

# Annual Report 2020







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# Editorial

**Maria Sack**  
Chair of the CIT



In 2020, much turned out differently from how we all expected it to. The COVID-19 global pandemic left its mark on the members of CIT. International passenger traffic practically came to a standstill in most member states and freight traffic also declined. The daily life of the CIT secretariat was affected as well. Since March of last year all meetings have had to be held only virtually. New issues and questions of transport law and data protection have arisen and been dealt with, in part thanks to CIT's extensive contributions to the work of UIC's COVID task force.

However, CIT was able to carry out its work programme to a large extent, and make headway on many files. The savings CIT was able to make due to pandemic-related restrictions will be passed on to members in the shape of reduced membership fees for 2021 and probably also for 2022.

Were there any positives? Yes, most certainly! Last year confirmed that in striving for greater digitalisation of our products we are on the right path. In many regards, it was digital networking that enabled any kind of business continuity and collaborative working – whether within our companies, at CIT, or with all our partners and partner organisations. Despite the pandemic we were able to continue negotiating constructively with RNE on the harmonisation of contracts for the use of infrastructure, and made some considerable headway. A second positive: our focus in the past few years on a modern ticketing system and the digitalisation of carriage documents is the right choice. The trend is clear, we are on the right track.

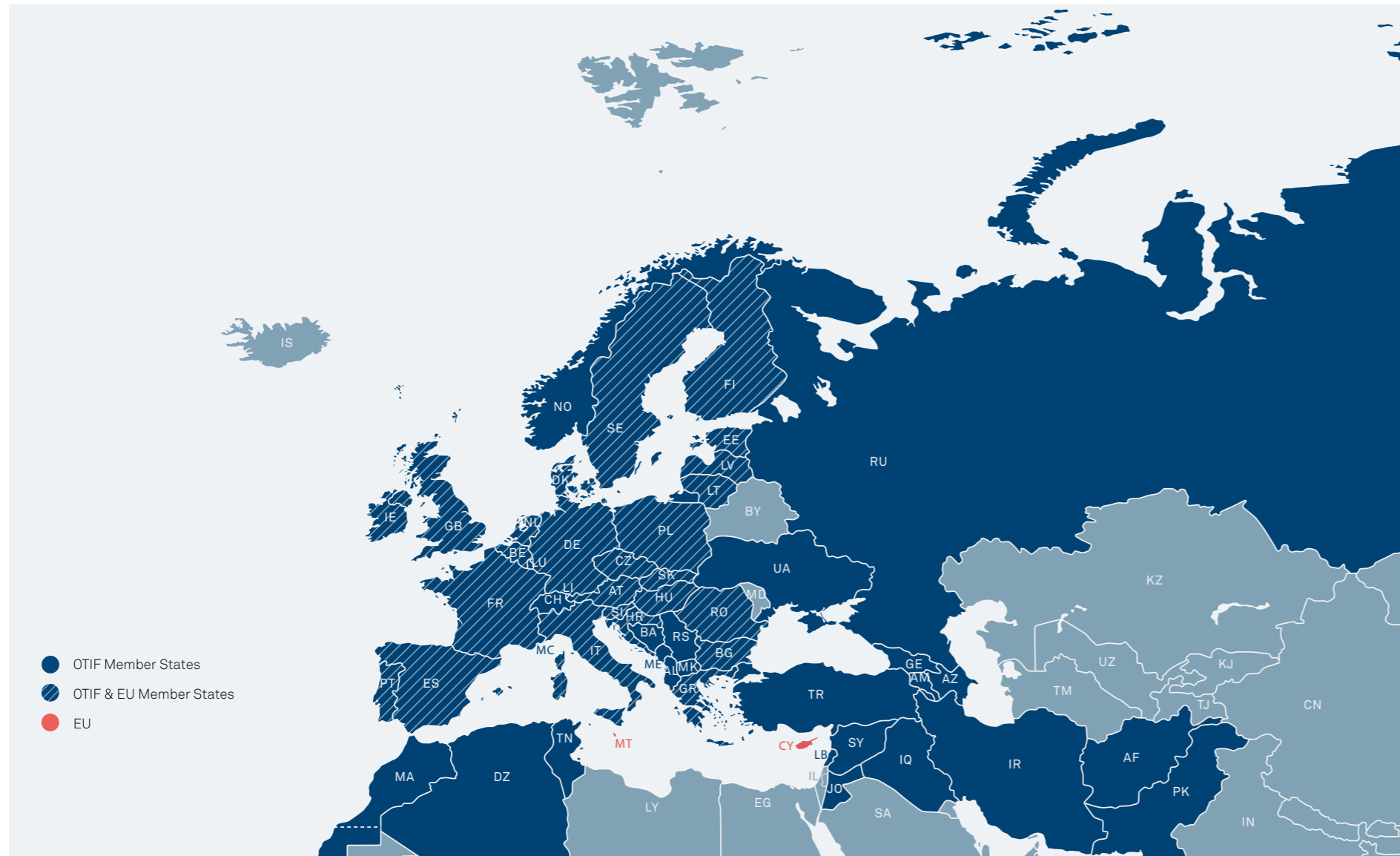
But we can – and must – increase the pace of work. A third and final positive: in multimodal transport, we are gradually opening up new possibilities for simpler collaboration. The 2020 Annual Report provides a wealth of insights into CIT's work.

Looking to 2021, however, a number of uncertainties remain. The pandemic has not gone away, but with advancing vaccine rollouts there is light at the end of the tunnel. The fundamental conditions underpinning a strengthening of rail transport – and thereby the role of CIT – are good. 2021 is the "European Year of Rail": all eyes are on us, so it is our job to demonstrate that the railways are innovative, able to perform in a reliable manner even under difficult circumstances, and customer-friendly. We will remain in the spotlight, since the European Green Deal will give rail a further boost. Mobility is an area where action is needed more than anywhere, and rail has better environmental credentials than virtually any other transport mode. As of end of 2020, the odds are very much in our favour – yet it is down to us to leverage these opportunities, including within the CIT framework.

I am happy to embark on this journey to the future together with you and thank you for your support and dedication!

# About CIT

OTIF – EU Member States  
(source: OTIF)



The International Rail Transport Committee (CIT) is the centre of legal expertise for railway undertakings and shipping companies. Its principal focus is on the implementation and continuing development of a unified body of regional and international transport law (COTIF and EU law). Furthermore, CIT is actively involved in simplifying rail transport services between Europe and Asia. CIT provides its members with legal services, up-to-date information and practical support. Like for everyone else, for CIT and its members 2020 was a year marked by the COVID-19 global pandemic.



1.8 million  
deaths



84 million  
confirmed cases



190 countries  
affected

## Global impact of COVID-19 as of end of 2020

Source: WHO, Statista.com, 04.01.2021

# Highlights at a glance

## Members

The CIT is an association of railway undertakings and shipping companies that operate international passenger and/or freight transport services. 129 organisations are full members of CIT, and a further 80 companies are indirectly affiliated through 7 associate organisations. The CIT is an association under Swiss law (Art. 60 et seq. of the Swiss Civil Code) with its headquarters in Bern.

## Mandate

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

## Operation

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

## Network

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

## Funding

The association's costs are borne by its members, with each member paying a membership fee proportional to the level of its international passenger and/or freight transport volume. Due to the COVID-19 pandemic, a rebate will be granted on membership fees in 2021 (see page right). Each full member has one vote, regardless of the amount of membership fee paid.



**COVID-19, the example of the Alpine corridor through Switzerland:**  
Freight traffic by road and rail both fell by approx. 12% in the first half of 2020. (measured by tonnage carried)

Source: Swiss Federal Office of Transport, 2020



## Support for CIT members, including those in extreme duress

Rail is a technically, organisationally, and legally complex industry, and competition between the various modes of transport is fierce. CIT helps create opportunities for its members to increase legal certainty, boost efficiency, and reduce costs. CIT continued to pursue this goal during the COVID-19 global pandemic, which hit the transport sector as a whole hard financially and presented it with major challenges - CIT members included.

### Support on legal matters

During the pandemic, many rail services stopped running. New hygiene measures had to be introduced to effectively protect rail workers and to ensure the safety of passengers and uphold their rights. In these unprecedented circumstances, CIT advised its members, providing legal support on contracts of carriage, passenger information, traffic interruptions, and customer services. COVID-19 also confronted CIT members with critical data protection issues. CIT therefore supported members in handling personal and sensitive data, particularly matters relating to the health of travellers and staff. CIT's many committees and working groups were a welcome forum in which to exchange experience in connection with the pandemic. And despite COVID-19, CIT was able to execute the bulk of its 2020 programme of work.

### Leveraging the benefits of digitalisation

Most of the scheduled meetings of CIT committees and experts were able to take place as video conferences, with many participants attending "from home". In thoroughly overhauling the CIT website, the new version of which went online in mid-June 2020, CIT has been able to significantly improve its digital service provision. The website is easier to navigate, a new "diary" function allows direct access to working documents, and a specific version for tablets and smartphones now also exists. In the near future, the website will feature new services and a "Law and practice" section. During 2021, the existing CIT-Info will be replaced by an electronic CIT newsletter.

### Passing on cost reductions to members

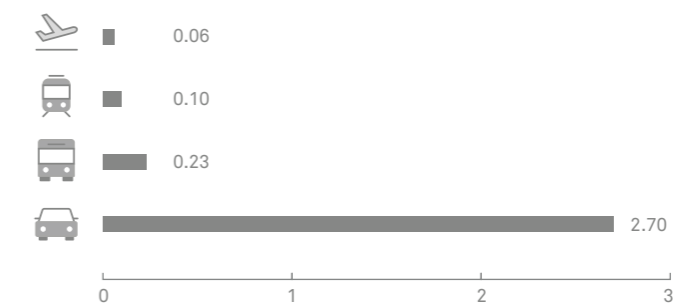
The reduced number of events due to the COVID-19 pandemic also reduced travel and interpretation costs, leading to lower expenditure by CIT. As decided by the 2020 General Assembly, the amount thus saved (150,000 Swiss francs) will be returned to CIT members in the shape of lower membership fees in 2021. There is likely to be a fees rebate in 2022 also, for the same reason.



# Transport law and transport policy



International transport law is one of the fundamental framework conditions for rail transport. Digitalisation, data protection, closer integration of business and the economy at international level, and the trend towards multimodal transport chains all increase legal complexity. The need for technical interoperability and harmonised legal regimes is ever more pressing. With its partners, CIT seeks to influence international law-making and supports its members in keeping track of developments and running their businesses with the greatest legal certainty possible. This also applies to traffic on east-west corridors between Asia and Europe.



**Rail is safe** (deaths per billion passenger kilometres, 2011 – 2015)

Source: European Commission Factsheet, "The European Year of Rail", March 2020



# Highlights at a glance

## Updated data protection documents

In June 2020, the new CIT Data Protection Expert Group held its inaugural meeting. Alongside topical issues connected with the COVID-19 pandemic, one central theme addressed was the implementation of the General Data Protection Regulation (GDPR). CIT has further added to the comments accompanying implementation in the new Manual on Data Protection for transport undertakings (MDP). The amendments took effect on 13 December 2020, when they were also published on the CIT website. Data protection continues to be a top priority: a conference on “Transport of passengers from a data protection perspective” is due to take place during 2021.

## A successful “Berner Tage”

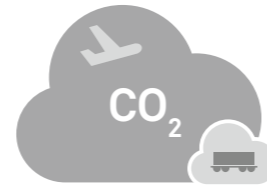
February 2020 saw the 10th CIT “Berner Tage”, attended by over 100 representatives of railways, authorities, universities, and the legal community. The overarching theme was the development of international transport law. The OTIF Secretary-General and a host of other high-level representatives of the EU, CER and UIC provided insights into current legislation, as well as issues connected with digitalisation, data protection, technical interoperability and legal harmonisation beyond the EU’s borders. Specific Freight and Passenger issues were dealt with during dedicated sessions of the conference programme. The next edition of the “Berner Tage” will be held on 10–11 February 2022.

## COTIF/CIV-PRR - SMPS liability regime

The COTIF/CIV-PRR – SMPS comparative table of liability regimes is taking shape. Thanks to support from RZD and OSJD, the English and Russian versions have been updated to 1 May 2020. Amendments to the Convention concerning International Passenger Traffic by Rail (SMPS) as of 1 May 2021 will also be included, as will the necessary changes stemming from the revised PRR once these enter force. The comparative table will then be republished during the course of 2021.

## European Green Deal

With the Green Deal, the EU is pointing the way to achieving a climate-neutral Europe by 2050. Unlike other parts of the economy, e.g. private households or manufacturing, the transport industry’s greenhouse gas emissions continue to rise. The target is to reduce them by 90% by 2050. Under the EU strategy, rail is set to play a vital role and increase its market share. To this end, the Green Deal will support capacity increases and better management of railway infrastructure, among other initiatives. This will benefit both passenger and freight services.



## China – Europe container trains 90% less CO<sub>2</sub> emissions than air freight

Source: TBN Logistik & Trade GmbH  
(www.tbn.group.de)



## High-potential East-West corridors

One of CIT’s central concerns is to further grow passenger and freight rail services on routes between Europe and Asia. Working with other organisations, particularly OSJD, we seek to facilitate transport between different legal regimes and make it more efficient so as to better harness the significant potential for railways.

### COVID-19: lessons learned

That this aim is a relevant one is confirmed not only by growing online trade but also by the COVID-19 pandemic. In 2020, railways were able to make a critical contribution to China-Europe traffic flows, carrying important medicinal products westward. This growth in volumes, however, soon served to highlight the barriers existing on these corridors in the shape of saturation at border crossings and delays. It is thus all the more important to improve conditions, e.g. through comprehensive use of the harmonised CIM/SMGS consignment note, as urged by CIT.

With OSJD, CIT is devoting particular attention to China-Europe postal shipments travelling by rail. Both organisations are actively participating in the Universal Postal Union (UPU) “Mail by Rail” project, the aim of which is to remove barriers and uncertainty in cross-border traffic, for instance in relation to the necessary accompanying documents.

### Electronic data exchange

Electronic data exchange is an important component in the efficient international transport of freight. CIT and RailData develop datasets for rail freight and for the CIM, SMGS and CIM/SMGS electronic consignment notes. Other international organisations such as UN/CEFACT and the European Commission are also taking an increasing interest in the exchange of transport-related data. Since it would be very valuable for such multimodal data to be interoperable, CIT and RailData have temporarily paused their work pending a joint seminar on the electronic CIM/SMGS consignment note set to be held with OSJD during 2021, which will appraise the current status of work and the opportunities for interoperable solutions.

### Focal points in passenger rail

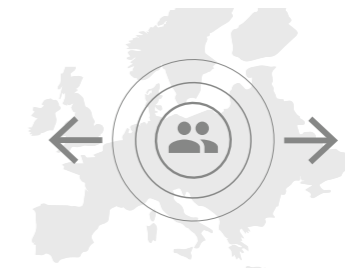
In passenger rail, CIT’s priorities are focused on the “Legal interoperability between CIV/SMPS” project, with work on a framework contract on the provision of services to govern the execution of cross-border passenger rail services shortly to conclude. This will need to incorporate the terminology used in the revised EU PRR, which is set to enter into force during 2021. The implementation of the framework contract under real-life conditions will then remain a priority throughout 2021. The interactive map of CIV/SMPS and PRR has also been updated, and will be published in early 2021.



# International passenger traffic



In international passenger rail, customer-friendliness is a decisive factor in success. International ticketing needs to be simplified and digitalisation fostered; the CIT products are updated on a continuous basis. One particularly important statute for customers and carriers alike is the EU Regulation on Rail Passengers, Rights and Obligations (PRR). Following a three-year revision process, the revised regulation will enter into force in early 2021 and become applicable from 2023. CIT is already working with its members and experts to prepare for implementation.



## Huge potential

Rail still has huge potential to increase its share of the international passenger segment. Europe's top international rail travellers are (per capita km/year, data from 2018): Luxembourg (213), Czech Republic (160) France (143), Switzerland (128). All other countries: under 100  
In terms of overall travel by rail, average per capita passenger km for the EU-27 was approx. 900 km.

Source: Eurostat, passenger transport statistics, July 2020



# Highlights at a glance

## Updated CIT products take effect

During 2020, a host of updates to CIT products were prepared, which took effect on 13 December. The products concerned are the Manual on Data Protection for transport undertakings (MDP), the Manual on International Rail Tickets (MIRT), the Agreement concerning the Relationships between Transport Undertakings in respect of International Passenger Traffic by Rail (AIV), and the Agreement concerning Journey Continuation in respect of International Passenger Traffic by Rail (AJC). The changes made to the MDP include amendments to the principles governing the processing of personal data. The MIRT manual now includes a boilerplate contract in connection with digitalisation and the production of security backgrounds, while the AIV and AJC each have a new appendix.

## Training at HZPP

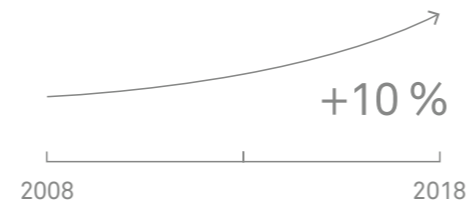
The CIT General Secretariat offers CIT members bespoke top-up training sessions. Before the COVID-19 pandemic hit, one successful such session was held at the Croatian railways (HZPP). The topics addressed included passenger rights, claims handling, customer service, data protection, ticketing, and liability with regard to infrastructure. Due to the pandemic, the other training sessions planned during 2020 had to be cancelled. CIT intends to resume providing such services as soon as the situation permits; interested railways should contact the General Secretariat directly.

## CIT 2012 security background

The CIT security background has an important function in international ticketing. From 2022 on, however, the 1996/2006 version of the security background will no longer be valid. CIT has therefore frequently reminded its members that from this moment on, they will have to use the 2012 security background, and make adequate preparation to do so. The CIT General Secretariat is on hand at all times to provide support if required.

## Passenger Claims Conference

In September 2020, over 80 representatives of CIT and UIC member companies attended the Passenger Claims Conference – a record. The COVID-19 pandemic was a central concern; some of the specific aspects addressed included the legal impact of the pandemic on passenger transport, practical issues pertaining to customer service, and health, hygiene and safety measures. Workshops discussed topics of particular relevance to PRR implementation, e.g. journey continuation or providing accommodation in the event of a missed connection. The next Passenger Claims Conference will be held on 22 September 2021.



Between 2008 and 2018, passenger travel by rail (measured in passenger kilometres) grew by around 10%;

Source: Statistical Pocketbook 2020, European Commission

## CIV Committee

Enrico Trapazzo, Chair



## CIV Committee

Isabelle Saintilan, Vice-Chair



## CIV Working Group

Oliver Hirschfeld, Chair



## The revised PRR: wide-ranging consequences

The EU Regulation on Rail Passengers, Rights and Obligations (PRR) is a core plank of the legislation governing international passenger rail services. In autumn 2017, the European Commission initiated a revision of the regulation, with particular attention to be paid to delays, missed connections and cancellations, including for passengers with disabilities or reduced mobility. Since then CIT, has worked with CER to monitor the revision, lobbied at various levels, and kept its members informed of developments during the revision process. Extensive passenger rights that are clearly defined in law are crucial for rail's attractiveness as a mode of transport, as well as for CIT members as businesses.

## The revised PRR: the finishing straight

In early 2020, the European Commission, Council and Parliament began the concluding phase of this process; their final positions were aligned in autumn 2020. Following formal confirmation from the three EU institutions, the revised regulation will enter into force in early 2021 and become applicable from 2023. In simple terms, the key innovations are:

- A "force majeure" clause has been introduced
- The thresholds for compensation are unaltered
- Journeys involving a change of train are mandatorily considered "through tickets" if the connecting trains are operated by the same railway company (or subsidiary thereof)
- Passengers with reduced mobility receive greater support and must inform the operator of their travel plans only 24 hours in advance at the latest (compared to 48 presently).

## Amending the CIT products

The revised PRR will have major impacts on claims handling, which will likely require amendments to be made to numerous CIT products (AIV, AJC, MIRT, GCC-CIV/PRR, etc.). CIT will analyse the need for modification together with its members, and will embark upon the revision process in good time; the CIV Working Group has already convened a Task Force to this end.

CIT is also involved, in an observer capacity, in a new platform of 25 EU countries aiming to strengthen international passenger rail, and is particularly engaged in the topic of "customer experience". In addition, CIT is involved in two UIC projects aiming to simplify collaboration between market participants in the field of ticketing. Any innovations arising from this work will also be catered for by the CIT products.

# International freight traffic



Increasing digitalisation is shaping our societies, economies, and last but not least, rail freight. CIT's work in this field is very wide-ranging, and the CIT freight-related products are now all available in digital form. The EU Regulation on electronic Freight Transport Information (eFTI), which entered into force in 2020, will be applicable from 2024. With our partners, CIT is very involved with the implementation of this framework regulation, which will be of great importance for our members. Strengthening rail freight is very important for environmental reasons as much as any other.



## 450,000 locos and wagons

Digital automatic couplings (DAC) for 450,000 locos and wagons in Europe are a key technology in moving towards a digital railway.

Source: German Association of Wagon Keepers (VPI); deutschland-mobil-2030 (blog)



# Highlights at a glance

## Group of Experts on Seals

The CIT Group of Experts on Seals, chaired by Jürgen Scholz (DB Cargo), is undergoing reorganisation. Henceforth, it will focus its attention on updates and enhancements of CIT products and UIC documents. In addition, the group will look more closely at the issue of electronic seals, the legal basis for the use of which needs to be established and could be included as an appendix to the “CIM/SMGS consignment note” manual. Two meetings of the Group of Experts are planned for 2021.

## New models of carriage

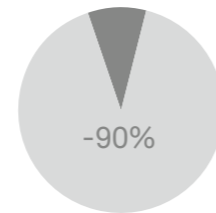
Many international transport movements nowadays take place under new models of carriage which cannot be easily categorised within the applicable body of law governing carriage by rail. The CIM Working Group has analysed various such models and classified them from the perspective of transport law. The possibility of indicating the relationship between carriers in the consignment note in future, thus ensuring transparency, is now being examined in more depth. During 2021, the group will decide on the next steps and move work forward within an ad hoc working group.

## Electronic formal report

CIT is working to digitalise the entire freight claims process for its members in the longer term. To this end, CIT has finalised the functional and legal specifications for the CIM electronic formal report, in which the outstanding issues have been resolved, in particular at the interface with the electronic consignment note. Once this work is approved by the CIM Committee in spring 2021, members should be able to start implementing the CIT20a electronic formal report.

## New TAF/TAP company codes

ERA intends to migrate the company code system from numeric to alphanumeric codes, thus providing a larger number of available codes. The switch will require far-reaching modifications which are presently being examined by the TAF TSI Working Group. With its partners, CIT is monitoring this work, and pushing for pragmatic solutions in order to minimise the impact on CIT members. We must also avoid two sets of codes being needed, one for CIM traffic and one for SMGS.



**90% reduction in greenhouse gases**  
Rail freight has an advantage. The European Green Deal aims to reduce greenhouse gas emissions from transport by 90% by 2050

Source: European Commission Factsheet, “The European Green Deal”, 2020

**CIM Committee**  
Gilles Mugnier, Chair



**CIM Working Group**  
Cristian Cuenca, Chair



## The challenges of going digital in practice

Digitalisation is an urgent priority for the rail sector as a whole, including – indeed especially – for rail freight. High quality and efficiency are key prerequisites for rail to succeed on the market in this segment. Anyone able to count on digital tools, for instance electronic carriage documents, has an advantage. CIT therefore supports its members in further digitalising, and commits to seek interoperable and harmonised solutions in international rail freight.

### Carefully preparing for implementation

The EU Regulation on electronic Freight Transport Information (eFTI) marks an important step towards greater digitalisation. The regulation entered into force in summer 2020, and will be applicable from summer 2024. CIT is coordinating closely with CER to prepare for implementation of this framework regulation. This is taking place in the Digital Transport and Logistics Forum (DTLF), which thoroughly and carefully scrutinises multimodal data use. CIT attaches great value to ensuring that railways, tried and tested IT solutions and investments, e.g. RailData, remain usable to the extent possible in order to avoid major financial consequences for CIT members.

### Complex and demanding

Work within the DTLF clearly illustrates just how complex and demanding it is in practical economic life to implement a digitalisation that is as thoroughgoing and harmonised as possible – numerous players with diverging roles and interests, all starting in different places as concerns their type of digital equipment. The task at present is to define the necessary data functionalities so as to enable the exchange, reuse and acceptance of electronic information among different parties in practice.

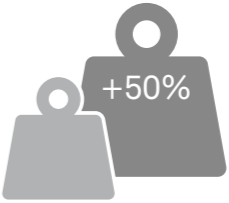
In addition, this far-reaching work needs to be coordinated within the sector. For that reason, CER has taken the topic to the Joint Sector Group (JSG), which is supported by 14 of the major European rail associations – including CIT, RailData, UIC, and RNE. The group represents the interests of the rail sector in telematics matters, and the group responsible for DTLF (and thereby eFTI) is managed in close cooperation with ERA. The DTLF’s forthcoming meetings will take place as “livelabs” to discuss the functional requirements for data exchange between economic actors and authorities in EU Member States.



# Multimodality



Multimodal transport is a growth market, driven by – inter alia – customers, wish for high flexibility and “door-to-door” transport, as well as by the possible combinations now offered by digital platforms and tools. In 2020, CIT placed particular focus on rail-waterway multimodal transport, which is set to play an increasingly important role in movements between China and Europe.



**Twofold growth**  
Between 2009 and 2019, rail-road combined transport in Europe doubled. 2009: 38.9, 2019: 79.2 (billion tonne-kilometres)

Source: Statistical Pocketbook 2020, European Commission



# Highlights at a glance

## Visibility for multimodality

Multimodality now has its own dedicated area on the new CIT website, which went live in June 2020; as such, it enjoys a higher profile. Meanwhile, all the CIT Freight and Multimodality products are now available on the website in digital, user-friendly format. The most recent addition is the new check-list for a framework contract to be used in international road-rail combined transport, which was uploaded on 1 January 2020. Our job now is to promote and raise the profile of the new check-list. During 2020, CIT and IRU therefore presented the new product to various organisations, for example UIC.

## In-house simplification

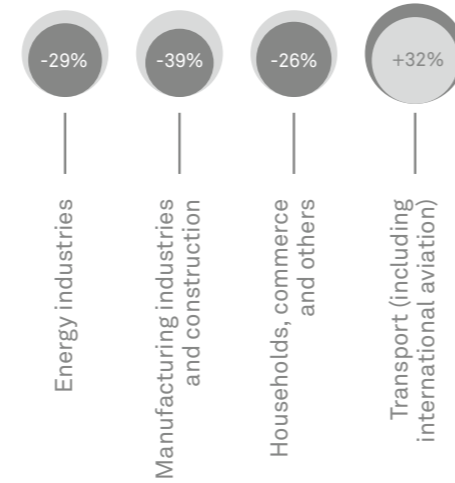
CIT has reorganised and simplified Multimodality workstreams in-house. For a number of years there was a Multimodality Committee, supported by a Multimodality Working Group. Both bodies developed important legal solutions for multimodal transport, all of which were ultimately signed off, however, by the CIM Committee. The CIT Executive Committee therefore decided to merge the Multimodality Committee into the Working Group, which will continue as part of the “Freight” workstream and whose outputs will continue to be signed off by the CIM Committee. The new Multimodality Working Group will be chaired by Maria Kalimeri (ATTICA Group), previously the chair of the Multimodality Committee.

## New digital platforms

Digital services are taking over the world, for instance in tourism, or urban and local public transport. Similar services are now emerging in the freight business: for instance, the “Railvis” digital platform, on which available wagons and locomotives can be offered for hire or hired to perform transport service, all across Europe. Naturally, such rail movements can also be incorporated into multimodal transport chains. CIT will continue to monitor and keep its members informed of these legally interesting developments in cross-border transport.

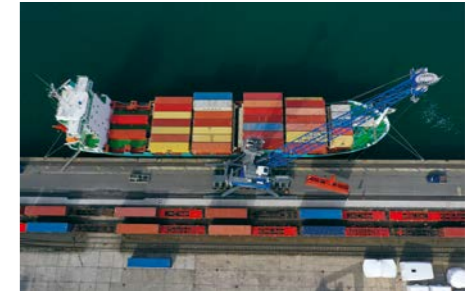
## Directive on combined transport delayed

The EU intends to revise Directive 92/106/EEC on common rules for combined transport. The purpose of the directive is to help bolster combined transport as an alternative to pure road haulage. The proposals tabled to date have not met with the necessary consensus, leading the EU to withdraw the proposal in 2020. It is expected that the EU will present a new revision proposal in the near future – not least as part of the European Green Deal. Together with CER, CIT will closely monitor the EU’s next steps and keep CIT members updated of the latest status of work.



## Greenhouse gas emissions trends in various sectors in Europe between 1990 and 2018

Source: EEA (European Environment Agency) / Eurostat 2020



## Closer collaboration between rail and waterway transport modes

Multimodal transport is a growth industry. Multimodal chains often offer advantages in terms of efficiency, customer-friendliness and sustainability. They also offer new business opportunities for transport firms. CIT therefore works to achieve simpler, legally reliable cooperation between rail and other transport modes such as road, air, and water. In 2020, particular priority was accorded to rail-waterway multimodal transport.

### Successful rail-sea transport

With the rail-sea General Terms and Conditions of Carriage and boilerplate contract, important CIT products have been in effect for a number of years now. Their purpose is to significantly simplify rail-sea transport at the interface between the transport modes. In order to trial the practical use of these documents, CIT wishes to conduct a pilot combining rail transport with a movement by sea. The Baltiysk – Mukran sea route seems a highly promising candidate for such trials: the movements between Europe and China first ran on the route in 2019 and volumes grew significantly in 2020 during the global pandemic. Representatives of Baltic Port Rail Mukran (BPRM) gave the Multimodality Committee a comprehensive report; the next steps for a pilot run are to be agreed jointly during 2021.

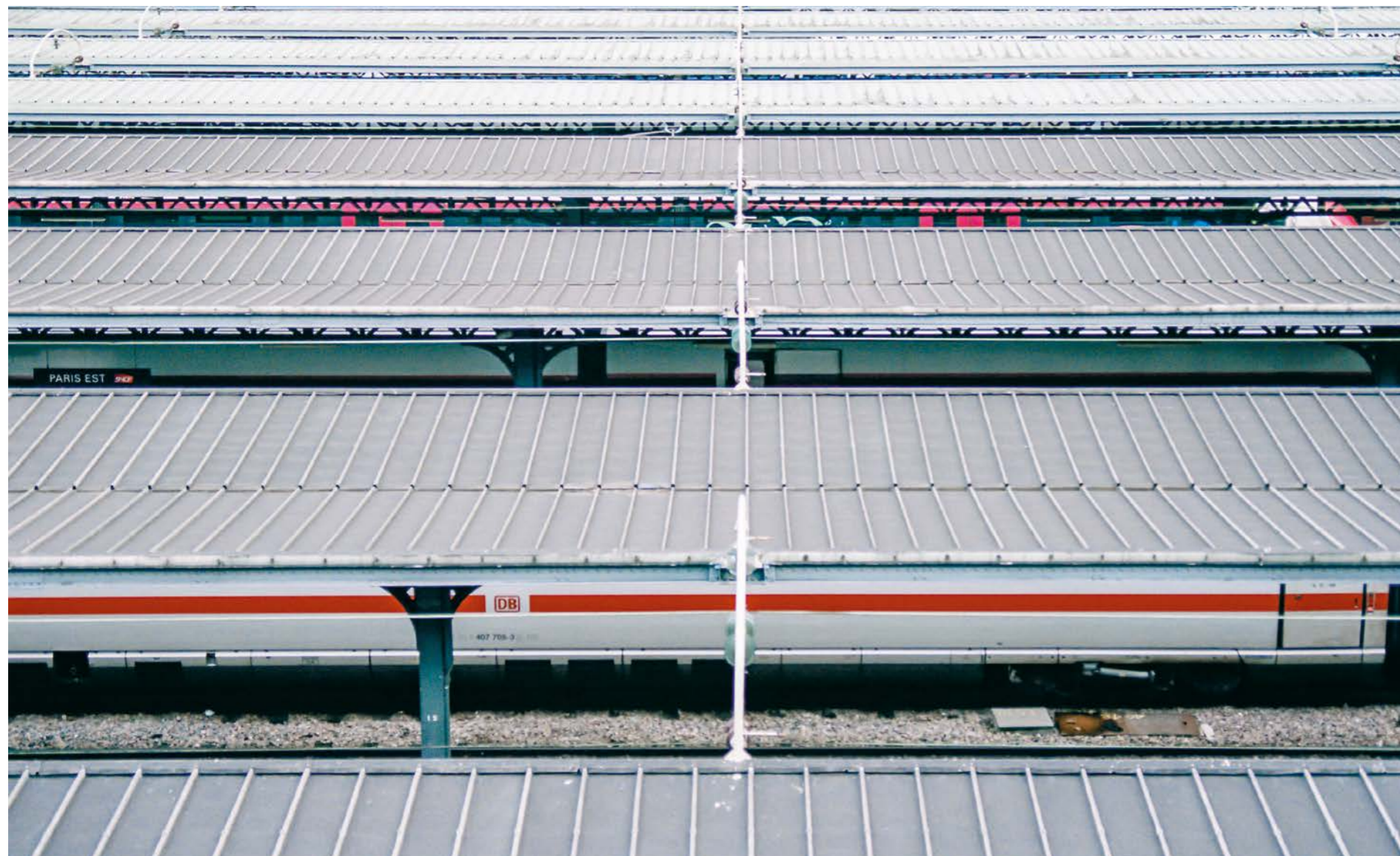
### New guidelines taking shape

In the multimodal context, carriage by inland waterway is becoming increasingly important. Under the European Green Deal, the aim is to shift a large share of European freight currently carried by road to rail and inland waterway. This makes it all the more crucial to simplify and clarify the legal interfaces between the two transport modes in order to facilitate multimodal movements. To that end, CIT has drawn up guidelines comparing railway law and inland waterway law including a comparative table setting out the respective legal bases. Important inland waterways organisations such as the International Association for the Register of Inland Vessels (IVR) and the Central Commission for Navigation on the Rhine (ZKR) are to be included in this work. The outcomes of the guidelines will subsequently be collected in a practical check-list.

### Seminar with ZKR and IVR: making up for lost time

The seminar on inland waterways which was planned to be held at ZKR’s headquarters in Strasbourg in July 2020 had to be postponed due to the COVID-19 pandemic, but will take place later. The seminar will be devoted to the bodies of law governing carriage by rail and inland waterway, and will also discuss the common guidelines.

# Use of infrastructure



With the European Green Deal, and in designating 2021 the “European Year of Rail”, the EU has sent a clear signal in favour of rail transport. One of the “problem areas” the rail sector must resolve is the interface between traffic and infrastructure, which is crucial to ensuring efficiency and performance, especially in international traffic. In collaboration with RNE, CIT therefore strives to achieve harmonised, simplified solutions for the use of railway infrastructure. The first signs of success are already apparent.



**Rail network capacity up by 20%**  
Achieved purely by replacing all national train control and signalling systems in Europe with ETCS (European Train Control System) and by digitalising signal boxes – no need for new lines.

Source: deutschland-mobil-2030 (blog)



# Highlights at a glance

## Track access charges and “force majeure”

The CUI Committee provides a venue to discuss issues and exchange experience relating to infrastructure use, and it is a forum the CIT members make good use of. In 2020, for example, one question on the agenda was to what extent railway undertakings can be reimbursed their cancellation costs for train paths if they were unable to use said paths due to “force majeure”. International traffic with cross-border paths is particularly problematic where a chain of infrastructure managers is involved, each organised at national level. We see that a standard definition of the term “force majeure” is lacking, communications channels in the event of such an occurrence are often unclear, and infrastructure managers each have different national rules governing force majeure and track access charges. The CUI Committee will continue to work on this topic to identify harmonised solutions and bring these to the table in the discussion across Europe.

## Ratification still outstanding in many countries

The 2018 OTIF General Assembly endorsed the revision of the CUI Uniform Rules. Since then Germany, France and Hungary have adopted the revised CUI, joining Finland and Switzerland. Another 16 Member States remain to ratify the new rules, however, before the revised CUI can enter into force. CIT will support its members in implementing the new CUI once it enters into force. And in future, we will continue striving to improve the international legal framework for the use of railway infrastructure.

## Workshop on infrastructure use

2021 is officially the “European Year of Rail”. The CUI Committee is therefore planning to hold a workshop on issues relating to infrastructure use. The event is to be open to a wide range of participants.

## Legal support in the TTR project

The “Redesign of the International Timetabling Process” (TTR) project seeks to refashion and harmonise the capacity/path planning and allocation process. CIT is involved in the TTR Legal Task Force providing legal advice and support to the TTR project, which was initiated by FTE (Forum Train Europe) and RNE (RailNetEurope). In order to fully implement the innovative TTR planning process, compliance with the relevant legal framework must be ensured. The TTR Legal Task Force experts are supporting the implementation of TTR, and supply legal analyses on the extent to which the project is consistent with the European and national legal frameworks and where modifications are needed.

## The longest network: an opportunity

Length of rail network (in thousand km):



Source: Statistical Pocketbook 2019, European Commission

## CUI Committee

Adriaan Hagdorn, Chair



Alberto Gallo, Vice-Chair



# Making headway on harmonised rules for the use of infrastructure

2021 is designated the “European Year of Rail” – raising the profile of railways as a sustainable, innovative and safe means of transport. Not everything within the rail system runs like clockwork, however. In international traffic, processes relating to infrastructure use remain very divergent from one country to another. It is therefore all the more important, in CIT’s view, to rapidly find simpler and more harmonised means of collaboration on infrastructure use. Work to this end is underway in collaboration with RNE (RailNetEurope).

## Harmonised contract in sight

A few defined corridors aside, railway infrastructure is organised as a purely national concern. A contract between railway undertakings and infrastructure managers governs the use of railway infrastructure. Such contracts currently take many and various forms, making life much more difficult for railways operating internationally in particular, which especially in the international freight market is a major competitive burden. CIT has therefore drafted a harmonised European contract for the use of infrastructure (E-SCU-I), intended as a major source of added value for railway RNE have exchanged views on a number of occasions and have constructively enhanced the boilerplate contract. Both organisations hope to be able to table a jointly-agreed E-SCU-I in the first half of 2021.

## Related RNE follow-on project

RNE is also pursuing a project seeking to further harmonise the contractual framework for international rail transport from the infrastructure managers, side. CIT and other organisations are set to be involved in the project. The project aims to develop a coordinated, consistent and harmonised structure not only for contracts for the use of infrastructure but also for IMs, network statements and general terms and conditions. Duplication between the various contractual documents is to be avoided. In RNE and CIT’s view, the first step is to harmonise contracts for the use of infrastructure. It remains to be seen whether the European General Terms & Conditions of Use of Railway Infrastructure (E-GTC-I) drawn up by CIT and RNE in 2014 will require structural modification.

CIT attaches great value to involving railway undertakings in the work of RNE in order to simplify the wheel-rail interface and thus significantly boost the efficiency of the rail system in future.

# Domestic Matters



## General Assembly

The General Assembly took place on 19 November 2020 as a virtual meeting – a first in the history of CIT – and was chaired by CIT Chair Maria Sack (DB AG). The GA handled all the statutory items of business and approved the accounts and balance sheet for 2019 as well as the budget for 2021, unaltered from the previous year. The 2019 income statement closed with an income surplus of approx. CHF 74,000. The amount unspent due to the pandemic (CHF 150,000) will be returned to CIT members in the shape of lower membership fees in 2021.

The General Assembly also conducted the necessary statutory elections. Luca Arnold (SBB) was elected to the Executive Board to succeed Nevin Kaygisiz (TCDD), whose second term of office expired at the end of 2020. Executive Board member Platon Guryanov (RZD) was renewed for a second term. Gilles Mugnier (SNCF) was elected as the new CIM Committee Chair, replacing Jean-Luc Dufournaud (SNCF) who retired in summer 2020. In addition, the General Assembly elected Isabelle Saintilan (SNCF) as CIV Committee Chair (having previously been Vice-Chair) and Alberto Gallo (Trenitalia) as the new Vice-Chair. The previous chairman, Enrico Trapazzo (Trainose), had resigned his post due to changes in his company's shareholding structure. Lastly, Alberto Gallo (Trenitalia) was renewed for a second term as Vice-Chair of the CUI Committee.

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

The next CIT General Assembly will be held in Bern on 25 November 2021.

## Executive Committee

As of 1 January 2021, the Executive Committee is composed as follows:

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

The Executive Committee met virtually on 23 April and 17 September, and dealt with all current items of business.

## General Secretariat

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

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

In 2020, in addition to the Secretary General, the General Secretariat employed four lawyers, two railway experts and two secretaries, to an FTE (full-time equivalent) of 730%.

## CIT-Info

The CIT Info newsletter provides a regular update on all CIT's activities and important developments in the law of international carriage by rail. It continues to be in great demand. There were four editions in 2020.

## Expert Groups

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

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circular letters  
from CIT to its members





## Members

CIT members are railway undertakings from 43 countries across three continents (Europe, Africa, and Asia). CIT has a total of 129 full members and 80 members who are linked via associate organisations. The association's costs are borne by its members, with each member paying a membership fee proportional to the level of its international passenger and/or freight transport volume. Each full member has one vote, regardless of the amount of membership fee paid.

### The following railway undertakings joined CIT in 2020

Country	Company	Membership status	Date of joining
Germany	BREB GmbH KG	Full member	01.01.2020



# Balance Sheet 2020

The 2020 income statement closed with an income surplus of CHF 227,326. Equity has thus increased from CHF 455,982 to CHF 683,308.

On 10 March 2021, PricewaterhouseCoopers AG examined the financial statements and accounts, and recommended their approval. The auditors' report can be found on page 35 of the 2020 Annual Report.

	31.12.2020		31.12.2019	
	CHF	%	CHF	%
Cash	868,292	88.6	676,672	85.3
Trade accounts receivable	419,093	42.8	196,766	24.8
Allowance for doubtful accounts	-365,000	-37.2	-139,100	-17.5
Inventory / Publications	1	0.0	1	0.0
Accrued income and prepaid expenses	57,588	5.9	58,542	7.4
<b>Total current assets</b>	<b>979,974</b>	<b>100.0</b>	<b>792,881</b>	<b>100.0</b>
Property, plant and equipment	1	0.0	1	0.0
<b>Total fixed assets</b>	<b>1</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>
<b>Total assets</b>	<b>979,975</b>	<b>100.0</b>	<b>792,882</b>	<b>100.0</b>
Trade accounts payable	35,770	3.7	23,928	3.0
Other current liabilities	30,738	3.1	19,428	2.5
Accrued expenses and deferred income	230,160	23.5	293,544	37.0
<b>Total current liabilities</b>	<b>296,667</b>	<b>30.3</b>	<b>336,900</b>	<b>42.5</b>
<b>Total liabilities</b>	<b>296,667</b>	<b>30.3</b>	<b>336,900</b>	<b>42.5</b>
Reserves 01.01.	455,982	46.5	381,814	48.2
Profit for the year	227,326	23.2	74,168	9.4
<b>Total reserves 31.12.</b>	<b>683,308</b>	<b>69.7</b>	<b>455,982</b>	<b>57.5</b>
<b>Total liabilities</b>	<b>979,975</b>	<b>100.0</b>	<b>792,882</b>	<b>100.0</b>

To be submitted for approval to the General Assembly on 25 November 2021.

# Accounts 2020

	Budget	Result	Result
	2020	01.01.-31.12 2020	01.01.-31.12 2019
	CHF	CHF	CHF
Member subscriptions	2,234,500	2,238,507	2,282,627
Events	33,000	28,698	0
Other services	250	13,049	1,500
<b>Gross revenues</b>	<b>2,267,750</b>	<b>2,280,254</b>	<b>2,284,127</b>
- Trade losses	-4,000	-1,670	-20,384
- Change of allowance for doubtful accounts	-36,000	-225,900	40,100
<b>Net revenues</b>	<b>2,227,750</b>	<b>2,052,684</b>	<b>2,303,843</b>
- Printing costs	-9,000	-11,552	-6,121
- Meeting costs	-114,000	-42,907	-76,469
- Costs of events	-97,000	-13,274	-84,617
- Public relations	-46,000	-37,090	-41,443
- Costs of services	-184,950	-124,011	-212,855
<b>Total costs of material and services</b>	<b>-450,950</b>	<b>-228,834</b>	<b>-421,505</b>
<b>Gross profit I</b>	<b>1,776,800</b>	<b>1,823,849</b>	<b>1,882,338</b>
- Salaries	-1,200,495	-1,115,689	-1,229,031
- Social security expenses	-262,521	-219,531	-241,255
- Other personnel costs	-48,500	-24,721	-28,172
<b>Total personnel costs</b>	<b>-1,511,516</b>	<b>-1,359,941</b>	<b>-1,498,458</b>
<b>Gross profit II</b>	<b>265,284</b>	<b>463,908</b>	<b>383,880</b>
- Costs of accommodation	-132,450	-119,734	-122,804
- Equipment and maintenance costs	-11,500	-1,312	-20,059
- Administration and IT	-114,930	-109,561	-166,531
<b>Total other operating expenses</b>	<b>-258,880</b>	<b>-230,606</b>	<b>-309,394</b>
<b>Operating result before interests</b>	<b>6,404</b>	<b>233,302</b>	<b>74,486</b>
+ Financial income	1,124	0	464
- Financial expense	-6,828	-5,290	-4,025
<b>Operating result</b>	<b>700</b>	<b>228,012</b>	<b>70,926</b>
+ extraordinary income	0	0	3,790
- taxes	-700	-686	-547
<b>Profit for the year</b>	<b>0</b>	<b>227,326</b>	<b>74,168</b>

To be submitted for approval to the General Assembly on 25 November 2021.



# Appendix to the 2020 and 2019 Annual Accounts

	31.12.2020 CHF	31.12.2019 CHF
<b>Details of the organisation</b>		
Company	CIT International Rail Transport Committee	
Legal status	Association	
Registered address	Weltpoststrasse 20, 3015 Bern	
<b>Details of the principles adopted to draw up the annual accounts</b>		
These annual accounts have been prepared in accordance with Swiss law and in particular with the provisions of the Swiss Code of Obligations concerning commercial bookkeeping and accountancy (Articles 957 to 962).		
The most important principles adopted for valuation are described below:		
Receivables		
Receivables and other current assets are shown at their nominal value less any individual adjustments of value necessary for economic reasons.		
<b>Range of full time equivalent posts - annual average</b>		
	<b>not above 10</b>	<b>not above 10</b>
<b>Amounts remaining due under leasing obligations</b>		
The CIT International Rail Transport Committee's lease contract has a limited duration. It runs until 31 December 2021 and has an annual ground rent of CHF 111,456 included additional expenses.		
<b>Liabilities to pension funds</b>		
	<b>16,623.45</b>	<b>19,427.65</b>
<b>Significant events occurring after the date of the balance sheet</b>		
Between the date of the balance sheet and its approval by the Executive Committee on 22 April 2021, there were no significant events which could adversely affect the annual accounts or which have to be disclosed.		
The Emergency Committee of the World Health Organisation (WHO) declared a "Public Health Emergency of International Concern" on 30 January 2020 because of coronavirus. On 16 March 2020, the Federal Council classified the situation in Switzerland as an exceptional situation under the Epidemics Act. An exact estimate of the financial effects on the 2021 business year of CIT is not possible at this time. We assume that the effects will not impact our ability to continue as a going concern.		

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

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

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

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

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

PricewaterhouseCoopers AG

		
Hans Rudolf Burkhard		Naomi Hürzeler
Audit expert Auditor in charge		Audit expert

Bern, 22 April 2021

PricewaterhouseCoopers AG, Bahnhofplatz 10, Postfach, CH-3001 Bern, Switzerland  
Telefon: +41 58 792 75 00, Telefax: +41 58 792 75 10, [www.pwc.ch](http://www.pwc.ch)

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## Index of abbreviations

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### **AIV**

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

### **CER**

Community of European Railways and Infrastructure Companies

### **CIM**

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

### **CIT**

International Rail Transport Committee

### **CIV**

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

### **CMR**

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

### **COTIF**

Convention concerning International Carriage by Rail

### **CUI**

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

### **CUV**

Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (Appendix D to COTIF)

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

European General Terms and Conditions of Use of Railway Infrastructure

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

European Standard Contract of Use for Railway Infrastructure

### **GTC**

General Terms and Conditions

### **IRU**

International Road Transport Union

### **MIRT**

Manual for International Rail Tickets

### **OSJD**

Organisation for Cooperation between Railways

### **OTIF**

Intergovernmental Organisation for International Carriage by Rail

### **PRR**

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

### **RNE**

RailNetEurope

### **RU**

Railway Undertaking

### **TAF / TSI**

Technical Specification for Interoperability relating to Telematics Applications for Freight Services

### **UIC**

International Union of Railways

### **UN / CEFAC**

United Nations Centre for Trade Facilitation and Electronic Business

### **UNECE**

United Nations Economic Commission for Europe

### **UPU**

Universal Postal Union

### **UR**

Uniform Rules

## IMPRINT

Published by: CIT, International Rail Transport Committee, General Secretariat

Concept and layout: kong.gmbh, Biel/Bienne

Pictures: @SBB CFF FFS, Deutsche Bahn AG,

unsplash.com: Barthelemy de Mazenod, Chloe Evans,

Chuttersnap, Pascal Meier, Patrick Federi, Timothy Brandt

Printed by: UPU, Universal Postal Union, Bern

Bern, May 2021



**International Rail  
Transport Committee**

Comité international  
des transports ferroviaires

Internationales  
Eisenbahntransportkomitee

