

Annual Report 2025





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Editorial



Maria Sack
CIT Chair

Dear CIT members,

The year 2025 was one of the most challenging in CIT's recent history, shaped both by wider global developments and by events within the CIT General Secretariat. The unexpected passing of our esteemed Secretary General, Gilles Mugnier, on 10 May 2025 deeply saddened us all. For the team in Bern, who had worked so closely with him for two years, it was the loss of a valued colleague and friend. As Gilles passed away while we were finalising the 2024 Annual Report, that report included a comprehensive tribute to his achievements and to his personality. Looking back now on 2025 as a whole, his loss remains a profound turning point for CIT.

In these exceptional circumstances, all available resources were mobilised immediately to ensure continuity. Special thanks are due to Dr Erik Evtimov for stepping in at once and, in his role as Deputy Secretary General, continuing to lead the organisation in the spirit in which Gilles had led CIT, supported by a highly committed team. Thanks to the dedication and professionalism of everyone involved, CIT was able to maintain its full work programme throughout the year. All scheduled meetings, workshops and conferences took place as planned, with the clear objective of serving the legitimate interests of CIT members.

The CIT Annual Report presented here highlights the organisation's main areas of work and involvement in 2025: passenger transport and data protection, freight and wagon law, and the use of infrastructure.

In the field of passenger transport, CIT focused on improving its most relevant products for passengers, particularly the Agreement on Journey Continuation (AJC), which was updated in 2025 to include additional railway undertakings and extend its scope of application. Significant efforts were also dedicated to revising the CIT General Conditions of Carriage with the aim of making them more customer-friendly.

At the same time, CIT played a key role in assessing various European Commission initiatives on passenger rights by providing legal analyses and highlighting potential risks for the railway sector.

In data protection, work continued on the personal data requirements for international rail tickets and on the booking of e-tickets. These topics were also discussed at the CIT Data Protection Conference, which was very well received by participants.

In freight transport, CIT developed a new, standardised boilerplate contract for the subcontracting model across a wide range of cargo business operations. CIT also took the initiative concerning the international carriage of waste and other dangerous goods, in order to support compliance with the new EU Digital Waste Shipment System (DIWASS), foster greater transparency and uniformity, and reduce or eliminate unnecessary administrative burdens.

Digitisation remained another important focus. In the context of preparations for the TSI Telematics, CIT worked closely with CER and UIC on the drafting of tailored, practical standards and processes, while continuing to provide its members with fit-for-purpose digital solutions for both passenger and freight transport.

At the same time, all relevant CIT bodies were actively involved in refining their positions on the revision of the CIV, CIM, CUV and CUI Uniform Rules of COTIF, taking into account the priorities agreed by the CIT Executive Committee at OTIF level. The central concern of the CIT Secretariat remained unchanged: to help make passenger and freight services, as well as the use of wagons and infrastructure, more efficient and cost-effective through clear, practical and reliable CIT products.

Following the proposal from the Executive Committee, the CIT General Assembly elected Deputy Secretary General Dr Erik Evtimov as Secretary General on 20 November 2025, for a two-year term beginning on 1 January 2026. On behalf of the entire Executive Committee, I wish him every success in guiding CIT through this challenging period for rail.

None of these essential CIT activities would be possible without the dedicated colleagues who work day by day on the many topics addressed in the different committees and working groups, or without the committed experts of the CIT General Secretariat. On behalf of the whole Executive Committee, I would like to thank them all most sincerely – and to count on their continuing support.

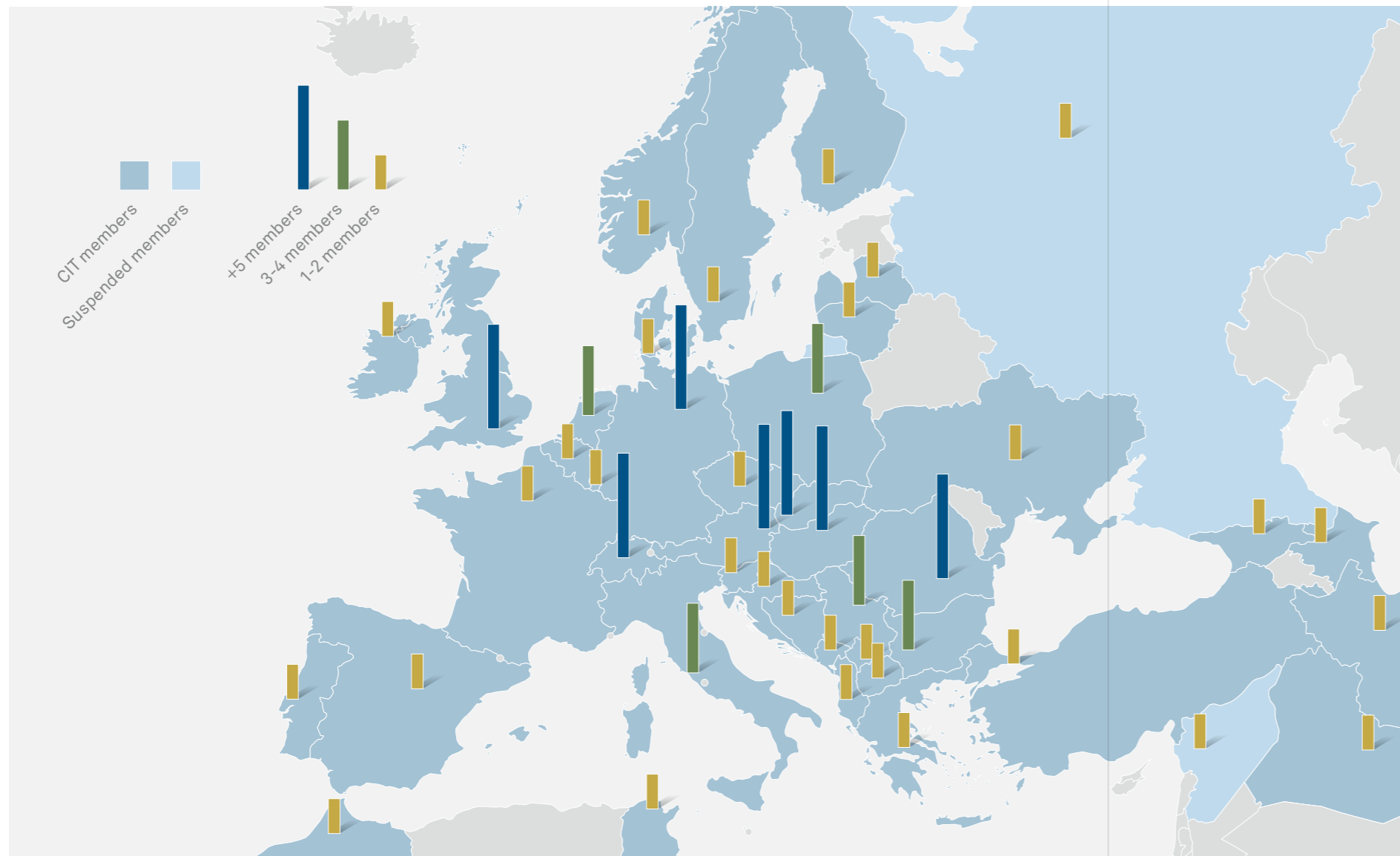
Merci beaucoup!

I look forward to our fruitful cooperation in 2026 as we continue to keep the train moving forward.

Yours sincerely

Maria Sack
CIT President

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

In international transport, railways continue to encounter a variety of obstacles. This is reason enough for CIT to take the initiative and seek practicable solutions and simplifications benefiting its members.

The CIT represents 115 members and 7 associated members in over 40 countries in Europe, Asia and Maghreb

Source: CIT

Highlights at a glance

Members

CIT is an international association of railway undertakings and shipping companies that operate international passenger and/or freight transport services. CIT has 115 full members and 7 associate members. CIT is an association under Swiss law (Art. 60 et seq. of the Swiss Civil Code) with its headquarters in Bern. Members from Russia and Syria have been temporarily suspended.

Mandate

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. 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, CIT considers current and forthcoming developments in international passenger and freight transport, including, for example, digitalisation, multimodality, and data protection.

Daily activities

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, as 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 the specialist bodies. Their decisions are also prepared by working groups and expert groups for waste and other special transports as well as data protection for passenger transport.

Network and cooperation

CIT has outstanding connections with institutions and authorities within the transport sector in Europe, Asia and North Africa/Maghreb. It practises 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, with each member paying a membership fee proportional to the level of its international volumes in passenger and/or freight transport. The current reserve fund surpluses are being redistributed to members. Each full member has one vote, regardless of the amount paid in membership fees.



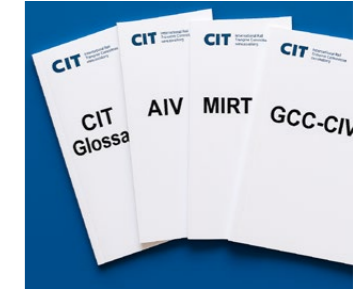
Source: CIT Rail History

CIT: a brief history

CIT was established in Milan in 1902. The first official CIT session (General Assembly) was held in Florence in 1903. The founding members approved the regulations on the “Uniform Supplementary Conditions” to the Berne Convention and the “Internal Regulations for the International Rail Transport Committee (CIT)”. Unlike the Central Office for International Carriage by Rail established under the Berne Convention (known at the time as the Central Office for International Carriage by Rail, OCTI and which was later replaced by the OTIF), CIT members were not states but railway undertakings. In the years leading up to the First World War, CIT was managed by the Austrian State Railways.

After the First World War, the Swiss Federal Railways (SBB) took the initiative to re-establish CIT's activities, working closely with OCTI, which continued to administer the Berne Convention framework. At the first post-war meeting in 1921 in Lugano, SBB was elected as the managing administration. With only a few exceptions, the relevant railway administrations covered by the Berne Convention once again took part in CIT's work.

A particularly important milestone was the meeting held in June 1924 in Kristina (Norway), at which supplementary provisions were prepared in connection with the next revision of the Berne Convention, especially in the field of passenger and luggage transport. That work fed into the International Convention concerning the carriage of passengers and luggage by rail (CIV), adopted in 1924 and entering into force on 1 October 1928, alongside the long-established convention on the carriage of goods by rail (CIM), which had been adopted in 1890 and entered into force in 1893.



New CIT products and ongoing developments

CIT is developing strategic new products for cross-border freight, with a particular focus on strengthening the relationship between contractual carriers and substitute carriers. Two complementary tools have been created for this purpose: a uniform boilerplate contract for sub-contracted carriage, which entered into force this year, and a standardised boilerplate clause on sub-contracted carriage, due to be finalised by the end of 2025. The clause is especially significant because it sets minimum standards for sub-contracted carriage and helps prevent information gaps in cascaded sub-contracting chains — an issue that frequently arises today when carriers lack visibility on the number of sub-contracting levels involved.

At the same time, CIT continued to strengthen the customer focus of its products in passenger traffic. As part of this initiative, the revision of the General Conditions of Carriage for passengers was launched to ensure clearer, more user-friendly language for passengers. CIT remains further actively involved in the ongoing TSI Telematics discussions through the Joint Sector Group (JSG) and the Common Support Group (CSG) for the retail part, of which it is a standing member. The revised TSI Telematics (TEL TSI) text was approved by the responsible RISC committee in November 2025. CIT will support the review of the new legal text, identify which products require updating, and determine what further action is needed, such as supporting companies in drawing up implementation guidelines.

Transport law and railway policies



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 OTIF and EU level.

In 2025, the CIT played a central role in identifying the interfaces between the three layers of international rail law within the framework of COTIF, supranational EU secondary law, and relevant technical sectoral documents, as well as CIT products for passenger and freight carriage.

This work is becoming increasingly important, particularly given the growing number of European Union initiatives concerning passenger rights and digitisation in freight traffic. These developments require CIT expertise to maintain an overview, monitor developments systematically, and assess their legal impact and compatibility with CIT products and legal provisions. Through this work, CIT is contributing to a clear, legally sound and practical advancement of the European rail sector.

Highlights at a glance

Uniform railway transport law

The Convention on the Contract for the International Carriage of Goods by Rail (URL Convention) was adopted on 17 November 2023 by the United Nations Economic Commission for Europe (UNECE). So far, four countries have signed the agreement: Togo on 27 June 2024, the Netherlands on 21 November 2024, China on 19 March 2025 and Germany on 27 March 2025. The URL Convention remains open for further accessions by any States that have not yet signed. In order to enter into force, the URL Convention requires five legally valid acceptances and will enter into force six months after the date on which five states have deposited their instruments of ratification, acceptance, approval or accession.

The URL Convention establishes a harmonised international legal framework for the carriage of goods by rail between participating States, which are otherwise subject to the CIM or SMGS systems. By bridging the gap between the CIM and SMGS systems, this Convention creates a harmonised

contract of carriage, a harmonised consignment note, a harmonised liability system and thus a comprehensive, harmonised legal system. Article 5.2 states that the URL consignment note must be drawn up by transport undertaking associations such as CIT. Moreover, the URL consignment note may also be used as a negotiable document (bill of lading). The URL provisions therefore take precedence over national laws for international contracts of carriage of goods across Eurasian corridors, provided that the parties have opt-in to apply the Convention for their single transport contacts.

The Secretary General of the United Nations is designated as the depositary of this Convention. The UNECE Secretariat invited CIT to be fully involved in the preparation of the URL consignment note. This invitation recognises and values the practical work carried out by CIT on the operationalisation of the URL Convention in particular and the UNECE global programme for the carriage of goods by rail in general.



Further improvement of passenger rights at international level

In April 2025, CIT, together with the CIT President, participated in the meeting of the OTIF Ad Hoc Committee on Legal Affairs and International Cooperation and contributed on issues relating to a possible revision of the Uniform Rules concerning the Contract of international Carriage of Passengers by Rail (UR CIV). Based on the survey conducted, passenger rights were included as a priority topic in the OTIF work program for 2025–2027.

At the OTIF meeting, the CIT General Secretariat commented on the planned priorities for revising the CIV Uniform Rules. It was critical of the high priority given to passenger rights in the work programme, particularly as initiatives to extend passenger rights are already underway at EU level. The CIT General Secretariat also pointed out that the CIV Uniform Rules are an annex to the EU Passenger Rights Regulation (PRR). Discussions within the framework of the CIV Uniform Rules should not lead to an extension of passenger rights under the PRR, nor to further overlap or inconsistencies between the two legal texts. CIT therefore advocates coherent, interconnected rules for the protection of passenger rights at both international and supranational level, thus giving railways a level playing field with other modes of transport.

Data exchange with third parties in collaboration with RailData

Discussions at the CIT Freight Claims Conference in October 2025 highlighted the growing need for data exchange between all stakeholders in international rail freight. In future, it will be important to establish a clear framework for data exchange addressing the following issues:

Data security and confidentiality ensuring that all data exchanged with third parties complies with applicable data protection, privacy and confidentiality requirements. Wherever possible, only the data that is necessary should be shared with third parties, for example in the context of international carriage of dangerous goods, waste goods or military equipment.

Transparency ensuring that detailed logs are kept of who accesses which data and why. A central register could help to track third-party access and ensure that all stakeholders have a shared overview.

Interoperability coordinating and standardising interoperability across different IT systems and platforms (e.g. RailData, port infrastructure systems, freight forwarding platforms) to ensure seamless, consistent data flows throughout the whole transport chain.

Managing international freight traffic requires careful consideration of regulatory and operational differences between countries and transport corridors, which can affect how data exchange is handled across borders. Coordination with international railway undertakings, ports, customs authorities and freight forwarders will be pivotal in harmonising practices and ensuring seamless, compliant data exchange.

International passenger traffic



International passenger traffic is being reshaped by a fast-moving mix of EU passenger-rights initiatives and international rail law (CIV). While CIT only transposed the current Rail Passengers' Rights Regulation (EU) 2021/782 into its products, new amendments are already under consideration, including a targeted revision extending certain rights to separate transport contracts sold under one transaction. Against this backdrop, CIT focused on two priorities: strengthening the sector's Agreement on Journey Continuation (AJC) as a practical alternative to further regulation and safeguarding workable digital ticketing and data-protection solutions for international rail travel. In parallel, CIT supported the TSI Telematics revision and helped members apply GDPR alongside new EU data laws.

Highlights at a glance

AJC moves to the top of the political agenda

As the Commission explores extending certain Rail PRR rights to journeys made up of separate transport contracts sold under one single transaction, “journey continuation” represents a critical reference point for assessing these changes. CIT’s message is that a transparent, sector-led solution can deliver practical help to passengers without creating hard-to-implement new legal duties.

In this context, the Agreement on Journey Continuation (AJC) remained CIT’s flagship passenger priority and the sector’s practical answer to train disruption. CIT’s aim is to strengthen the credibility of a sector-led solution: expand participation, make processes simpler for staff and passengers, and improve transparency towards passengers.

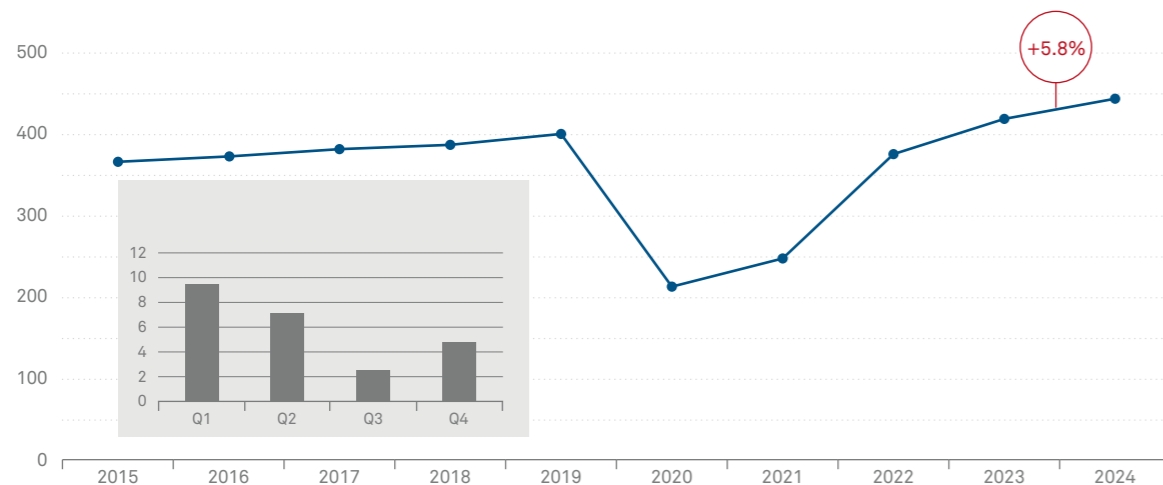
AJC strengthened in scope and execution

The agreement’s reach continued to grow, with LTG Link (Lithuania) and Snälltåget (Sweden) joining in 2025. In parallel, CIT and UIC advanced the digitisation of still paper-heavy AJC processes via eTCD, aiming to reduce reliance on paper delay confirmations and make frontline handling faster and more customer-friendly in future.

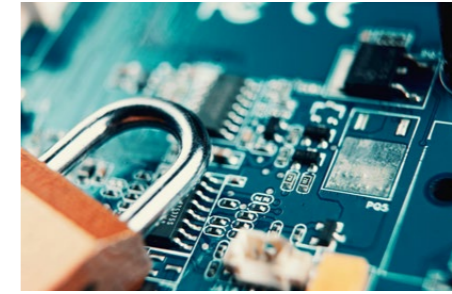
Ticketing: progress on OSDM, but the TSI Telematics debate remains critical

The sector succeeded in having UIC’s OSDM standard referenced in the evolving TSI Telematics text (now integrating TAP and TAF into a single “TSI Telematics/TEL TSI”) – an important step for interoperable distribution. At the same time, CIT continues to flag unclear terminology and proposed role

Rail passenger transport for main undertakings, EU, 2015-2024
(billion passenger-kilometres)



Note: data for Belgium are not included. 2015-2023: based on quarterly data for Hungary
Source: Eurostat (online data codes: rail_pa_typepas and rail_pa_quartal)



concepts (notably “Lead Railway Undertaking”) that risk clashing with international passenger-traffic reality and established chains in responsibility. CIT is supporting the legal assessment of new TSI Telematics and will evaluate implications for the CIT Manual for International Rail Tickets (MIRT) and align this Manual accordingly.

Data protection becomes a passenger-traffic priority

Ticketing and distribution increasingly depend on data sharing across actors and borders, and compliance questions are multiplying. CIT’s data protection conference in June 2025 (Bern and online) gathered around 70 participants and focused on applying GDPR in combination with newer EU frameworks such as the Data Act and the AI Act. CIT also continued developing practical guidance, will work on its data protection manual in future.

December timetable change: key product updates delivered

Several passenger-traffic instruments were updated with effect from 14 December 2025. Changes included AJC enhancements (including a digital delay certificate option), adjustments to the CIT General Conditions of Carriage (GCC-CIV/PRR) for certain delay scenarios, an update on the Agreement on Claims Handling (AIV) adding standard confidentiality clauses for third-party use to safeguard CIT’s intellectual property, and an expanded glossary including new terms to reflect distribution necessities.

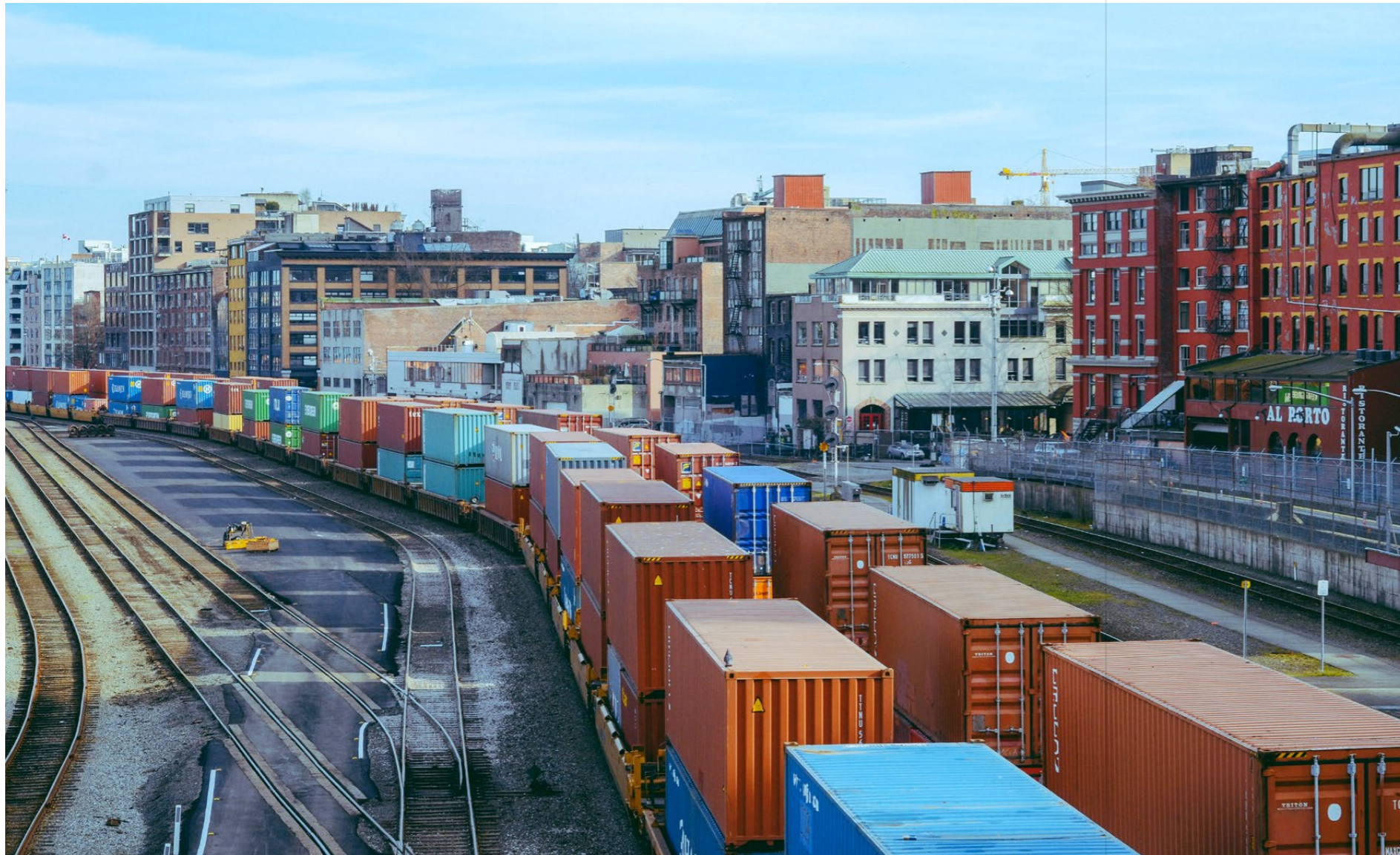
A crowded passenger-rights agenda and a push for legal coherence

International passenger traffic is being reshaped by a fast-moving mix of international rail law (CIV) and EU passenger-rights initiatives. While the current Rail Passenger Rights Regulation (EU) 2021/782 has only recently been transposed into practice and into CIT products, new amendments are already under discussion. CIT therefore continued its work both at EU level (including in close cooperation with CER) and at OTIF level, where it is involved in the possible revision of CIV. A central aim is legal coherence: definitions should reflect railway reality, distinguish clearly between the carrier and the ticket vendor, and avoid regulatory duplication or a renewed round of “rights inflation” that would be difficult for railway undertakings to implement consistently.

Working towards a coherent and passenger-oriented framework

Alongside AJC, CIT monitored the wider passenger ecosystem that enables international travel to function in practice. CIT has initiated the process of developing a more customer-friendly design of the GCC-CIV/PRR, aiming to enhance the clarity of its rules for passengers. This work will be finalised during the next year.

International freight traffic



International freight traffic faces multiple challenges and obstacles, but CIT and its members continued to provide practical legal support and market-ready tools. Work in 2025 focused on three connected strands: strengthening the legal and contractual framework for cross-border freight (including new standard documentation for sub-contracted carriage), advancing sector digitisation in line with OTIF and EU developments (TSI Telematics, eFTI, EU customs code), and maintaining legal expertise in wagon law at the interface between the COTIF CUV revision and UIC prerogatives, such as the updating and upgrading of the General Contract of Use (GCU).

Highlights at a glance

New tools for sub-contracted carriage

CIT introduced a uniform boilerplate contract for sub-contracted carriage, which came into force in July 2025. In addition, a standardised boilerplate clause on sub-contracted carriage was set to be finalised by the end of 2025. The goal is to set minimum standards, improve transparency in the cascade subcontracting scheme within contractual relationships in international freight transport, and strengthen these relationships between contractual and substitute carriers.

Freight expertise and exchange

Despite a hard and difficult market environment for many freight operators, CIT continued to maintain freight know-how through specialist conferences and bilateral training sessions. The Conference of

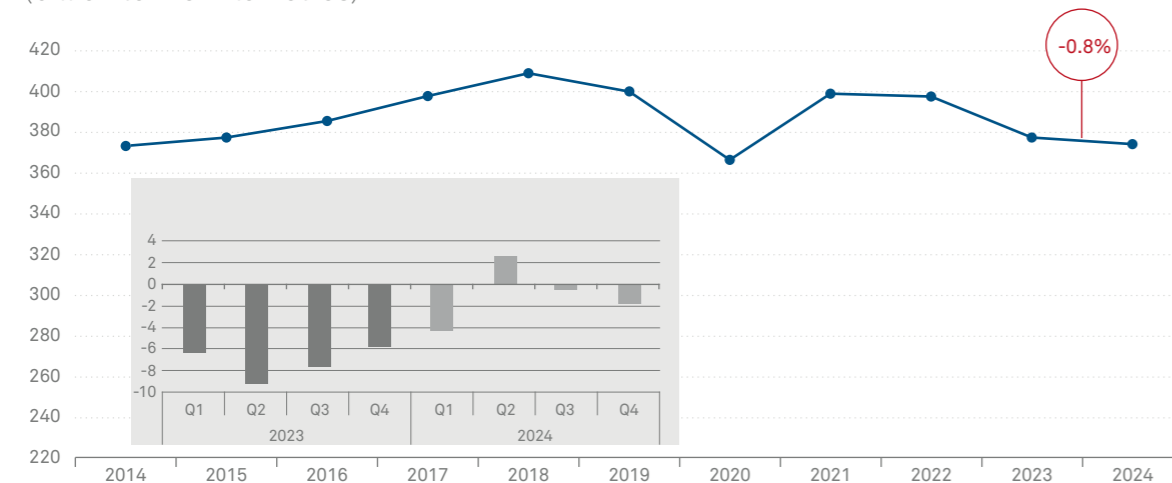
Freight Claims Departments in October 2025 remained a key expert platform for practical exchange between claims and operational specialists.

Digitisation and freight standards

In the Joint Sector Group (JSG), CIT stayed closely involved in the revision of the TSI Telematics (now combined in the "TEL TSI"). The revision text was approved by the RISC committee in November 2025 and was published in the Official Journal of the European Union in February 2026. CIT will review the text, identify product impacts and support members with follow-up steps such as implementation guidance or a targeted Sector Handbook. In parallel, CIT worked on adapting the CIM electronic consignment note specifications to new customs requirements (security initiative / EU ICS2 Release 3).

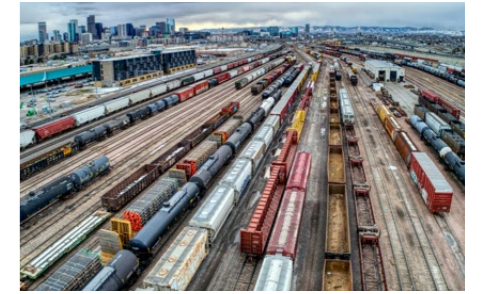
Rail freight transport for main undertakings, EU, 2014-2024

(billion tonne-kilometres)



Note: data for Belgium are not included.

Source: Eurostat October 2025 (online data codes: rail_go_typepas and rail_go_quartal)



eFTI and DTLF II

The eFTI Regulation has been in force since August 2024 and covers digital documents for dangerous goods, combined transport and waste shipments. National authorities' implementation will become mandatory from July 2027. CIT monitors this work with sector partners (notably CER and JSG) to assess impacts for members and to promote consistent data use by railways.

Wagon law and CUV/GCU alignment

CIT continued to act as a legal interface between railways, OTIF (revision of the CUV Uniform Rules) and UIC (GCU – General Contact of Use for wagons). In 2025, CIT took part in meetings of the UIC Wagon Users Study Group in Paris and online, contributed to the CUV revision (including liability aspects in CUV and the GCU), and submitted a targeted and substantiated answer to the OTIF survey. CIT also supported work on GCU topics such as the electronic wagon note. A dedicated workshop is planned in October 2026 to discuss the development of CUV and the GCU towards 2030 and the wider outlook for wagon law in the future.

Standardising sub-contracted carriage in cross-border freight

In international rail freight, the contractual carrier often relies on one or more substitute carriers, and subcontracting can be cascaded across several levels. In practice, this can leave the contractual carrier with limited visibility of the terms being applied further down the chain, and with uneven service quality, unclear responsibilities and increased legal risk in the event of disruption or claims.

To address this, CIT has been developing practical, standardised documentation that complements existing tools and helps members define clearer

interfaces between contractual and substitute carriers (and, where relevant, successive carriers). A first milestone was reached in 2025 with the entry into force of a uniform boilerplate contract for sub-contracted carriage. Designed for opt-in use, it provides a basic contractual framework and sets out the overall relationship between the contractual carrier and the substitute carrier in international freight traffic.

Building on this, CIT is preparing a standardised boilerplate clause on sub-contracted carriage, expected to be finalised by the end of 2025. The clause is intended to set minimum standards for subcontracting and to reduce the current information gap that arises when carriers have insufficient insight into cascaded subcontracting levels. It is also meant to give members a more robust, ready-to-use, standardised alternative to purely general terms, allowing more detailed and harmonised provisions where needed.

Taken together, the boilerplate contract and clause aim to increase legal certainty, harmonise key processes and offer contractual carriers a practical means of quality assurance for the services performed by substitute carriers; all while remaining compatible with the operational reality of cross-border freight.

These developments sit alongside CIT's wider work on revising the CIM and CUV Uniform Rules and on modernising freight documentation and digitisation in line with EU requirements.

Use of infrastructure



In 2025, CIT remained closely involved in legal work on EU regulations on the use of railway infrastructure capacity (“Capacity regulation”) – a key issue with far-reaching implications for how train paths are coordinated and managed across Europe. After a concluding trilogue meeting between EU institutions, a consensus on the text appeared to have been reached. CIT will analyse the Capacity Regulation within the scope of its competences, with particular attention to the governance including the planned European Railway Platform (ERP).

Alongside the EU process, CIT continued its work at international level, including preparations for a possible revision of the CUI Uniform Rules, with a focus on broadening its scope and achieving greater harmonisation, particularly regarding liability issues between railway undertakings and infrastructure managers.

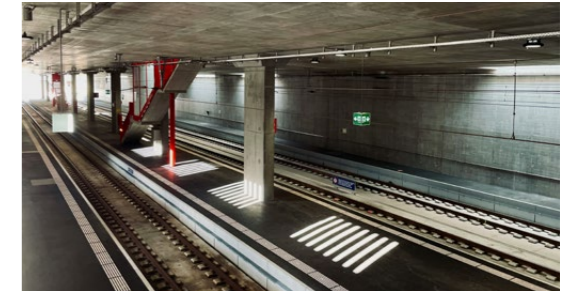
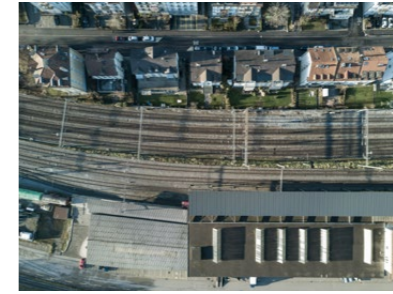
Highlights at a glance

Legal expertise on the EU Capacity Regulation

CIT contributed specialist legal input so that the Capacity Regulation reflects operational and legal realities. A core issue for CIT's follow-up analysis is how the requirements of the Regulation match with the existing contractual framework between infrastructure managers and railway undertakings and the realisation of the "penalties" under the Regulation. Furthermore, the legal text provides for the creation of a European Railway Platform (ERP), intended to help railway undertakings and other so called operational stakeholders to coordinate positions vis-à-vis infrastructure managers within the European Network of Infrastructure Managers (ENIM). In 2026, CIT will identify the areas in it can support the ERP's work within the remit of its Executive Committee and competent body, the CUI Committee.

CUI revision and standardised contracts for cross-border infrastructure use

At OTIF level, CIT continued drafting proposals for a possible CUI revision, seeking in particular to extend infrastructure managers' liability vis-à-vis railway undertakings to cover other kinds of pecuniary loss, and to broaden the CUI's application to national path agreements. In parallel, CIT promoted the use of the harmonised E-SCU-I and will examine potential updates to existing products and the need for new instruments.



Capacity Regulation and CUI: keeping the legal framework workable for RUs

From policy ambition to binding rules

The EU Capacity Regulation is designed to implement the Timetabling and Capacity Redesign (TTR) programme and improve the coordinated use of rail infrastructure across Europe. With the institutions converging on a final text after the trilogue in November 2025, CIT's priority is to review what the agreed provisions mean in practice for railway undertakings, especially regarding questions on liability, as well as new necessary infrastructure use contracts between infrastructure managers and railway undertakings.

ERP: coordination tool or a new layer of complexity?

One central element is the envisaged European Railway Platform (ERP), which should enable railway undertakings and other operational stakeholder to coordinate positions in their interactions with infrastructure managers organised within ENIM. ERP offers an opportunity to provide a strong, concise counterpart to ENIM, but it also carries the risk of adding a further layer of complexity. The railway sector's aim is therefore to shape ERP in a way that delivers genuine and cost-efficient added value for its members.

Once the final text of the Capacity Regulation is available, CIT will analyse how ERP is structured and what legal support CIT can realistically provide through its competent bodies.

CUI revision: liability and scope where it matters

In parallel, CIT is active in preparations for a possible CUI Uniform Rules revision at OTIF level. CIT's focus is on extending infrastructure managers' liability to additional forms of pecuniary loss and on widening the CUI's reach to include national infrastructure use agreements, thereby strengthening legal protection for railway undertakings beyond purely international paths, as these are still rare in practice.

Contractual tools as the practical backbone

Finally, CIT continues to promote the use of the harmonised CIT/RNE E-SCU-I, while assessing whether existing instruments need updates (or whether further harmonised, multi-network documents are required) so that contractual practice keeps pace with the evolving EU and OTIF frameworks.

Internal matters

General Assembly

The 2025 General Assembly took place at the UPU in Bern and online via Zoom and was chaired by CIT President Maria Sack (DB AG). Her announcement that CIT Secretary General Gilles Mugnier had passed away unexpectedly on 10 May 2025 was followed by a minute's silence in his memory.

The required statutory elections were also held. Following the Executive Committee's recommendation, the General Assembly elected Dr Erik Evtimov as CIT Secretary General for a two-year term starting on 1 January 2026. Martin Leiter (Data Protection Officer, ÖBB-Holding AG) was re-elected as Chair of the CIT Data Protection Expert Group until 31 December 2028.

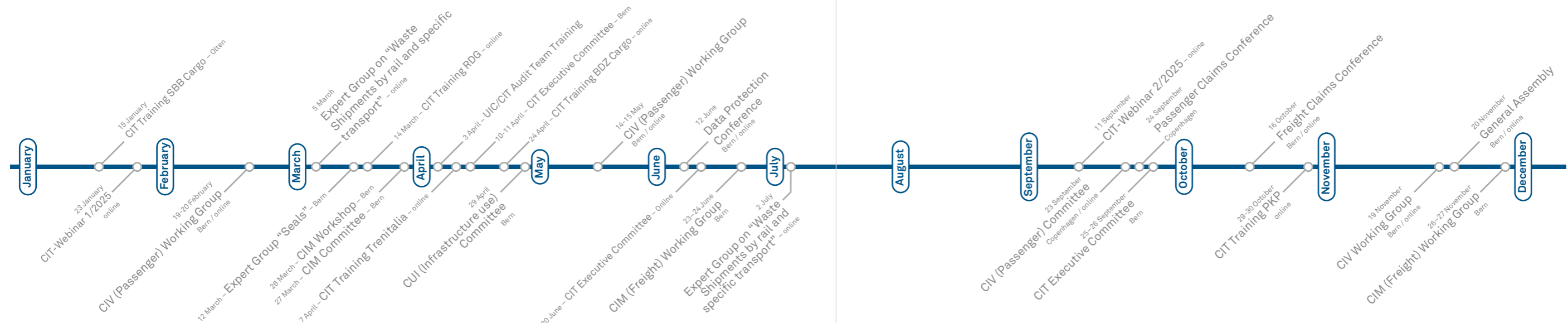
The General Assembly addressed all statutory items and approved the 2024 accounts and balance sheet, as well as the 2026 budget, which remained unchanged at CHF 2,206,000.

The 2024 profit-and-loss account closed with an income surplus of CHF 242,112, which was provisionally transferred to the reserve fund, increasing it to CHF 1,510,196. The distribution of the surplus, initiated in 2024, will continue.

Finally, the General Assembly noted the programme of work and meetings for 2026, along with the priority focal points. It approved the ongoing revision of CIT internal regulations, which need to be adapted and updated to meet stricter modern governance requirements. It was also agreed that the "Berner Tage" would be held in June 2027 to celebrate CIT's 125th anniversary.

The next CIT General Assembly will be held in Bern and online on 26 November 2026

CIT events 2025



General Assembly



38th CIM Working Group



65th CIV Working Group

Executive Committee

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

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

The Executive Committee met twice in 2025 (10/11 April and 25/26 September) at the CIT premises in Bern and once on 20 June 2025, an important online meeting was also held, during which a resolution was passed to appoint Dr Erik Evtimov as Secretary General for an interim period.

General Secretariat

In 2025, in addition to the Secretary General, the General Secretariat employed two lawyers, one railway expert and two secretaries.

CIV/CIM/CUI Committees CIV/CIM Working Groups Expert Groups

Two groups of experts support CIT work, namely Data protection and Waste and transport of other Special Transports.

Communication

The General Secretariat ensures CIT's communications through four main channels:

- CIT-News: a quarterly publication with four online issues released in 2025
- Circular letters: 23 sent in 2025
- CIT website
- LinkedIn: at the end of 2025, the LinkedIn page had over 1200 followers, an increase of over 250 followers in the course of a year.

Balance Sheet

The 2025 income statement closed with an income surplus of CHF 403,808. The reserve fund has thus increased from CHF 1,510,196 to 1,914,004.

On 26th March 2026, PricewaterhouseCoopers AG examined the financial statements and accounts, and recommended their approval. The auditors' report can be found on page 31 of this 2025 Annual Report.

	Balance sheet at 31.12.2025		Balance sheet at 31.12.2024	
	CHF	%	CHF	%
Cash	1,911,432	95.0	1,559,510	90.3
Trade accounts receivable	292,435	14.5	478,896	27.7
Allowance for doubtful accounts	-275,000	-13.7	-390,000	-22.6
Other current receivables	1,162	0.1	917	0.1
Inventory / Publications	1	0.0	1	0.0
Accrued income and prepaid expenses	81,584	4.1	77,326	4.5
Total current assets	2,011,614	100.0	1,726,650	100.0
Property, plant and equipment	1	0.0	1	0.0
Total fixed assets	1	0.0	1	0.0
Total assets	2,011,615	100.0	1,726,651	100.0
Trade accounts payable	12,438	0.6	21,523	1.2
Other current liabilities	31,121	1.5	47,817	2.8
Accrued expenses and deferred income	54,052	2.7	147,114	8.5
Total current liabilities	97,611	4.9	216,455	12.5
Total liabilities	97,611	4.9	216,455	12.5
Reserves 01.01.	1,510,196	75.1	1,268,084	73.4
Profit for the year	403,808	20.1	242,112	14.0
Total reserves 31.12.	1,914,004	95.1	1,510,196	87.4
Total liabilities and reserves	2,011,615	100.0	1,726,651	100.0

To be submitted for approval to the General Assembly on 26 November 2026.

Income Statement

	Budget		Result	Result
	2025		01.01.-31.12 2025	01.01.-31.12 2024
	CHF	%	CHF	CHF
Member subscriptions	2,200,000	104.0	2,196,152	2,222,501
Regulations member subscriptions	0	0.0	-86,971	0
Compensation refunds of COVID	0	0.0	0	0
Compensation Reserve fund distribution	0	0.0	-315,000	-165,000
Licences	0	0.0	1,500	0
Events - Bernese Days	0	0.0	0	11,640
Other services	6,000	0.3	0	2,800
Gross revenues	2,206,000	104.3	1,795,682	2,071,941
- Change allowance - doubtful accounts	-50,000	-2.4	115,000	-43,000
- Trade losses	-40,000	-1.9	-52,581	-31,294
Net revenues	2,116,000	100.0	1,858,101	1,997,647
- Printing costs	-5,500	-0.3	-3,484	-4,469
- Meeting costs	-78,000	-3.7	-66,650	-59,414
- Costs of events	-40,000	-1.9	-21,552	-63,748
- Public relations	-23,000	-1.1	-19,185	-19,594
- Costs of services	-137,000	-6.5	-71,907	-115,472
Translation fees	-40,000		-40,912	-48,077
Consulting fees	-35,000		-5,798	-35,653
Other costs of services	-2,000		0	-30
Travel expenses	-60,000		-25,197	-31,712
Total costs of material and services	-283,500	-13.4	-182,779	-262,698
Gross profit I	1,832,500	86.6	1,675,322	1,734,949
- Salaries	-1,200,000	-56.7	-809,005	-984,844
- Social security expenses	-260,000	-12.3	-170,187	-201,988
- Other personnel costs	-33,000	-1.6	-30,928	-30,492
Total personnel costs	-1,493,000	-70.6	-1,010,120	-1,217,324
Gross profit II	339,500	16.0	665,202	517,625
- Costs of accommodation	-129,000	-6.1	-135,659	-134,251
- Equipment and maintenance costs	-7,600	-0.4	-804	-13,839
- Administration and IT	-170,700	-8.1	-121,340	-128,667
Total other operating expenses	-307,300	-14.5	-257,804	-276,757
Operating result before interests	32,200	1.5	407,398	240,868
+ Financial income	6,000	0.3	700	4,545
- Financial expense	-8,000	-0.4	-5,786	-3,189
Operating result	30,200	1.4	402,313	242,223
+ Extraordinary income	0	0.0	1,935	0
- Taxes	-500	0.0	-440	-111
Profit for the year	29,700	1.4	403,808	242,112

To be submitted for approval to the General Assembly on 26 November 2026.

Appendix to the 2025 and 2024 Annual Accounts

	31.12.2025 CHF	31.12.2024 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 120'540 included additional expenses.		
Liabilities to pension funds	12'361.00	17'338.35
Resolution General Assembly of 21 November 2024 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. Due to the surplus in the 2023 accounts, an additional distribution of CHF 150,000.00 was decided upon.		
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.		
Significant events occurring after the date of the balance sheet Between the date of the balance sheet and its approval by the Executive Committee on 23 April 2026, 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, profit and loss account, and appendix to the 2025 and 2024 annual accounts) of International Rail Transport Committee (CIT) for the year ended 31 December 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
Licensed audit expert

Bern, 13 May 2026

Enclosure:

- Financial statements (balance sheet, profit and loss account, and appendix to the 2025 and 2024 annual accounts)

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CIT news and information channels

CIT Website Analytics (1 March 2025 – 1 March 2026)

During the reporting period, the CIT website recorded 140,137 page views generated by 54,480 active users. Users viewed an average of 2.57 pages per session, with an average interaction time of 36 seconds, reflecting steady engagement with the platform. The most frequently accessed sections were 'The CIT' and 'CIT News', followed by 'COTIF', 'Das CIT', and 'Circular Letters'. This pattern indicates that visitors primarily consult the website for general information about CIT, current news, and regulatory content. Noticeable increases in traffic during July, December and February correspond with the publication of key news, documents, and sector-related updates.

CIT News Analytics (3 March 2025 – 3 March 2026)

During the reporting period, the CIT newsletter reached a total of 1,814 subscribers, including 175 new subscribers gained throughout the year. The data indicates steady subscriber growth, with several visible peaks reflecting periods of increased interest. In total, 7,432 emails were distributed. The newsletter achieved an average open rate of 36.52% (2,714 opens) and a click rate of 10.52% (782 clicks), demonstrating consistent engagement among readers. The highest number of opens for CIT NEWS 4/2025 was recorded in Ireland, Switzerland and the Netherlands, followed by Germany and the United States.

CIT LinkedIn Analytics (2 March 2025 – 1 March 2026)

During the reporting period, the CIT LinkedIn account recorded 275 new followers, achieved entirely through organic growth without sponsored campaigns. The data shows steady audience expansion throughout the year with several visible peaks reflecting increased engagement. The majority of followers are located in major European regions, particularly in Paris, Brussels and Bern, followed by other important locations such as Zurich, Rome, Berlin, Frankfurt, Vienna and Warsaw. In terms of professional background, most followers work in the rail transport sector (24.6%), followed by truck transportation (9.2%) and transport, logistics and supply chain (8.8%).

Index of abbreviations

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)

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)

CUV

Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic

EU

European Union

E-GTC-I

European General Terms and Conditions of Use of Railway Infrastructure

E-SCU-I

European Standard Contract of Use for Railway Infrastructure

ERA

European Rail Agency

GCC-CIV/PRR

General Conditions of Carriage for Rail Passengers

GCU

General Contract of Use for wagons

GDPR

General Data Protection Regulation

GLV-CIM

CIM consignment note manual

GTC

General Terms and Conditions

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. 2021/782 on rail passengers' rights and obligations

RNE

RailNetEurope

RU

Railway Undertaking

TAF/TSI

Technical Specification for Interoperability relating to Telematics Applications for Freight Services

TAP/TSI

Telematics Applications for Passenger

TRACECA

Transport Corridor Europe-Caucasus-Asia

TTR

Redesign of the International Timetabling Process project

UIC

International Union of Railways

UNECE

United Nations Economic Commission for Europe

UR

Uniform Rules

IMPRINT

Published by: CIT, International Rail Transport Committee, General Secretariat
Concept and layout: kong.gmbh, Biel/Bienne
Pictures ©: CIT; iStock; page 8, Colin Lloyd; page 10, UNIS Vienna - Johanna Kleinert; page 11, Rasa Kasparaviciene, Wesley Tingey; page 12, Claude Gabriel; page 15, Sasun Bughdaryan; page 16, Matt Hanns Schroeter; page 19, Aron Yigin, Acton Crawford; page 20 Sam Sony_ILCE-600; page 23, Teo Zac, Giacomo Butler
Printed by: UPU, Universal Postal Union, Berne

Bern, June 2026

**International Rail
Transport Committee**

Comité international
des transports ferroviaires

Internationales
Eisenbahntransportkomitee

