

Annual Report 2024





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Editorial



Maria Sack
CIT Chair

It is with great sadness that we begin this CIT Annual Report: Our highly appreciated Secretary General, Gilles Mugnier, passed away suddenly and unexpectedly on 10 May, 2025, far too young at the age of only 59 years, during the finalisation phase of this report. The CIT team, the Executive Committee and all our members are deeply saddened by this painful loss. We knew Gilles for many years, first as an active member of the Executive Committee, and since the beginning of 2023 as the Secretary General of the CIT. During his time in office, he worked with great commitment and expertise for the goals and members of our association. He was highly esteemed by the team, the Executive Committee and everyone who knew him. The CIT team deserves great thanks and respect for continuing the work initiated by Gilles Mugnier with unchanged commitment in this difficult situation. This Annual Report will stand as a special tribute to his memory and contributions during his tenure. The year 2024 was marked by significant digital challenges within the international railway sector. Despite ongoing geopolitical tensions and economic fluctuations affecting our industry, the CIT maintained its commitment to providing pragmatic legal expertise and strategic guidance to its members.

Throughout 2024, CIT prioritised enhancing legal transparency and cost-effectiveness in international rail transport, with special attention to simplifying legal processes and advocating for coherent regulatory frameworks.

On a global level the finalisation of the Uniform Railway Transport Law Convention (URL) marks a significant step towards harmonisation of the dual railway legal regime (especially CIM/SMGS). This achievement underlines CIT's role as a driving force for legal harmonisation across borders. As a next step it is important that as many states as possible ratify the agreement and bring it into force soon so that it can be made available to market participants in a timely manner to facilitate the handling of cross-border traffic.

In passenger transport, the CIT intensified its work on journey continuation through the Agreement on Journey Continuation (AJC), achieving greater sector-wide adoption and visibility of the Agreement. The CIT actively contributed to shaping passenger rights based on the new EU initiatives on multimodal Passengers' Rights and amendments to the Rail PRR Regulation through consistent engagement in regulatory discussions, notably in collaboration with CER. The CIT also worked on refining and standardising reimbursement and compensation processes. All these CIT works are committed to ensuring seamless travel experiences for passengers across carriers and countries.

Of crucial importance for all areas of law dealt with by the CIT was the consultation that the Secretariat of OTIF launched last year on a possible revision of COTIF and its Appendices, especially the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM Uniform Rules) and the Uniform Rules concerning the Contract of Use of Vehicles in International Rail Traffic (CUV Uniform Rules). The question of a future COTIF revision is of the utmost importance to all CIT members and will continue to occupy us intensively in the coming year. The CIT has already proactively submitted suggestions and proposals in this regard, which have been considered in OTIF's work program.

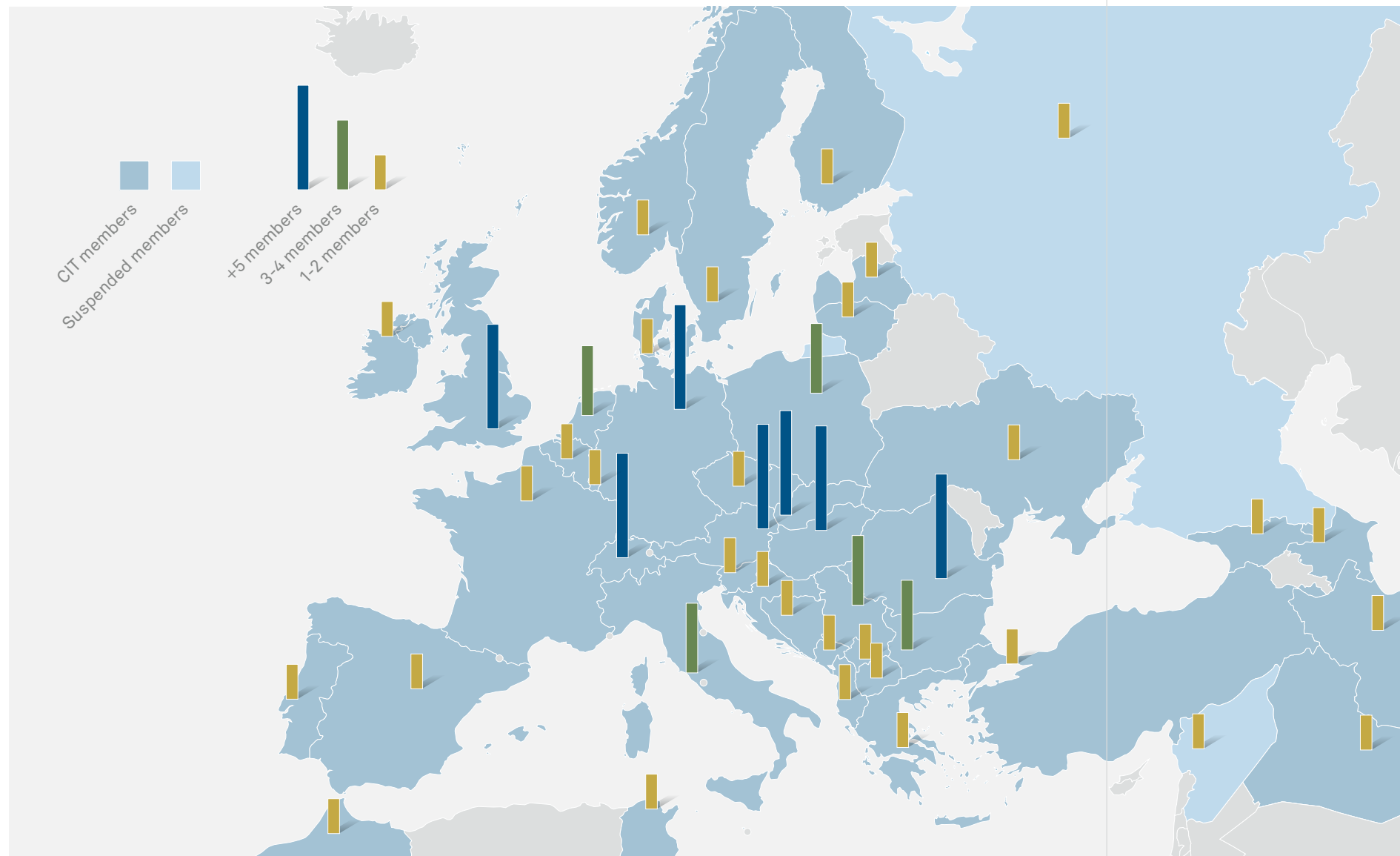
In addition to that, digitisation continues to underpin our strategic objectives, particularly in international rail freight transport, where CIT played an instrumental role in adapting industry practices to new EU digital frameworks, including the Telematics TSI and the electronic Freight Transport Information Regulation (eFTI). In 2024, discussions on Wagon law gained momentum, highlighted by a dedicated workshop that brought together all the key stakeholders. Moreover, CIT's commitment extended to enhancing multimodal efficiency through practical solutions, notably in the cross-border carriage of waste by rail, aligning closely with EU Green Industrial Deal objectives.

Infrastructure use remained another focal point with CIT providing crucial legal insights on the EU regulation proposal for rail capacity management, designed to foster a more harmonised European railway system. Through contributing to the revision process of the CUI Uniform Rules for infrastructure use, CIT continued to protect the interests of its members, while promoting interoperability and collaboration between infrastructure managers and railway undertakings.

Looking ahead, the CIT will build on Gilles Mugnier's legacy by continuing to offer robust legal support, further expanding our training and advisory services, and proactively addressing the evolving challenges facing international rail transportation. Together with our members and sector partners – especially CER and UIC – we remain committed to driving innovation and adapting changeover, fostering legal harmonisation, and ensuring the sustainable growth of international rail passenger and freight services.

On behalf of the Executive Committee, I extend sincere gratitude to all CIT members, partners, and a big “merci beaucoup” to the General Secretariat staff for their unwavering dedication and collaborative spirit. Together, we will continue to strengthen the railway sector, promoting efficiency, consistency, reliability, and sustainability in international and European rail transport.

About CIT



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 (COTIF and EU law). CIT provides its members with legal services, up-to-date information and practical support.

In international transport, railways continue to encounter a variety of obstacles. We believe this is reason enough for CIT to take a proactive approach, seeking practicable solutions and simplifications that benefit its members.

The CIT represents 116 full members and 7 associate members in 40 countries in Europe, Asia and Maghreb

Source: CIT

Highlights at a glance

Members

CIT is an association of railway undertakings and shipping companies that operate international passenger and/or freight transport services. It comprises 121 full members and seven associate members and is an association under Swiss law (Art. 60 et seq. of the Swiss Civil Code) headquartered in Bern. Members from Russia have been temporarily suspended since 2022 due to the war of aggression against Ukraine.

Mandate

CIT implements international railway transport law as it applies to railway undertakings. Part of its remit is to prepare and update the documents and tools required for international rail transport and standardise contractual relationships between customers, carriers and infrastructure managers. CIT represents the interests of rail carriers towards legislators and authorities and provides its members with factually

correct and timely information, training and legal advice. In the process, CIT considers current and forthcoming developments in international passenger and freight transport, including, among other things, digitisation, multimodality, and data protection.

Daily activities

The annual General Assembly decides on strategic objectives, approves the budget and accounts, and elects the executive bodies. The Executive Committee directs operations and administration, while the Secretary General manages the team at headquarters and conducts operational business.

The CIV (passenger traffic), CIM (freight traffic) and CUI (use of infrastructure) Committees, together with the CIM and CIV Working Groups, are specialist bodies. Working groups and experts in freight sealing, waste transport, and data protection help them reach their decisions.

Network and cooperation

CIT has close connections with institutions and authorities in the transport sector in Europe, Asia and North Africa. It maintains an intensive exchange of expertise with the official bodies and expert groups of the EU, OTIF and 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, each member paying a membership fee proportionate to its volumes of international passenger and/or freight transport. Current reserve fund surpluses are redistributed to members. Each full member has one vote, regardless of the amount of its membership fee.

In 2024, 20 years of the CIT as an international association

The CIT was founded in 1902 and since 2004 has been an independent International Rail Association based in Berne with clear tasks and a vision for its members.



Priorities in 2024/2025

Gilles Mugnier, Secretary-General of the CIT, presented CIT's priorities for 2025 as part of the organisation's planned strategy.

During the conception of the 2024 CIT Annual Report, Mr Mugnier suddenly passed away on 10 May 2025. The CIT Team, the Executive Committee and all our members remain deeply saddened by this great loss and full of respect and gratitude for his work. Gilles Mugnier had been Secretary General of the CIT since the beginning of March 2023 and worked with great commitment and expertise for the goals and members of our association during his term of office. Prior to his engagement at the CIT Gilles Mugnier held several key positions at SNCF, the French national railway company. He was the International Affairs Director in Passenger Transport, overseeing contracts and project coordination, and previously served as Deputy General Counsel within the SNCF Legal Department. His career also included legal advisory roles in the energy and transportation sectors, focusing on international projects and contracts.

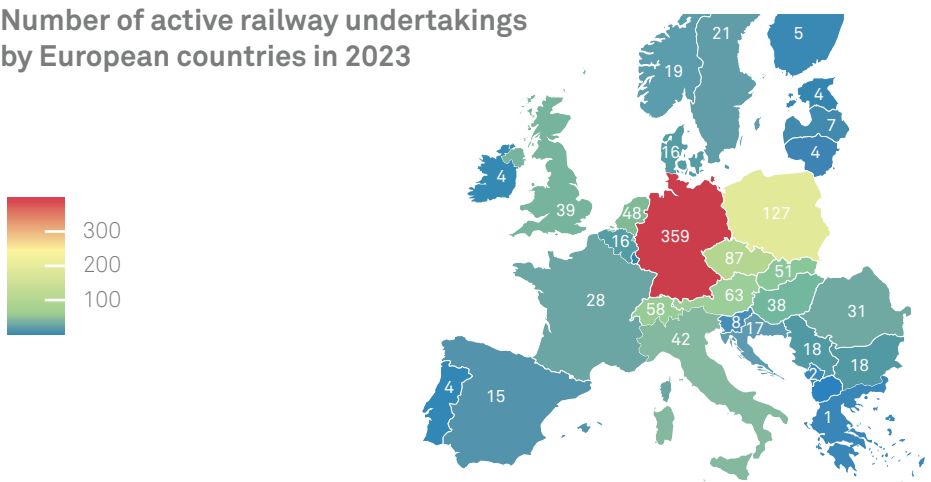
The Annual Report 2024 is in his memory, with the objectives and the vision for the continuation of the work in the year 2025 and the shaping of the new CIT Strategy 2026 - 2030.



Transport law and transport policy

For rail carriers, international transport law is of immense significance. Harmonised, transparent rules that are as straightforward as possible to apply in practice create legal certainty and contribute decisively to greater efficiency and lower costs for carriage by rail. These priorities are voiced by CIT and other rail sector organisations in their contributions to regulatory work, in particular at EU or OTIF level. CIT’s spatial horizon also encompasses Eurasian transport corridors, such as those to the Black Sea or the Caucasus. Railway undertakings in these regions benefit enormously from a clearly defined and coordinated legal framework for cross-border traffic or standardised transport documents, and CIT fully advocates their establishment.

Number of active railway undertakings by European countries in 2023



Source: 13th IRG-Rail Market Monitoring Report



COTIF Revision

In October 2024, the Secretariat of OTIF launched a consultation on a possible revision of COTIF and its Appendices relating to rail contract law, i.e. the Uniform Rules concerning the Contract of International Carriage of Passengers by Rail (CIV Uniform Rules), the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM Uniform Rules), the Uniform Rules concerning the Contract of Use of Vehicles in International Rail Traffic (CUV Uniform Rules) and the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI Uniform Rules). The aim of the consultation, which was open to all until 17 January 2025, is to gather the views of respondents on the problems that currently arise with these provisions and on how to resolve them legally.

CIM Uniform Rules as a starting point

As a reminder, on 20 February 2024, the CIT submitted concrete suggestions concerning the revision of the CIM Uniform Rules to the sixth meeting of the OTIF Ad Hoc Committee on Legal Issues and International Cooperation, in order to meet the needs of the sector in the market. At the invitation of the OTIF Secretariat, a CIT delegation participated as an observer in the sixth meeting of the OTIF Ad Hoc Committee on 17 April 2024 with regard to the discussions and development of industry positions. The short-term objective for CIT strategy was to deal with the content of CIT suggestions at the next OTIF General Assembly from 24 to 26 September 2024 (variant A) and to incorporate them into the OTIF 2025-27 work programme (variant B).

Highlights at a glance

Uniform Railway Transport Law

The URL Convention was adopted on 17 November 2023 at the seventy-seventh session of the Working Party on Rail Transport of the Inland Transport Committee of the United Nations Economic Commission for Europe (SC2 UNECE). The Convention is open for signature by all States at United Nations Headquarters in New York until 31 March 2025. Four countries have signed the Convention, namely Togo on 27 June 2024; the Netherlands on 21 November 2024; China on 19 March 2025; and Germany on 27 March 2025. To take effect, the Convention needs five legally valid instruments of ratification, accession, acceptance or approval provided to the depositary.

The URL Convention will enable railway undertakings and their customers to enter into a single contract of carriage for international rail freight and multimodal traffic, especially between Europe and Asia. This contract provides a standardised international legal framework, to which parties may opt in. The URL provisions therefore take precedence over national laws and apply to each individual international contract of carriage, subject to the parties' express election to apply this Convention.

In Austria, transporting waste by rail saves around **480,000** lorry journeys each year, representing a saving of **80,000** tons of CO₂.

(Source: Rail Cargo Group, OBB, 2021)

The CIT welcomes this dynamic development and hopes that further countries will ratify the URL Convention soon so that it can enter into force promptly and be made available to the common rail sector in due time, especially for Euro-Asian transport.

Luxembourg Protocol

On 8 March 2024 the Luxembourg Rail Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Railway Rolling Stock (Rail Protocol) entered into force. The security interests are entered in a new international register. The registrar and the management of the international register are supervised by a Supervisory Authority, an international organisation with international legal personality and is based in Berne. The OTIF acts as the Secretariat of the Supervisory Authority.

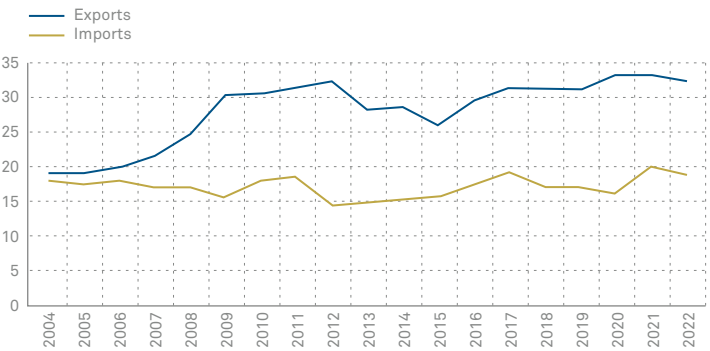
In 2024 the Republic of Paraguay also formally deposited its instrument of accession to the Luxembourg Rail Protocol. The fifth consecutive ratification (after Spain, Sweden, Luxembourg and Gabon) will become effective as of 1 March 2025.

International Carriage of waste for the European circular economy

The transport of waste is an essential part of the circular economy and the European Union's Green Deal policy, and the railway sector will have to play an expanded role in this area in the future.

An international seminar took place on 7 May 2024 in cooperation with the Secretariat of the Basel, Rotterdam and Stockholm (BRS) Convention at the *Maison Internationale de l'Environnement II* in Geneva. The European Commission (DG ENV) presented the new Regulation (EU) 2024/1157 on shipments of waste published in the Official Journal of the EU on 30 April 2024. The new regulation replaces Regulation (EC) No. 1013/2006 and will come into effect on 21 May 2026 for shipments of waste between the EU Member States as well as waste imported into the EU from third countries and waste exported from the EU Member States to third countries.

EU's imports and exports of waste, 2004–2022
(million tonnes)



Source: Eurostat, Trade in waste by type of material and partner (2024)



International passenger traffic



In 2024, CIT continued to support its members in managing the challenges and opportunities of international rail passenger transport. A primary focus was the Agreement on Journey Continuation (AJC), with growing use and guides to help passengers and operators understand its scope. CIT also helped clarify key terms in the EU draft proposal of Multimodal Passenger Rights Regulation and will continue supporting efforts to define roles and responsibilities between the parties involved. Other work included collaborating with CER on a common reimbursement and compensation form, offering legal advice on ticketing, updating the Agreement on after sales (AIV) data protection rules, and providing expertise on the UIC's eTCD¹ system.

¹ The Electronic Ticket Control Database ("eTCD")

Highlights at a glance

Pushing ahead with passenger rights regulations

In November 2023, the European Commission proposed new multimodal passenger rights rules to protect travellers using different types of transport in a multimodal journey. In response, CER submitted amendments with CIT legal input, especially in defining key terms and provisions. CIT will continue to monitor the rollout and work with CER to clarify responsibilities between carriers and harmonise terminology. The legal issues remain complex and need clearer, more consistent rules.

Standardising reimbursement and compensation forms

The Rail Passengers’ Rights Regulation (PRR) allows the European Commission to create a common form for rail passenger claims. CIT and CER finalised a version that’s practical for rail companies. Many of CIT suggestions were included in the form of the European Commission, and CIT also created guidelines for using the form.

Addressing ticketing challenges

CIT provides legal input for revising TAP TSI², which affects ticketing standards. A key issue is defining the “lead railway undertaking” in passenger transport. Unlike freight, passenger travel usually involves “successive carriage”, where each company is only responsible for its part of the journey in the whole chain. This fact must be taken into consideration for defining the “lead railway undertaking”. CIT also supports the UIC’s Open Sales and Distribution Model (OSDM) with its legal expertise, promoting it as a technical enabler for the implementation of the Rail Passengers’ Rights Regulation (PRR). It therefore advocates for its inclusion in the revised TSI Telematics.

Improving data protection

After the 2023 Data Protection Conference, CIT reviewed how passenger data is handled in the CIT Agreement on after sales (AIV). Several updates were made and approved by the CIV Committee in 2024. CIT was also supporting UIC’s work

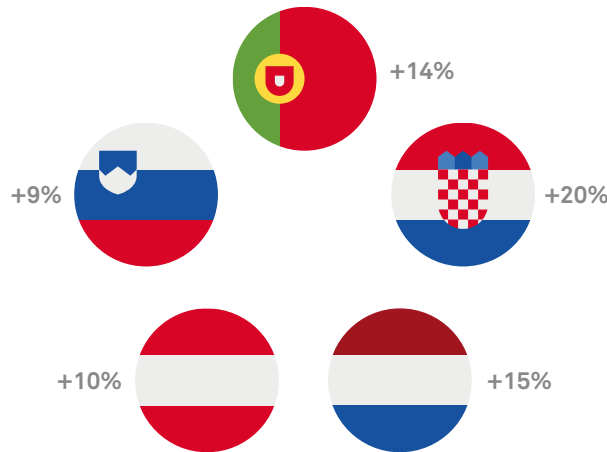
on the electronic Ticket Control Database (eTCD) helping to draft standard agreements on data protection.

Berner Tage workshop insights

A workshop at CIT bi-annual event “Berner Tage” compared CIV rules³ and the PRR and found inconsistencies and overlap. Although CIV is annexed to the PRR, the two use different terms. CIT CIV Working Group now explores changes in the CIV to bring better alignment.

- 2 The Technical Specifications for Interoperability (TSI).
- 3 The Uniform Rules concerning the Contract of International Carriage of Passengers by Rail (CIV).

Biggest relative evolution of passenger transport in Europe between 2020 and 2023



Source: Eurostat, Passenger transport by type of transport (2025)



Further development of the Agreement on Journey Continuation

The Agreement on Journey Continuation (AJC), developed by CIT with the support of CER, sets out how railway undertakings support international passengers affected by delays or cancellations. Based on a commercial gesture, it aims to maintain uniform high standards throughout international rail journeys.

EU plans to simplify international rail travel

In 2021, the European Commission launched the Multimodal Digital Mobility Services (MDMS) initiative, partly due to limited adoption of agreements like the AJC. After delays, the Commission now assesses the Single Digital Booking and Ticketing Regulation (SDBTR), allowing passengers to buy a single ticket for an entire journey with full rights. The idea of seamless travel without new tickets echoes the AJC approach, but details are not yet known.

CIT continues to promote the AJC as a practical, transparent alternative to EU regulation. It also plays a key role in the CER Ticketing Roadmap.

AJC gains momentum

Since the 2023 CIT General Assembly, more major rail operators have joined the AJC, including Eurostar, whose participation was highly requested by both passengers and the industry.

Many members now publish AJC details on their websites, addressing past concerns about transparency. CIT new leaflets and info sheets, released in 2024, are already being used by the majority of operators.

Challenges and next steps

Next priorities include digitising the AJC and standardising delay or cancellation confirmations. CIT is working with UIC on the digital process. A revised version of Appendix 3 to AJC, with clearer carrier-specific conditions, will support better implementation and communication.

In October 2024, CIT held a workshop to encourage discussion and networking around the AJC and to allow better staff training to support passengers on the spot.

CER’s Ticketing Roadmap to 2025 provides “better support during disruptions and delays”, with action 8 involving the CIT AJC.



Source: European Railways, CER

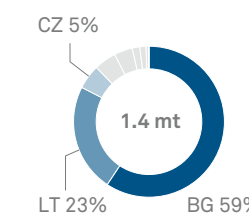
International freight traffic



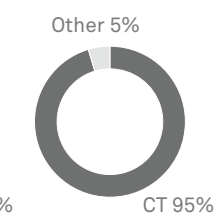
In 2024, CIT introduced new products for international rail freight, aiming to strengthen the legal position of railway undertakings and improve quality assurance for sub-contractors. The General Secretariat also helped publishing Implementing Regulation (EU) 2023/1693, which replaced the earlier 2019/773 regulation on rail operations and traffic management in the EU.

Multimodality also advanced with a checklist and guidance for transporting waste consignments – key for supporting the EU circular economy and Green Deal goals. Other highlights included a report from the Expert Group on Seals and various events focused on wagon law.

Rail freight imports via Turkey (2023)

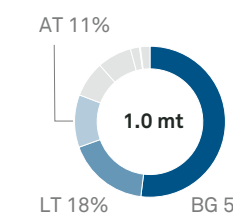


Destination within EU

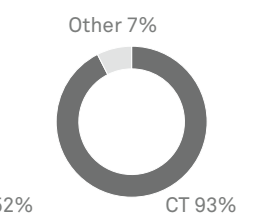


Share of Combined Transport

Rail freight exports via Turkey (2023)



Destination within EU



Share of Combined Transport

Source: UIC/UIRR / 15.11.2024 - Compiled by SCI Verkehr GmbH, Eurostat

Highlights at a glance

Supporting digitisation in freight transport

Digitisation is central to the EU's digital strategy and involves three key areas: updating TSI Telematics, implementing the eFTI Regulation, and modernising customs via NCTS5. CIT plays a leading role in all of these, especially in shaping standards for CIM messages and TAF TSI structures. CIT and CER also monitor the rollout of eFTI regulations, the first of which is set to apply from December 2024 and will become mandatory by February 2028.

New steps towards multimodality

Two CIT products implemented in 2024 support cross-border waste transport by rail: the checklist for the reporting of irregularities in the international carriage of goods by rail ("checklist Irregularities") and the information table sheet on "Provisions for the organisation and transportation of Waste Goods". These

documents aim to standardise and facilitate checks, reduce costs, and improve communication between carriers and other stakeholders in the transport chain.

On the occasion of the international seminar in Geneva in May 2024, experts discussed regulatory issues around waste, including EU laws, the Basel Convention, and new EU rules on waste shipments taking effect from 21 May 2026.

CIT Expert Group on Seals and wagon law

The Expert Group on Seals of the CIT are developing international documents to support the use of electronic seals. The "Fit for Freight" webinar in November 2024 showcased CIT's checklist for sealing wagons.

CIT also continues to advise the UIC on wagon law. In 2024, it took part in some meetings of the UIC Wagons Users Study Group (WUSG) in Paris and organised a

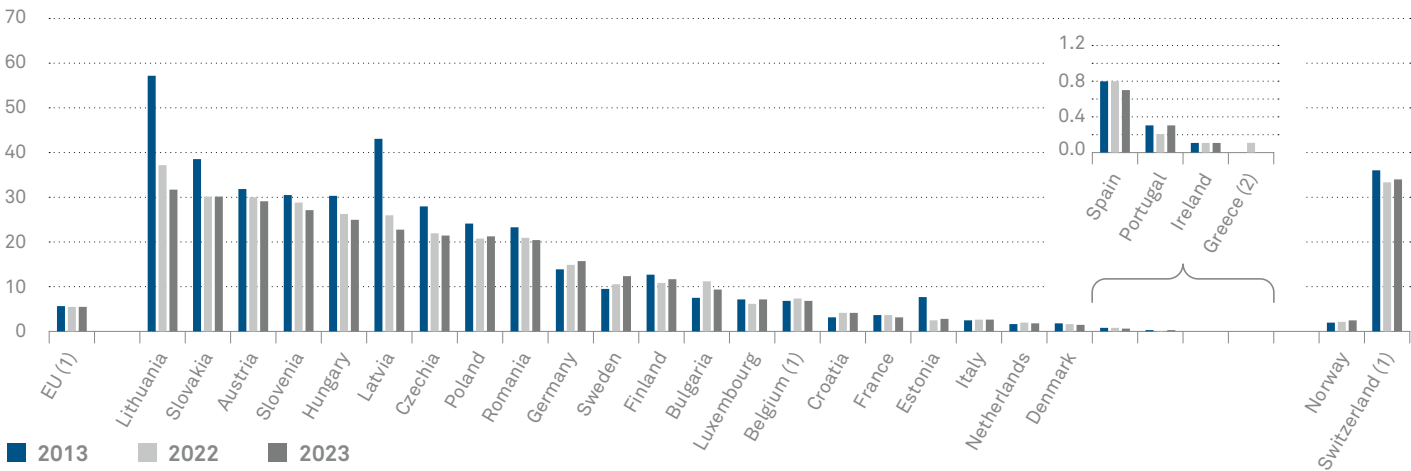


workshop in Bern, exploring developments in this area.

This workshop in September 2024 was an opportunity to bring together the main stakeholders in wagon law and to set out the main challenges for the coming years in this matter. Also, the International Rail Transport Committee (CIT) and the International Union of Railways (UIC) co-organised this event, which was attended by the Intergovernmental Organisation for International Carriage by Rail (OTIF), the European Railway Agency (ERA), the International Union of Wagons Keepers (UIP) and members of the UIC Wagon User Study Group, as well as interested CIT and UIC members.

Share of rail in total freight transport, 2013, 2022 and 2023

(%, based on tonne-kilometres)



(1) Eurostat estimates.

(2) 2022-2023: includes only main undertakings. 2013 and 2023: less than 0.1% in the total freight transport of the country.

Source: Eurostat (online data code: tran_hv_ms_frmod)



Expanded CIT freight product range online

Three new CIT freight products were published in 2024, along with updates to existing resources like GLV-CIM, GLW-CUV, GTM-CIT, and the checklist for sealing wagon. Only the electronically signed versions are binding and are available to CIT members on the CIT website.

Enhancing freight product range to meet CIT members' needs

A key part of CIT's work is identifying members' needs for new freight tools. The General Secretariat has informed the CIM Working Group of plans to improve how contractual, successive, and substitute carriers work together.

This work also seeks to establish a high degree of harmonisation, which will allow CIT members using a boilerplate contract and/or clause to include more detailed, standardised provisions than those contained in the CIT General Terms and Conditions (GTC sub-contract). A standardised interface may also provide the contractual carrier with a means of quality assurance for the services carried out by the subcontractors involved.

To this end, the General Secretariat has proposed two new products that complement its existing offerings, namely: a new standardised boilerplate contract, applicable on an opting-in basis that would provide a basic contract for sub-contracting and define the overall relationship between the contractual carrier and the substitute carrier in international freight traffic.

Standardised documentation

The aim is to harmonise processes and provide members with clearer, more robust alternatives to the existing CIT General Terms & Conditions for sub-contracting. A unified approach would ensure better legal certainty and consistent service quality from substitute carriers.

In practice, the contractual carrier often has little information about what is stipulated in the sub-contracting contract used by several substitute carriers in the cascade. There is therefore a need to develop a "minimum standard" for a carriage subcontracting contract in the cascade that will provide greater legal certainty for CIT members.

Use of infrastructure



In 2024, CIT remained closely involved in legal work on proposed EU regulation on the use of railway infrastructure capacity which is crucial for a more harmonised railway system. These new rules would change how infrastructure managers allocate and manage rail capacity and could lead to significant changes in the sector. The European Parliament and Council are working towards a final version.

Another topic was discussion on RNE “Confidentiality of Train Information” project. CIT is considering how its E-SCU-I and E-GTC-I documents might be updated in light of this.

Highlights at a glance

Legal expertise on EU infrastructure rules

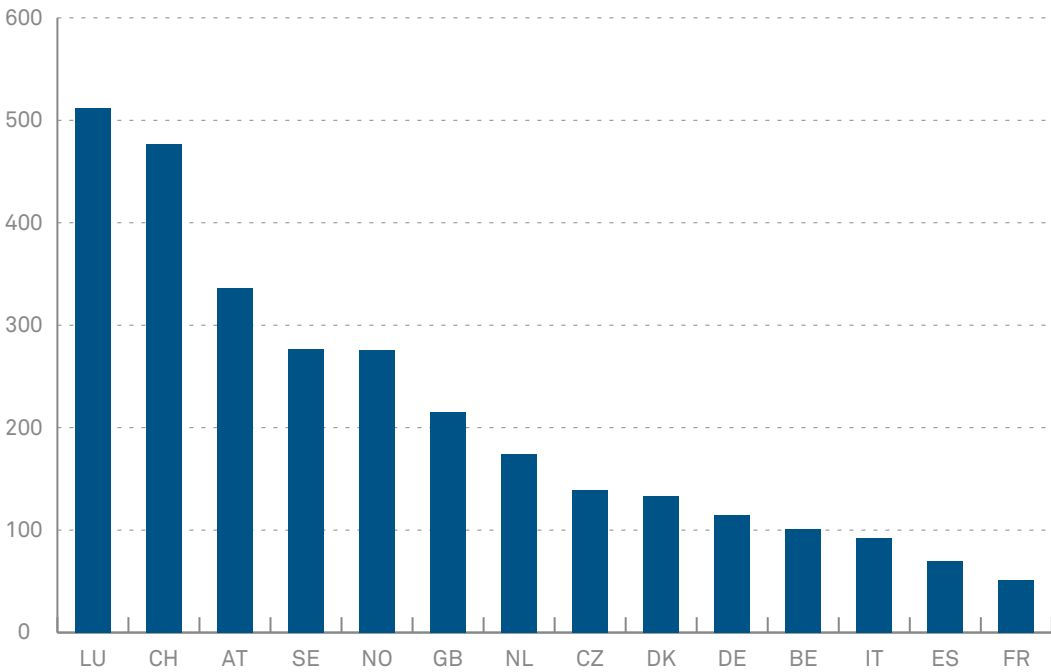
In July 2023, the European Commission proposed a new regulation to implement the TTR programme (developed by FTE and RNE). The goal is to improve how infrastructure is used across Europe. Parliament and Council have since suggested many amendments to the regulation.

The CIT supported the analysis of all three proposals of the EU institutions, highlighting pros and cons from the railway undertakings' (RUs) perspective.

Input on confidential train data

RNE approached CIT in 2023 to review confidentiality clauses in existing RNE/CIT documents. This could lead to the amendment of clauses on train information confidentiality for use in standard contracts elaborated between RNE and the CIT and thus for the use between infrastructure managers (IMs) and RUs. The CUI Committee discussed the clauses in meetings during April and May 2024 but has not finalised its work in 2024.

European countries' spending on rail infrastructure, in euros per inhabitant in 2023



Source: Allianz pro Schiene | 07/2024 | on the basis of BMDV, EFV (compilation VöV), BMK, MMTR, SCI Verkehr GmbH



CIT expertise is invaluable on issues relating to the use of infrastructure

CIT expert role

CIT's legal support continued to be vital, especially on EU's rail infrastructure regulations and other international legislation such as the CUI¹. In the CUI Committee, the CIT brings together legal expertise to discuss the use of railway infrastructure from the perspective of the railway undertakings.

Challenges ahead

With many competing amendments from EU bodies, reaching a final capacity regulation that works for all parties will be difficult. CIT and RUs must stay alert to any new responsibilities this may impose. Further harmonised, multi-network contractual documents could be needed, along with updates to current RNE/CIT documents.

Confidentiality remains complex

Determining which train data should be public and what must remain confidential is still controversial. Passenger transport demands more openness from a legal perspective, while freight operators prefer stricter confidentiality. The CIT therefore continues to find a compromise from an RU perspective to review confidentiality clauses in existing RNE/CIT documents. The upcoming TSI Telematics revision will also address this issue, which could have an influence on the clause as well.

1 Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI).

The Rail Baltica a railway infrastructure megaproject at the 2024 horizon:

- Remove bottlenecks
- Build missing cross-border connections
- Promote modal integration and interoperability



Source: RailBaltica Brochure2022-4, RB Rail AS

Internal matters and history

General Assembly

The General Assembly took place on 21 November 2024 in Bern and was chaired by CIT President Maria Sack (DB AG) and CIT Vice-President Maria Urbańska (PKP SA). The General Assembly handled all the statutory items and approved the accounts and balance sheet for 2023 as well as the budget for 2025, slightly below the previous year at CHF 2,200,000 despite expected inflation. The 2023 income statement closed with an income surplus of CHF 155,797. The General Assembly approved an additional tranche of CHF 150,000 on top of the CHF 165,000 already set to be distributed to CIT members in 2025.

The General Assembly also conducted the necessary statutory elections. Luca Arnold (SBB/CFF/FFS) was re-elected for a second four-year term to the CIT Executive Committee. The mandate of Platon Guryanov (RZD) on the CIT Executive Committee ended on 31 December 2024; no replacement was foreseen for now.

The CIV Working Group proposed that Oliver Hirschfeld (DB AG) be renewed as its chair for a further term of three years. Maria Kalimeri (Attica Group) wished to step down as chair of the Multimodality Working Group.

Lastly, the General Assembly took note of the priorities for the workplan in 2025 and the calendar of events, and reappointed PricewaterhouseCoopers AG (PWC) as CIT auditors for a further three-year period.

The next CIT General Assembly will be held in Bern on 20 November 2025.

Executive Committee

As of 1 January 2025, the Executive Committee is composed as follows:

- Maria Sack (DB), Chair
- Maria Urbańska (PKP), Vice-Chair
- Luca Arnold (SBB/CFF/FFS)
- Alberto Gallo (Trenitalia)
- Diane Lemerrier (SNCF Captrain)
- Fernando de Lucas de Rose (RENFE)
- Gerald Wieser (Rail Cargo Austria)
- Marie Wirtgen (SNCB/NMBS)

The Executive Committee met on 25 April in Berne and on 18/19 September in Rome and dealt with all current items of business.



Berner Tage 2024



Passenger Claims Conference



GCU-CUV workshop

General Secretariat

The CIT General Secretariat devotes all its resources as an interactive platform for the exchange of information between the members and supports all working groups and bodies as follows:

- preparing and holding the statutory meetings of the CIT General Assembly and Executive Committee
- preparing for, holding and following up on meetings of the CIV, CIM and CUI Committees and the CIV, CIM and Data Protection Working Groups and further Expert Groups on Seals and Waste Traffic, and implementing all decisions taken
- updating and enhancing the CIT products
- providing individual support for the CIT members (legal information, practical advice, training seminars, etc.)
- participating in and representing the interests of the CIT members at the meetings of organisations both governmental (OTIF, EU, UNECE, etc.) and non-governmental (CER, UIC, etc.)

In 2024, in addition to the Secretary General, the General Secretariat employed three lawyers, one railway expert and two secretaries.

CIV/CIM/CUI Committees

CIV/CIM Working Groups

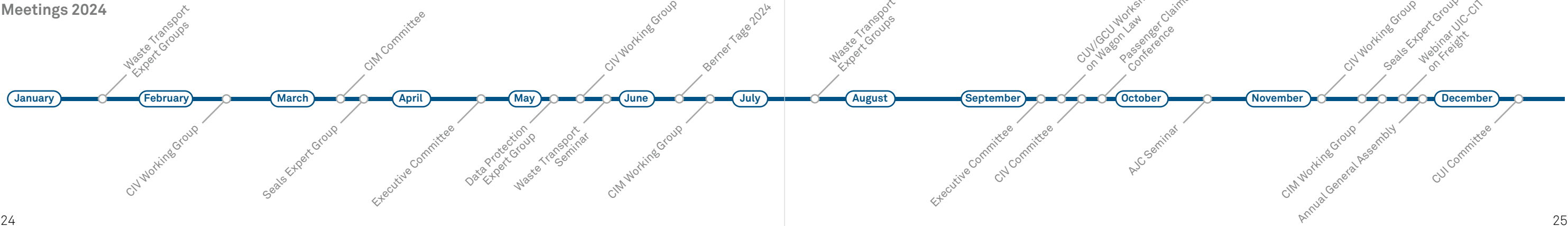
Expert Groups

Expert Groups support the CIT work on Data Protection, Seals and International Carriage of Waste.

Communication

The General Secretariat ensures CIT communications through four main channels:

- CIT-News: five online issues released in 2024
- Circular letters: 24 sent in 2024
- CIT website
- LinkedIn: at the end of 2024, the LinkedIn page had 950 followers.



Members

CIT members are railway undertakings from 40 countries across three continents (Europe, Africa, and Asia). CIT has a total of 116 full members and 7 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.

* Members from Russia are provisionally suspended due to the ongoing war in Ukraine. Members from Syria are suspended due to non-existing infrastructure.

Five companies left CIT during 2024.

AL / Albania	BG / Bulgaria	CZ / Czech Republic	GR / Greece	IT / Italy	PL / Poland	SY / Syria
AT / Austria		DE / Germany				TN / Tunisia
			HR / Croatia			
						TR / Turkey
	CH / Switzerland			LT / Lithuania	RU / Russia	
			HU / Hungary			UA / Ukraine
				LU / Luxembourg		UK / United Kingdom
				LV / Latvia		
						SI / Slovenia
				MA / Morocco		
				ME / Republic of Montenegro		
		DK / Denmark				
AZ / Azerbaijan		ES / Spain				
BA / Bosnia and Herzegovina				MK / Macedonia		
			IE / Ireland	NL / Netherlands		
BE / Belgium		FR / France				
			IQ / Iraq			
			IR / Iran			
		GE / Georgia		NO / Norway		

Balance Sheet 2024

The 2024 income statement closed with an income surplus of CHF 242,112. The reserve fund has thus increased from CHF 1,268,084 to 1,510,196.

In March 2025, PricewaterhouseCoopers AG examined the financial statements and accounts, and recommended their approval. The auditors' report can be found on page 31 of this 2024 Annual Report.

	31.12.2024		31.12.2023	
	CHF	%	CHF	%
Cash	1,559,510	90.3	1,410,367	94.6
Trade accounts receivable	478,896	27.7	375,367	25.2
Allowance for doubtful accounts	-390,000	-22.6	-347,000	-23.3
Other current receivables	917	0.1	0	0.0
Inventory / Publications	1	0.0	1	0.0
Accrued income and prepaid expenses	77,326	4.5	52,538	3.4
Total current assets	1,726,650	100.0	1,491,273	100.0
Property, plant and equipment	1	0.0	1	0.0
Total fixed assets	1	0.0	1	0.0
Total assets	1,726,651	100.0	1,491,274	100.0
Trade accounts payable	21,523	1.2	38,074	2.6
Other current liabilities	47,817	2.8	52,370	3.5
Accrued expenses and deferred income	147,114	8.5	132,746	8.9
Total current liabilities	216,455	12.5	223,190	15.0
Total liabilities	216,455	12.5	223,190	15.0
Reserves 01.01.	1,268,084	73.4	1,112,287	74.5
Profit for the year	242,112	14.0	155,797	10.4
Total reserves 31.12.	1,510,196	87.5	1,268,084	84.9
Total liabilities and reserves	1,726,651	100.0	1,491,274	100.0

To be submitted for approval to the General Assembly on 20 November 2025.

Income Statement 2024

	Budget		Result	Result
	2024		01.01.-31.12 2024	01.01.-31.12 2023
	CHF	%	CHF	CHF
Member subscriptions	2,222,500	104.6	2,222,501	2,225,719
Compensation refunds of COVID contributions	0	0.0	0	-220,000
Compensation Reserve fund distribution	0	0.0	-165,000	0
Events	22,000	1.0	11,640	0
Other services	6,000	0.3	2,800	6,054
Gross revenues	2,250,500	105.9	2,071,941	2,011,773
– Trade losses	-120,000	-5.6	-31,294	-51,350
– Change of allowance for doubtful accounts	-6,000	-0.3	-43,000	6,000
Net revenues	2,124,500	100.0	1,997,647	1,966,423
– Printing costs	-6,000	-0.3	-4,469	-5,442
– Meeting costs	-80,000	-3.8	-59,414	-67,425
– Costs of events	-110,000	-5.2	-63,748	-21,889
– Public relations	-25,500	-1.2	-19,594	-16,571
– Costs of services	-160,450	-7.6	-115,472	-91,802
Consulting fees	-95,000		-35,653	-66,376
Other costs of services	-450		-30	-552
Travel expenses	-65,000		-31,712	-24,873
Translation fees	0		-48,077	0
Total costs of material and services	-381,950	-18.0	-262,698	-203,129
Gross profit I	1,742,550	82.0	1,734,949	1,763,294
– Salaries	-1,180,000	-55.5	-984,844	-1,075,544
– Social security expenses	-270,500	-12.7	-201,988	-218,164
– Other personnel costs	-29,000	-1.4	-30,492	-24,309
Total personnel costs	-1,479,500	-69.6	-1,217,324	-1,318,017
Gross profit II	263,050	12.4	517,625	445,277
– Costs of accommodation	-127,150	-6.0	-134,251	-125,765
– Equipment and maintenance costs	-9,600	-0.5	-13,839	-8,330
– Administration and IT	-122,000	-5.7	-128,667	-138,990
Total other operating expenses	-258,750	-12.2	-276,757	-273,086
Operating result before interests	4,300	0.2	240,868	172,191
+ Financial income	0	0.0	4,545	695
– Financial expense	-3,700	-0.2	-3,189	-16,755
Operating result	600	0.0	242,223	156,131
+ extraordinary income	0	0.0	0	18
– taxes	-600	0.0	-111	-352
Profit for the year	0	0.0	242,112	155,797

To be submitted for approval to the General Assembly on 20 November 2025.

Appendix to the 2024 and 2023 Annual Accounts

	31.12.2024 CHF	31.12.2023 CHF
Details of the organisation		
Company	CIT International Rail Transport Committee	
Legal status	Association	
Registered address	Weltpoststrasse 20, 3015 Bern	
Details of the principles adopted to draw up the annual accounts		
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.		
Range of full time equivalent posts - annual average		
	not above 10	not above 10
Amounts remaining due under leasing obligations		
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 119'940 included additional expenses.		
Liabilities to pension funds		
	17,338.35	17,182.15
Resolution General Assembly of 23 November 2023		
The decision was made to gradually distribute almost the entire fund surplus of CHF 660,000 over four years (2024 - 2027).		
The annual instalment amounts to CHF 165,000.00. The distribution is calculated pro rata of the contributions paid by the members and offset against the contributions owed by the members. Should significant events affect the financial balance of the CIT in the course of a financial year, the General Meeting may defer one or more distributions.		
Resolution General Assembly of 17 November 2022		
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 220,000. The CHF 220,000 saved was refunded to members as part of their contributions in the 2023 financial year.		
Significant events occuring after the date of the balance sheet		
Between the date of the balance sheet and its approval by the Executive Committee on 10 April 2025, there were no significant events which could adversely affect the annual accounts or which have to be disclosed.		



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

As statutory auditor, we have examined the financial statements (balance sheet, income statement and notes) of International Rail Transport Committee (CIT) for the year ended 31 December 2024. The audit fieldwork was completed on 25 March 2025.

These financial statements are the responsibility of the Association 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 the 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 necessary in the circumstances. However, the testing of 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

Johann Sommer
Licensed audit expert
Auditor in charge

Denis Zakharov

Bern, 16 June 2025

Enclosure:

- Financial statements (balance sheet, income statement and appendix to the 2024 and 2023 annual accounts)

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PricewaterhouseCoopers AG is a member of the global PricewaterhouseCoopers network of firms, each of which is a separate and independent legal entity.

Index of abbreviations

AIV Agreement concerning the Relationships between Transport Undertakings in respect of International Passenger Traffic by Rail	EU European Union	RNE RailNetEurope
AJC Agreement concerning Journey Continuation in respect of International Passenger Traffic by Rail	E-GTC-I European General Terms and Conditions of Use of Railway Infrastructure	RU Railway Undertaking
CER Community of European Railways and Infrastructure Companies	E-SCU-I European Standard Contract of Use for Railway Infrastructure	TAF / TSI Technical Specification for Interoperability relating to Telematics Applications for Freight Services
CIM Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (Appendix B to COTIF)	ERA European Rail Agency	TAP/TSI Telematics Applications for Passenger
CIT International Rail Transport Committee	GCC-CIV/PRR General Conditions of Carriage for Rail Passengers	TRACECA Transport Corridor Europe-Caucasus-Asia
CIV Uniform Rules Concerning the Contract of International Carriage of Passengers by Rail (Appendix A to COTIF)	GCU General Contract of Use for wagons	TTR Redesign of the International Timetabling Process project
COTIF Convention concerning International Carriage by Rail	GDPR General Data Protection Regulation	UIC International Union of Railways
CUI Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (Appendix E to COTIF)	GLV-CIM CIM consignment note manual	UNECE United Nations Economic Commission for Europe
CUV Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic	GTC General Terms and Conditions	UR Uniform Rules
	GTM-CIT CIT Freight traffic manual	
	MIRT Manual for International Rail Tickets	
	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	

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Berne, August 2025

**International Rail
Transport Committee**

Comité international
des transports ferroviaires

Internationales
Eisenbahntransportkomitee

