends to tackle these together with its members.

## Creating a digital environment

CIT is aware of the upcoming strategic challenges. For instance, the CIM Uniform Rules (CIM UR) might need to be revised and updated with a view to digitalisation and the aforementioned new models of carriage. The same applies to the CIT freight products. In this context it is not enough to consider individual products in isolation; rather, the task is to create an overall digital environment for freight, link together the various products and instruments and render them as compatible as possible – not just for railways but with a multimodal focus. The many international organisations must liaise and coordinate. On behalf of its members, CIT pursues this task consistently.

## Example: the eFTI Regulation and DTLF project

The EU Regulation on electronic Freight Transport Information (eFTI) has prompted important initiatives to boost digitalisation in freight. The regulation entered into force in August 2020, but will be fully applicable from August 2025. The scope of the regulation remains restricted to the directives governing dangerous goods, combined transport, and waste management. A new proposal on the withdrawn Combined Transport Directive could follow during 2022.

CIT is coordinating closely with CER to prepare for implementation of this framework regulation. This is taking place in the “Digital Transport and Logistics Forum” (DTLF). CIT is a strategic partner in this project, and is most active in the field of “Digitalising transport documents”. The project is also intended to discuss the requirements for data exchange between business and the authorities in EU Member States. The potential financial impact of the e-FTI Regulation could be significant for CIT members, making the work of the DTLF particularly relevant for them. The railways’ IT solutions should be factored into work as far as possible, so that earlier investments such as RailData remain usable.

# Use of infrastructure



The rail system is heavily based on national technologies, networks and regulations. Whilst rail is environmentally-friendly, this complexity makes it difficult for it to achieve high market share on cross-border passenger and freight routes and thus play its expected role of helping control the climate crisis. In 2021, CIT and RNE took a major step forward: the harmonised European Standard Contract of use of Infrastructure (E-SCU-I) offers a new instrument able to drastically simplify contractual relations between railway undertakings and infrastructure managers.



## Infrastructure use is resource-intensive

The level of outlay required to use infrastructure varies from one mode of transport to another (figures from the German example, measured by number of pages of regulations). There is an obvious need for simplification in the rail sector:

- Rail, 16 017 pages
- Shipping, 2 845 pages
- Road haulage, 1 081 pages

Source: Rail Freight Forward, rail freight strategy to boost modal share, [www.railfreightforward.eu](http://www.railfreightforward.eu)

# Highlights at a glance

## CIT webinar on infrastructure use

On 7 December 2021, CIT held an online seminar on the issues surrounding infrastructure use. High-level speakers gave participants a comprehensive overview of various current topics and developments (for the presentations, see the CIT website). Elizabeth Bragina (CER), for instance, presented the current status of the TEN-T and Rail Freight Corridors Regulations revisions, both initiated by the EU. The CUI Committee Chair, Adriaan Hagdorn, also presented some interesting examples from case law. CIT is going to create a repository of cases listing such rulings and recent case law.

Attendees also received a detailed update on the “International Timetabling Process (TTR) for Smart Capacity Management” project, in which CIT is also actively participating via the TTR Legal Task Force. The project’s goal is to modernise and harmonise the allocation of international train path capacity, path ordering, and thereby timetabling. The topic was presented by Sebastian Naundorf as TTR Programme Deputy Leader and Alberto Gallo, Vice-Chair of the CUI Committee. One core topic was the European Standard Contract of Use of railway Infrastructure (E-SCU-I), which RNE and CIT finalised jointly during 2021 (see report, right).

## Use of service facilities

CIT’s long-term goal is to harmonise the contractual conditions governing the use of service facilities. The question arises whether the provisions of CUI, in particular those on liability, can be applied to service facilities. CIT’s analyses to date have confirmed that for fixed service facilities owned by infrastructure managers, they can. However, they do not apply to service facilities belonging to railway undertakings or to services which are merely performed within service facilities. The CUI Committee has refined its legal analyses in the light of further developments in European legislation, and will discuss these questions with other institutions.

## Connecting Europe Express (CEE)

2021 was the “European Year of Rail”. One of the highlights of last year was the “Connecting Europe Express” (CEE), a train that departed Lisbon on 2 September 2021 and criss-crossed 26 countries, covering 20 000 kilometres before concluding its journey on 7 October in Paris. The CEE was a brilliant example of how international rail services can successfully negotiate different track gauges and national infrastructure networks. One vital prerequisite of this success was optimum coordination between all parties, in particular between railway undertakings and infrastructure manager.



## Key figures on the Connecting Europe Express (CEE)

- 3 track gauges
- 26 countries
- More than 120 stops
- 20 000 kilometres covered
- 33 border crossings

Source: Year of Rail, [www.europa.eu](http://www.europa.eu)

## CUI Committee

Adriaan Hagdorn, Chair



Alberto Gallo, Vice-Chair



# Harmonised E-SCU-I: CIT and RNE score a big win

Cross-border journeys are not rail’s forte: according to EU data, they represent less than 10 per cent of kilometres run. This is due to a number of rail’s weaknesses. As well as issues of international ticketing in passenger rail, there are many unclear aspects connected with the use of infrastructure. To start with, there is no uniform structure or harmonised model for the Contract of Use, and the use of infrastructure is subject to a wide array of conditions. As if that were not enough, key contractual aspects are covered by different documents in different countries, while the time of conclusion of the contract between railway undertaking and infrastructure manager also differs markedly from one country to another. In brief: cross-border rail transport is confusing, resource and cost-intensive, and inefficient.

For that reason, in 2018 CIT initiated work with RNE (RailNetEurope) to rail’s competitive disadvantage compared to other modes of transport. The two organisations are proud to announce a success: the European Standard Contract of Use of railway Infrastructure (E-SCU-I) is now effective and available for use, both organisations having approved it in 2021.

## A uniform yet flexible structure

CIT and RNE’s goal is clear: the contract, with its uniform structure, can and is intended to be regularly used between railway undertakings and infrastructure managers across Europe. Despite the uniform structure the E-SCU-I remains highly flexible, allowing it to fit into national legal frameworks and improving its practical usability. As such, the

contract represents a kind of toolbox that enables parties to a contract to simply and flexibly find the solution best meeting the needs of their particular situation. Where infrastructure managers use the E-GTC-I, for example, the E-SCU-I refers to the relevant clauses therein. Equally, where infrastructure managers have their own GTCs, the E-SCU-I can be applied alongside them and the Network Statement. On the other hand, infrastructure managers not using the E-GTC-I and without their own GTCs can simply apply the standardised clauses in the E-SCU-I. CIT and RNE presented the new product and the use thereof in detail at a webinar on 7 December 2021 (see summary report, left).

## Practical implementation

For 2022, the priority is clear: raising awareness of the E-SCU-I and implementing it in practice. Guidance has already been prepared containing further information to facilitate use of the new product.

# Multimodality



The target for European transport is to reduce its greenhouse gas emissions by 90 per cent by 2050. In this context, in late 2021 the EU launched a number of initiatives through the “European Green Deal” to make transport more efficient and eco-friendly in the medium to long term. The focus is also on international transport, better and more efficient use of multimodal transport chains, and the upgrading of the networks and transshipment facilities these require. CIT will keep a close eye on these developments and step up its work on legal harmonisation in the practical performance of multimodal transport movements.



## The EU's ambitious environmental goals

- Transport overall: reduce greenhouse gas emissions by 90% by 2050
- Domestic road haulage (current market share approx. 75%): shift a substantial proportion to rail and inland waterways
- Rail freight: market share to increase by 50% by 2030 and by 100% by 2050
- High speed rail: to double by 2030 and triple by 2050

Source: CER, quoting the European Green Deal (2019), Sustainable and Smart Mobility Strategy (2020)

# Highlights at a glance

## Covid-19 disrupts work

In 2021, CIT's work in the field of multimodality was disrupted by the Covid-19 pandemic. The seminar on railway and inland waterway law due to be held at the Central Commission for Navigation on the Rhine (ZRK) in Strasbourg during the first half of 2021, already postponed from 2020, was again unable to take place and had to be postponed again. It will be decided during 2022 when the seminar can take place.

## Focus on railway and inland waterway law

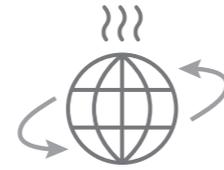
The CIT General Secretariat continued work in the field of rail-sea and rail-road transport. Otherwise, the focus in 2021 was on the comparative table to compare and contrast railway law and inland waterway law. The results of the comparison have been collated in a synoptic overview (English only). Together, the table and the summary form CIT's guidelines on the topic. Following discussion in the CIM Committee in spring 2021; CIT GS sent the table to the OSJD Committee and is involved in that body's follow-up work. CIT intends to publish its guidance during the first half of 2022.

## Electronic seals

In 2021, the CIT Group of Experts on Seals was involved in updating the UIC guidelines for sealing wagons and intermodal transport units (IRS 40426, which also covers electronic seals). The proposed amendments were forwarded to UIC and the experts in the UIC committees are now examining them. Since the EU has also initiated a project in connection with electronic seals, any amendments made need to be carefully scrutinised to avoid contradictions between different bodies of rules and regulations.

## TAF TSI revision concludes

Via the Technical Specifications for Interoperability, the EU defines requirements for the development of interoperable telematics applications in passenger and freight rail (the TAP and TAF TSIs). Revision of TAF TSI has now concluded and the revised version was published in the Official Journal of the EU in spring 2021. The revision is also focused on multimodality, and aims to strengthen digitalisation in rail freight, standardising and digitalising communication amongst all parties along the rail supply chain. The modifications made concern, inter alia, train path information and informing customers of traffic disruptions or estimated times of arrival at stations or terminals. The rail sector considers the revision a success.



## Greenhouse emissions from transport

Since 1990, greenhouse emissions from transport in the EU (27) have increased by approx. 70%. The percentage share of emissions breaks down as follows (2019, EU-27):

- Road transport: 71.7
- Navigation: 14.1
- Civil aviation: 13.4
- Railways: 0.4\*
- Others : 0.5

\*Excluding indirect emissions from electricity consumption

Source: European Environment Agency (EEA), June 2021 (in EU Statistical Pocket-book 2021)

## Multimodality Working Group

Maria Kalimeri, Chair



# Multimodality takes centre stage in EU transport policy

In recent years, various European Commission initiatives have charted a path for the EU's medium to long-term environment and transport policy: in late 2019 there was the high-level "European Green Deal", followed by the "Sustainable and Smart Mobility Strategy" in late December 2020. Most recently, in late 2021 the Commission launched a "Green Mobility Package" comprising four proposals targeting greater efficiency and more sustainable travel. Three trends in EU transport policy are of major relevance for CIT and its members: first, multimodal transport is more central than ever. Second, digitalisation and interlinking of multimodal transport and services will play a central role. Third, rail's performance and market share must improve markedly, in both the passenger and freight sectors. Otherwise, the EU's climate policy goals will not be achieved. This will create new opportunities that rail will need to seize.

## Fresh impetus for the TEN-T networks

The current EU regulation on trans-European transport networks (TEN-T) is set to be revised, and the networks enhanced and more swiftly completed. As such, the corridors are all to be upgraded for line speeds of minimum 160 km/h in passenger and 100 km/h in freight traffic by 2040. Where need be, rivers and canals are to be included in these enhancements. Longer freight trains (740m) carrying more freight, reduced handling times in terminals, and shorter waiting times at borders will all make rail freight more efficient. A large part of the network will be completed by 2040, with the rest to follow by 2050. Under the revised Regulation, multimodal freight ter-

minals will be defined more broadly and will increase in number. Cities along the defined corridors with a population of more than 100 000 will be classed as "urban nodes", the number of which will increase from 83 today to over 400. In future, all these "urban nodes" will have to have at least one multimodal freight terminal. Additional, more specific proposals on the TEN-T networks are set to follow during 2022.

## Long-distance and cross-border rail traffic

A second European Commission initiative concerns cross-border long-distance passenger services. The target of doubling high speed rail by 2040 (and tripling it by 2050) calls for action, not least the kind of customer-friendly international ticketing we are familiar with from air travel. Rail ticketing needs to be modernised, digitalised and multimodally focused. An EU legislative proposal to this end is expected during 2022.

CIT will pay close attention to these initiatives and keep its members abreast of developments.

# Domestic Matters



## General Assembly

The General Assembly took place on 25 November 2021 as a virtual meeting and was chaired by CIT Chair Maria Sack (DB AG). The GA handled all the statutory items of business and approved the accounts and balance sheet for 2020 as well as the budget for 2022, unaltered from the previous year. The 2020 income statement closed with an income surplus of approx. CHF 227,000. The amount unspent due to the pandemic (CHF 220,000) will be returned to CIT members in the shape of lower membership fees in 2022.

The General Assembly took note of the priorities for work in the coming year and the calendar of events.

The next CIT General Assembly will be held in Bern on 17 November 2022.

## Executive Committee

As of 1 January 2022, the Executive Committee is composed as follows:

- Maria Sack (DB), Chair
- Maria Urbańska (PKP Cargo SA), Vice-Chair
- Alberto Gallo (Trenitalia)
- Platon Guryanov (RZD)
- Gerald Wieser (Rail Cargo Austria AG)
- Gilles Mugnier (SNCF)
- Marie Wirtgen (SNCB)
- Luca Arnold (SBB)

Aikaterini Vitou (TRAINOISE) announced she would be resigning from the CIT Executive Committee as of 20 October 2021 due to retirement. The Executive Committee will propose a successor to the 2022 General Assembly.

The Executive Committee met virtually on 22 April and 23 September 2021, and dealt with all current items of business.



## General Secretariat

Day-to-day business, to which the General Secretariat devotes most of its resources, consists essentially of the following:

- updating and enhancing CIT products
- preparing for and holding meetings of the CIT Executive Committee and General Assembly
- preparing for, holding and following up on meetings of the CIV, CIM, and CUI Committees and the Multimodality and Data Protection Working Groups, and implementing the decisions taken
- participating in and representing the interests of members at the meetings of organisations both governmental (OTIF, OSJD, EU, UNECE, ECO, etc.) and non-governmental (CER, UIC, CCTT, etc.)
- communications (annual report, CIT-News, articles in specialist periodicals, etc.)
- individual support for CIT members (legal information, practical advice, training seminars, etc.)

In 2021, in addition to the Secretary-General, the General Secretariat employed four lawyers, two railway experts and two secretaries, to a FTE (full-time equivalent) of 710%.

## CIT-Info becomes CIT-News

In autumn 2021, CIT-Info became a 100% digital newsletter now called CIT-News. For cost reasons, furthermore, the newsletter is sent in English only rather than English, French and German as previously. Four issues of CIT-Info / CIT-News were released in 2021.

## Expert Groups

Three groups of experts support the CIT's work. They are: CIM/SMGS, CIV/SMPS, and Seals.

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circular letters  
from CIT to its members

## Members

CIT members are railway undertakings from 43 countries across three continents (Europe, Africa, and Asia). CIT has a total of 128 full members and 80 members who are linked via associate organisations. The association's costs are borne by its members, with each member paying a membership fee proportional to the level of its international passenger and/or freight transport volume. Each full member has one vote, regardless of the amount of membership fee paid.

### The following railway undertakings joined CIT in 2021

Country	Company	Membership status	Date of joining
Romania	United Railways SRL	Full member	01.07.2021
Germany	Deutschlandtarifverbund	Associate member	01.01.2022



# Balance Sheet 2021

The 2021 income statement closed with a surplus of CHF 251,744, increasing equity from CHF 683,308 to CHF 935,052.

On 24.03.2022, PricewaterhouseCoopers AG examined the financial statements and accounts, and recommended their approval. The auditors' report can be found on page 35 of the 2021 Annual Report.

	31.12.2021		31.12.2020	
	CHF	%	CHF	%
Cash	1,176,959	92.1	868,292	88.6
Trade accounts receivable	463,765	36.3	419,093	42.8
Provisions for bad debts	-414,000	-32.4	-365,000	-37.2
Other current receivables	900	0.1	0	0.0
Inventory / Publications	1	0.0	1	0.0
Accrued income and prepaid expenses	49,637	3.8	57,588	5.9
<b>Total current assets</b>	<b>1,277,262</b>	<b>100.0</b>	<b>979,974</b>	<b>100.0</b>
Property, plant and equipment	1	0.0	1	0.0
<b>Total fixed assets</b>	<b>1</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>
<b>Total assets</b>	<b>1,277,263</b>	<b>100.0</b>	<b>979,975</b>	<b>100.0</b>
Trade accounts payable	78,419	6.1	35,770	3.7
Other current liabilities	39,151	3.1	30,738	3.1
Accrued expenses and deferred income	224,641	17.6	230,160	23.5
<b>Total current liabilities</b>	<b>342,211</b>	<b>26.9</b>	<b>296,668</b>	<b>30.3</b>
<b>Total liabilities</b>	<b>342,211</b>	<b>26.9</b>	<b>296,668</b>	<b>30.3</b>
Reserves 01.01.	683,308	53.4	455,982	46.5
Profit for the year	251,744	19.7	227,326	23.2
<b>Total reserves 31.12.</b>	<b>935,052</b>	<b>73.1</b>	<b>683,308</b>	<b>69.7</b>
<b>Total liabilities</b>	<b>1,277,263</b>	<b>100.0</b>	<b>979,975</b>	<b>100.0</b>

To be submitted for approval to the General Assembly on 17 November 2022.

# Accounts 2021

	Budget		Result	Result
	2021		01.01.-31.12 2021	01.01.-31.12 2020
	CHF	%	CHF	CHF
Member subscriptions	2,234,500	101.6	2,248,695	2,238,507
Compensation refunds of COVID contributions	0	0.0	-150,000	0
Events	0	0.0	0	28,698
Other services	250	0.0	2,550	13,049
<b>Gross revenues</b>	<b>2,234,750</b>	<b>101.6</b>	<b>2,101,245</b>	<b>2,280,254</b>
- Trade losses	-5,000	-0.2	-80,906	-1,670
- Change of allowance for doubtful accounts	-30,000	-1.4	-49,000	-225,900
<b>Net revenues</b>	<b>2,199,750</b>	<b>100.0</b>	<b>1,971,340</b>	<b>2,052,684</b>
- Printing costs	-6,000	-0.3	-6,936	-11,552
- Meeting costs	-94,000	-4.3	-46,545	-42,907
- Costs of events	-88,000	-4.0	-907	-13,274
- Public relations	-40,500	-1.8	-30,595	-37,090
- Costs of services	-185,450	-8.4	-89,350	-124,011
<b>Total costs of material and services</b>	<b>-413,950</b>	<b>0.0</b>	<b>-174,333</b>	<b>-228,834</b>
<b>Gross profit I</b>	<b>1,785,800</b>	<b>81.2</b>	<b>1,797,007</b>	<b>1,823,849</b>
- Salaries	-1,210,000	-55.0	-1,047,104	-1,115,689
- Social security expenses	-282,322	-12.8	-205,936	-219,531
- Other personnel costs	-36,000	-1.6	-25,893	-24,721
<b>Total personnel costs</b>	<b>-1,528,322</b>	<b>-69.5</b>	<b>-1,278,934</b>	<b>-1,359,941</b>
<b>Gross profit II</b>	<b>257,478</b>	<b>11.7</b>	<b>518,073</b>	<b>463,908</b>
- Costs of accommodation	-127,750	-5.8	-122,550	-119,734
- Equipment and maintenance costs	-9,500	-0.4	-14,817	-1,312
- Administration and IT	-114,279	-5.2	-113,646	-109,561
<b>Total other operating expenses</b>	<b>-251,529</b>	<b>-11.4</b>	<b>-251,013</b>	<b>-230,606</b>
<b>Operating result before interests</b>	<b>5,949</b>	<b>0.3</b>	<b>267,060</b>	<b>233,302</b>
+ Financial income	1,000	0.0	0	0
- Financial expense	-6,000	-0.3	-15,035	-5,290
<b>Operating result</b>	<b>949</b>	<b>0.0</b>	<b>252,026</b>	<b>228,012</b>
- taxes	-949	0.0	-282	-686
<b>Profit for the year</b>	<b>0</b>	<b>0.0</b>	<b>251,744</b>	<b>227,326</b>

To be submitted for approval to the General Assembly on 17 November 2022.

# Appendix to the 2021 and 2020 Annual Accounts

	31.12.2021 CHF	31.12.2020 CHF
<b>Details of the organisation</b>		
Company	CIT International Rail Transport Committee	
Legal status	Association	
Registered address	Weltpoststrasse 20, 3015 Bern	
<b>Details of the principles adopted to draw up the annual accounts</b>		
These annual accounts have been prepared in accordance with Swiss law and in particular with the provisions of the Swiss Code of Obligations concerning commercial bookkeeping and accountancy (Articles 957 to 962).		
The most important principles adopted for valuation are described below:		
Receivables		
Receivables and other current assets are shown at their nominal value less any individual adjustments of value necessary for economic reasons.		
<b>Increase of the profit for the year due to a net release of accruals</b>		
	<b>26,340.00</b>	<b>0.00</b>
<b>Range of full time equivalent posts - annual average</b>		
	<b>not above 10</b>	<b>not above 10</b>
<b>Amounts remaining due under leasing obligations</b>		
The CIT International Rail Transport Committee's lease contract has a limited duration. It runs until 31 December 2026 and has an annual ground rent of CHF 111,456 included additional expenses.		
<b>Liabilities to pension funds</b>		
	<b>31,473.85</b>	<b>16,623.45</b>
<b>Resolution General Assembly of 19 November 2020</b>		
Due to the switch to web conferencing and other restrictions associated with the globally prevailing COVID-19 pandemic, the CIT was able to make savings in the amount of CHF 150,000. The CHF 150,000 saved was refunded to members as part of their contributions in the 2021 financial year.		
<b>Significant events occurring after the date of the balance sheet</b>		
Between the date of the balance sheet and its approval by the Executive Committee on 3 June 2022, there were no significant events which could adversely affect the annual accounts or which have to be disclosed.		

## Report of the statutory auditors on the limited statutory examination to the General Meeting of International Rail Transport Committee (CIT) Bern

As statutory auditors, we have examined the financial statements of International Rail Transport Committee (CIT), which comprise the balance sheet, income statement and notes (pages 32-34) for the year ended 31 December 2020.

These financial statements are the responsibility of the Board. Our responsibility is to perform a limited statutory examination on these financial statements. We confirm that we meet the licensing and independence requirements as stipulated by Swiss law.

We conducted our examination in accordance with the Swiss Standard on Limited Statutory Examination. This standard requires that we plan and perform a limited statutory examination to identify material misstatements in the financial statements. A limited statutory examination consists primarily of inquiries of association personnel and analytical procedures as well as detailed tests of association documents as considered appropriate in the circumstances. However, the testing of the operational processes and the internal control system, as well as inquiries and further testing procedures to detect fraud or other legal violations, are not within the scope of this examination.

Based on our limited statutory examination, nothing has come to our attention that causes us to believe that the financial statements do not comply with Swiss law and the association's articles of incorporation.

PricewaterhouseCoopers AG



Hans Rudolf Burkhard  
Audit expert  
Auditor in charge

Naomi Hürzeler  
Audit expert

Bern, 22 April 2021

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## Index of abbreviations

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### **AIV**

Agreement concerning the Relationships between Transport Undertakings in respect of International Passenger Traffic by Rail

### **AJC**

Agreement concerning Journey Continuation in respect of International Passenger Traffic by Rail

### **CER**

Community of European Railways and Infrastructure Companies

### **CIM**

Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (Appendix B to COTIF)

### **CIT**

International Rail Transport Committee

### **CIV**

Uniform Rules Concerning the Contract of International Carriage of Passengers by Rail (Appendix A to COTIF)

### **CMR**

Convention on the Contract for the International Carriage of Goods by Road

### **COTIF**

Convention concerning International Carriage by Rail

### **CUI**

Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (Appendix E to COTIF)

### **E-GTC-I**

European General Terms and Conditions of Use of Railway Infrastructure

### **E-SCU-I**

European Standard Contract of Use for Railway Infrastructure

### **GCC-CIV/PRR**

General Conditions of Carriage for Rail Passengers

### **GTC**

General Terms and Conditions

### **IRU**

International Road Transport Union

### **MIRT**

Manual for International Rail Tickets

### **OSJD**

Organisation for Cooperation between Railways

### **OTIF**

Intergovernmental Organisation for International Carriage by Rail

### **PRR**

(Rail-PRR) Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers, rights and obligations

### **RNE**

RailNetEurope

### **RU**

Railway Undertaking

### **TAF / TSI**

Technical Specification for Interoperability relating to Telematics Applications for Freight Services

### **UIC**

International Union of Railways

### **UPU**

Universal Postal Union

### **UR**

Uniform Rules

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Bern, May 2022

International Rail  
Transport Committee

Comité international  
des transports ferroviaires

Internationales  
Eisenbahntransportkomitee

